SUZUKI'S MOTORCYCLE HISTORY 1953-2009

1953

Diamond Free

Released in March 1953, the Diamond Free proved hugely popular, with its double-sprocket wheel mechanism for avoiding power loss. With 2-speed transmission and output of a mere 2ps at 4,000rpm, it had a maximum speed of 60km/h. The combined effect of victory in the Mt. Fuji hill climb race and the machine's showing in across-Japan performance testing led to an explosion in demand. The displacement was subsequently increased from 60cc to 70cc

1955

Colleda COX

With its displacement upgraded from 90cc to the standard 125cc, the Colleda COX was equipped with a state-of-the-art steel frame. Its 4-stroke OHV single-cylinder engine had a flywheel magneto ignition with automatic spark advance, generated 4ps at 5,000rpm. The standard 3-speed transmission yielded a top speed of 75km/h.

1965
T20

Developed as "the fastest 250cc motorcycle in the world", the T20 was aimed at the US market. The T20 featuring Suzuki's first ever tubular-steel double-cradle frame, the sleeved-aluminum cylinder engine that generated 25ps and complementary twin chambers. It was also the first stock bike with a 6-speed transmission. It naturally provided extremely popular in the US market and attracted attention worldwide.

1968
T500

The air-cooled parallel-twin 500cc engine, the largest displacement of any 2-cycle engine at the time, boasted an output of 47ps at 6,500rpm. Top speed was 180km/h. Problems such as engine durability, overheating and vibration were overcome by means of Suzuki's unique technological flair, resulting in outstanding performance and making this T500 the company's flagship machine.

1971
GT750

The 2-stroke 3-cylinder engine, produced 67ps at 6,500rpm, featured liquid cooling - adopted from the cooling measures of central cylinder. The 3 cylinders fed into 4 mufflers, divide exhaust pipe at center underneath the engine. With its smooth engine characteristics and light handling and weighting in at over 200kg, the GT750 was affectionately dubbed the "Water Buffalo" in the US market.

1971
TM400

The TM400 was developed as a production motocrosser to participate in 500cc class motocross races including World GP. Giving priority to the maneuverability of the machine, its engine displacement was lowered to 396cc. In the World Motocross GP series held in the same year, Roger De Coster won the championship in the 500cc class riding the RN71 (367cc) factory machine. In total he won 5 world titles of the same class adding 4 more victories in 1972, 1973, 1975 and 1976.

1972

Hustler 400

The Hustler 400 was released as a street version of the TM400. Its double-cradle frame and 2-stroke single-cylinder 396cc engine generated 34ps, making it the most powerful machine in its class. With decompression system for easy engine start, PEI ignition and the design emphasized running performance and ease of use. Subsequently, tangible development occurred in the shape of succession of model changes.

Photo：1974 model

1974

RE-5

RE-5 was the first Japanese motorcycle with a rotary engine in the world. It represented the culmination of the endeavors of the development engineer team. With a single rotor of 497cc, the engine generated 62ps at 6,500rpm - approaching the output 750cc engine. The cylinder meter housing and taillight were also attractive features. In charge of design was the famous Italian designer Giorgetto Giugiaro.

1975
RM125

The RM125 debuted in 1975 to replace the production motocrosser TM. It was introduced as a production version of the works machine RA75 on which Gaston Rahier won the 125cc World Motocross GP championship in the same year. From 1975 to 1984, Suzuki dominated this class 10 years in a row with Gaston Rahier, Akira Watanabe, Harry Everts, Eric Geboers and Michele Rinaldi. The RM125 was a successful forerunner of future RM series line-up extended from 50cc to 500cc. The air-cooled 2-stroke single cylinder 123cc engine produced 23ps at 10,500rpm. The exhaust pipe of the first generation RM125 was placed under the engine like TM.

1976
GS750

The GS750 was the 4-stroke machine released by Suzuki after an interval of 20 years. The newly developed DOHC 4-cylinder engine generated 68ps at 8,500rpm and exhibited smooth throttle response. The GS750 was relatively light at 223kg. Its outstanding dynamic performance made it extremely popular, and the GS series, included the GS400 released at the same time, instantly became the top-selling machines.

1978

GS1000E

The flagship model of the GS series, the GS1000E was Suzuki's first 1-liter machine. It was based on the GS750 and features 234kg of dry weight, 997cc engine generating 87ps at 8,000rpm, and demonstrated outstanding balance. The star-shaped cast wheels drew fans worldwide to remark that, in addition to its obvious performance capabilities, the GS1000E was exceptionally stylish and durable.

1979

GS1000S

The GS1000S was a replica machine of the Yoshimura-tuned GS1000 ridden by Wes Cooley, which won the 1978 AMA Superbike Championship. Although it shared the basic specifications of the GS1000E, the coloring and bikini cowl were identical to the victorious machine. The GS1000S was applauded for its comfortable riding position, and won popular acclaim as a supersport machine.

1980

GSX750E (Domestic spec. model)

With the adoption of Twin Swirl Combustion Chamber (TSCC) structure, along with a DOHC engine upgraded to 4 valves the GSX750E's dynamic performance, 69ps at 8,500rpm, was enough to overwhelm many of its rivals. Based on feedback obtained from grand prix racing machines, a new Anti Nose Dive Fork (ANDF) system was adopted for the front forks, boosting braking stability at high speed.

1981

GSX1100S KATANA

This innovative creation by the German designer Hans A. Muth garnered worldwide attention. Drawing on the sharp and combative image of the Japanese katana, samurai sword, the GSX1100S KATANA continues to be adored by its many fans even today, as the machine typifies Suzuki. Thanks to the tuning of its engine, it boasted a power output of 111ps at 8,500rpm - 6ps more than the GSX1100E, based on its model.

1982
XN85

The engine of this machine was based on the GS650G and equipped with a turbocharger. The designation "85" denoted the power output of 85ps, and served to emphasize the fact that this was more than simply a turbo GS650. The XN85 was replete with original technology, including an electronic fuel injector, remote preload adjustment mechanism for the rear suspension and oil-jet forcible cooling system that sprayed oil on the back of the piston.

1982
RM250

The RM250 was fully redesigned in 1982 using various know-hows gained through winning the manufacturers' title in the 250cc World Motocross GP for 2 consecutive years (1980-1981). The liquid-cooled 2-stroke 246cc single-cylinder delivered 43ps which was the highest among the competitive production machines of the time. It featured Suzuki's original full floater, link-type rear suspension.

1983

RG250Γ

RG-Γ machines dominated the WGP (World championship Grand Prix) series in the early 1980s. In keeping with that spirit, Suzuki released the RG250Γ. This machine saw the adoption of the AL-BOX, square aluminum frame, 16-inch tire and Anti Nose Dive Forks (ANDF) at the front. With an output power of 45ps at 8,500rpm, the engine made the RG250Γ the most powerful machine in its class. Lavishly equipped with technology developed for the racetrack, the RG250Γ was the first ever full-blown racer replica.

1985

FALCORUSTYCO

Concept model announced at the Tokyo Motor Show imaging a futuristic machine appearing 10 years later. The most advanced technologies 4-cycle square 4-cylinder 500cc engine, frameless body, front-and-rear swingarm suspension, center hub hydraulic power steering, chainless hydraulic drive and pop-up screen cowling were incorporated.

1985

Intruder 750

The unique OHC 4-valve 45°V-shape engine was mount ed on a classical frame. The Intruder 750 was renowned for its lavish construction, typified by the cylinder-cooling fan, despite the fact that the engine was entirely liquid-cooled, which was expressly designed to appeal to the US consumers.

1985

RG500Γ

Suzuki's true replica, the RG500Γ naturally featured the same square 4-cylinder engine and displacement as the RG racing machines, the same bore x stroke and center distance. The crankcase was also based on the RG design, and each machine was equipped with a removable cassette-type transmission.

1985
GSX-R750

The GSX-R750 weighed in at a mere 179kg. Mounted on an aluminum double-cradle frame dubbed the MR-ALBOX, the 4-cylinder DOHC engine used the Suzuki Advanced Cooling System (SACS), cooled by forcibly pumping in oil. With tuning by companies such as Yoshimura, the GSX-R750 turned in spectacular performances at both domestic and overseas circuits.

1986
GSX-R1100

A monster machine that recorded a top speed of 265km/h - the highest speed of any stock motorcycle in the world at the time. Equipped with the unique oil-cooling Suzuki Advanced Cooling System (SACS), the engine generated astoundingly high power output of 130ps. The combination of the power and lightness, it was dubbed a "super lightweight", led it to be acclaimed as a racing machine that could run on the public road. With a power-to-weight ratio of 1.5kg/ps, the GSX-R1100 could cover 1/4 mile in 10.3 seconds.

1987
NUDA

Concept model with an ultra-advanced mechanism of "fulltime 2-wheel drive" developed with the accumulated ideas of Suzuki engineering staff. The technologies for creating an excellent drivability were also incorporated boldly in the power steering and swing seat. And high rigidity and weight reduction were realized by the adoption of honeycomb mono-cock body made of carbon fiber.

1988
RGV250Γ/SP

With the change from 2-cylinder in-line engine to 90°V-shaped 2-cylinder engine, the RGV250Γ acquired the "V" in its name. The RGV250Γ SP was released to commemorate Kevin Schwantz's victory in the Japanese Grand Prix. Although no changes were made to the engine specifications, in keeping with the "SP" suffix a few alterations were mad- for example, to the suspension and the single seat.

1990

DR-BIG

With its displacement of 779cc, the air-cooled with SACS (Suzuki Advanced Cooling System), 4-stroke, SOHC, 4-valve engine boasted the world largest single cylinder at that time. Based on feedback acquired from the Paris-Dakar factory racer DR-Z, its production version dubbed "DR800S BIG" had Suzuki's latest technologies such as SACS and twin-balancer shafts. One-piece design of engine shroud, big fuel tank and front fender was distinctive for this big off-roader.

1995

Bandit 1200

The Bandit 1200 was renowned for its dynamic performance - despite being the lightest and most compact machine in its class. Retaining all the qualities of its little brother, the Bandit 600, it was a "Naked Bike" for those who wishing to come alive in the wind and experience the full measure of Suzuki performance. The 16-valve 1156cc air/oil-cooled engine, based on the proven GSX-R1100, mounted on a double-cradle frame.

1996

GSX-R750

This is the turning-point model of the GSX-R750 with the newly equipped twin-spar frame instead of the double cradle frame. The engine was also completely redesigned employing 3-piece crankcases, chrome-plated cylinder and a side cam chain as well as Suzuki Ram Air Direct (SARD) system. Faithfully tracing the GP machine RGV-Γ, the basic dimensions with shortened wheelbase generated smooth drivability with a surprising dry weight of 179kg.

1997

TL1000S

The TL1000S was the first Suzuki sport bike with V-Twin engine. This was liquid-cooled 2-cylinder DOHC engine with 4 valves per cylinder. The integrated design was the fruit of the labors of an experienced team of engine, chassis, suspension and electronics specialists assembled by Suzuki's engineering department. Their combined efforts resulted in a rare engineering masterpiece that was functionally outstanding and emotionally appealing.

1997

GSX-R600

An integrated team of the engine and chassis worked together to make the new GSX-R the lightest, the most compact, the best handling and the hardest acceleration 600cc 4-cylinder production machine in the world. The GSX-R600 was a street-going racer replica with Grand Prix technology employed in the RG racing machines.

1998

SKYWAVE / BURGMAN 400

The SKYWAVE/BURGMAN 400 was released in October 1998, 8 months later than its 250cc brother model. Liquid-cooled 385cc SOHC, 4-valve, single-cylinder engine, the largest displacement of any scooter engine at that time, generated 32ps at 7,500rpm. Stainless steel muffler, newly designed seat, rear suspension preload adjustment dial, etc. were added to differentiate itself from its 250cc version. It featured a large storage compartment under the seat enabling to hold 2 full-face helmets.

1999

SV650/S

The SV650 and the SV650S with a functional half-fairing were introduced in 1999. They won great popularity for the exhilarating feel of its acceleration and its stylish design especially in Europe. The SV650/S featured an innovative robust aluminum-alloy truss frame and the state-of-the-art liquid-cooled 90°V- Twin 2-cylinder DOHC 4-valve engine. Due to its rigid and lightweight chassis, the SV650/S offered superb handling.

1999

Hayabusa 1300

The ultimate aerodynamic sport bike, the Hayabusa 1300 was released in 1999. The ultimate 1298cc liquid-cooled DOHC in-line 4-cylinder engine that powered the Hayabusa 1300 represented the epitome of no-compromise engineering. The Hayabusa 1300's most notable features were its aerodynamic design and its superb balance of the engine performance and handling in a wide speed range on the road.

2001

B-KING

Concept model displayed at the 35th Tokyo Motor Show, and received a big public response. The super charger was installed on the "Hayabusa 1300" engine generating a high torque and acceleration. The IT technologies such as mobile phone and GPS were packed in the powerful and unique body style.

2001

GSX-R1000

The GSX-R1000, based on the compact and efficient GSX-R750, came to own the racetrack. Its well-balanced design put a premium on power and reduced weight and the design philosophy essentially echoed that of the GSX-R750 and the GSX-R600. Powered by liquid-cooled DOHC 16-valve 4-cylinder 988cc engine featuring narrow-angle valves and downdraft individual throttle body fuel injection. The GSX-R1000 had become the flagship of the GSX-R line with its phenomenal potential.

2002

BURGMAN 650

The BURGMAN 650 boasted the largest displacement of any motor scooter at the time. The machine's sheer power and the use of a Suzuki Electronically-controlled Continuously Variable Transmission (SECVT) distinguished the scooter from its competitors. Using a handlebar-mounted control switch, the rider could select the appropriate shift mode - two automatic modes and a manual mode - according to conditions.

2003

G-STRIDER

Concept model with 916cc engine with electronically-controlled CVT (Continuously Variable Transmission) installed imaging a machine driving on the streets like a flying glider. Suzuki's unique and innovative styling design was given to the next generation bike to strongly express a "simpler" and "more comfortable" world of motorcycles.

2005

RM-Z450

Suzuki's original 4-stroke motocrosser. The new 4-stoke 449cc engine employed Suzuki's innovative technologies such as SASS (Suzuki Advanced Sump System) which positions the crankshaft lower to reduce the center of gravity, and SAVS (Suzuki Active Vent System) which reduces crankcase pressure. It also featured a unique aluminum swingarm and Showa inverted cartridge front forks to offer a better maneuverability.

2005

STRATOSPHERE

Concept model with 1100cc engine pursued the limits of compact design, resulting in an in-line 6-cylinders with width similar to the conventional in-line 4-cylinder engines. The adoption of materials such as hammered aluminum and Damascus steel embodies Suzuki's suggestions for a styling design to incorporate the characteristics of materials themselves.

2006

SUZUKI BOULEVARD M109R
INTRUDER M1800

Suzuki's flagship V-Twin cruiser was designed by enthusiastic Suzuki engineers who drove across the US in their research. The heart of the machine was an all-new 1783cc V-Twin engine with 112mm bore and 90.5mm stroke made for the largest reciprocating pistons in any production passenger car or motorcycle. It also featured an inverted 46mm cartridge front forks and rear brake with dual-piston caliper.

2006

GSR600

Intended as an additional to Suzuki's range of middleweight motorcycles, the GSR600 sport naked motorcycle featured a very original stylish styling design with the center-mount muffler, and the easy-to-use 600cc engine balanced of high performance and advanced technology. The GSR600 retains the race-proven GSX-R600's ultra-compact lightweight 4-stroke 4-cylinder engine - tuned to yield broader power band with greater low- and mid-range torque.

2007

Biplane

Concept model announced at the 2007 Tokyo Motor Show.The Biplane was designed to convey the joy of two-wheel mobility through a design that was uniquely inspired by the feeling of flying or piloting an aeroplane, which gives motorcyclists a similarity feeling while riding bikes. Its shape with no canopy generates an exhilarating feeling of openness despite being a modern machine. It has a V4 engine for power.

2007

Crosscage

Concept model displayed at the 2007 Tokyo Motor Show. By combining a high-performance secondary battery and a simple, compact, lightweight air-cooled fuel-cell system, the Crosscage realized optimal power control. A fuel-cell unit from British specialist company Intelligent Energy enabled quick activation with low fuel consumption, and a lithium-ion battery assured safety as well as a low environmental burden. The simplicity, compactness and lightness not only made this bike environment-friendly but also contributed to realize sporty styling befitting the Suzuki name.

2007
Gemma

Concept model announced at the 2007 Tokyo Motor Show. With its distinctive "full-flat 2-seater", this 250cc 4-stroke single-cylinder scooter provides a refined low and sleek look and makes the rider and the corider feel a greater sense of intimacy. The luggage compartment in front of the rider contributes to a stylish riding experience right up to the moment the riding couples take off the helmet and dismount. The smart-looking Gemma presents a new riding pleasure that differs from cars and existing scooters.

2008
B-KING

With its overwhelming visual presence, the B-KING is Suzuki's flagship big naked bike. Suzuki's latest technologies give the B-KING a top-level dynamic performance in its class. The 1340cc "Hayabusa" engine generates a top-ranked power output in the naked category. The S-DMS (Suzuki Drive Mode Selector) allows the rider to choose from two different engine settings depending on riding conditions or rider preferences. Radial mount front brake calipers and fully adjustable front and rear suspensions provide superb braking and suspension performance.

More information on http://www.globalsuzuki.com/corp_info/history/index.html