



Way of Life!

Scooter 2017



World class engineering, uncompromising quality control

Advanced technologies, skilled craftsmanship

The secret of Suzuki quality is a combination of advanced technologies and skilled craftsmanship. Suzuki motorcycles come to life through countless hours of testing, uncompromising quality control by the engineers who have unmatched enthusiasm and craftsmanship.

Our manufacturing spirit powers your Suzuki.



Providing 'value-packed products'

In our 108 years of manufacturing history and 65 years of building motorcycles, we have always strived to provide 'value-packed products' as one of our manufacturing philosophies. We believe that our passion and enthusiasm turns into your fun and excitement, our pride of craftsmanship becomes your pride of ownership. The trademark "S" is recognised by people throughout the world as a brand of quality products that offer both reliability and originality. Suzuki stands behind this global symbol with a sure determination to maintain this confidence in the future as well, never stopping in creating 'value-packed products'.

Suzuki technology is constantly evolving.



Motion Track Brake System

The new Motion Track Brake System¹ works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement; pitch, roll and yaw to realise optimal vehicle stability. On GSX-R1000 this system reduces rear wheel lift under hard braking, while on GSX-R1000R the system also optimises brake pressure when the motorcycle is leaning. On V-Strom 1000/XT optimal stability comes not only in straight line braking but also when braking while cornering.



Motion Track TCS Traction Control System

Suzuki's advanced Motion Track TCS³ allows the rider to select 10 different levels of traction control intervention, depending upon road or racetrack conditions. The TCS intervention can be changed while riding, as long as the throttle is closed. The Motion Track TCS continuously monitors six different sensors, and quickly reduces engine power output when a loss of traction is detected or predicted. Power output is controlled by managing ignition timing and throttle valve position. Motion Track TCS reads sensor input every 4-milliseconds, for precise response. And by using input from the IMU (Inertial Measurement Unit), the ECM can calculate the motorcycle's motion in 6-directions (along 3-axis, Pitch, Roll and Yaw), for more precise traction control.



TCS – Traction Control System

Suzuki's traction control system³ continuously monitors front and rear wheel speeds, throttle position, crank position and gear position sensors, and quickly reduces engine output when wheel spin is detected. Engine output is controlled by managing ignition timing and air delivery to ensure smoother traction control operation. As a result riders can enjoy long distance riding more comfortably, with less stress and fatigue.



SCAS – Suzuki Clutch Assist System

A back-torque-limiting clutch helps make downshifts smoother and assists the rider in taking control in deceleration. Ramped engagement cams built into the clutch hub decrease force on the clutch plates under deceleration by pushing up against the pressure plate, allowing the plates to slip at a controlled rate.



SAIS – Suzuki Advanced Immobiliser System

An electronic identification system in the owner's key to prevent unauthorised people from starting the engine.



SET – Suzuki Exhaust Tuning

Uses a servo-controlled butterfly valve to modify back pressure and tune the pipe to match engine RPM, improving low down torque and increasing mid-range and high-RPM power.



ABS – Anti-lock Brake System

The system helps avoid wheel locking when there is a sudden change in road surface during braking or when an excessive braking force is applied. The system monitors wheel speed 50 times per wheel rotation, and matches stopping power to available traction. Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS.



Suzuki Easy Start

On a normal motorcycle when starting the engine, the rider needs to press and hold the starter switch until the engine fires up. With the Suzuki Easy Start, all you need to do is one quick push of the starter switch, just like starting a modern car engine. The ECM (Engine Control Module) recognises the signals and keeps the starter motor working for a specified time.



Low RPM Assist

Low RPM Assist uses the ISC (Idle Stability Control) mechanism to help raise engine RPM slightly in launching and riding at low speed. This new feature helps smoother operation when pulling away and when riding at slow speeds, this means it's easier to pull away and easier to control the engine in stop-start traffic.



SRAD – Suzuki Ram Air Direct

The air intakes are positioned close to the centreline of the fairing nose – this position offering optimum intake efficiency. This results in better intake efficiency and increased engine power at high speed.



S-DMS – Suzuki Drive Mode Selector

Allows the rider to select a number of fuel injection and ignition system maps adjusting power delivery to suit personal preference in various riding situations, such as different racetracks or tight, twisty roads. The feature helps riders to enjoy the performance in a wider range of riding situations.

BURGMAN 650 EXECUTIVE

Synonymous with Luxury

For an entire generation of riders, the Burgman has redefined the motorcycling experience. In ways once unimaginable, it has brought performance and comfort into alignment. It has presented motorcyclists everywhere with new ways to think about the twin pursuits of pleasure and freedom.

Make way for the Burgman 650. Control has never come so freely. Power has never flowed with such ease. Every movement feels smooth and graceful. Every street is yours for the taking.





A Higher Class of Performance

The Burgman 650 delivers performance with as much control as you desire. A liquid-cooled 638cc engine offers all the power you need. Computerised fuel injection, a Pulsed-secondary AIR-injection (PAIR) system, and an O2 feedback system with catalyser boost fuel efficiency and minimise emissions. Refined transmission setting and reduced mechanical losses contribute to boost fuel economy even more.

Beautifully Balanced

A tubular frame and aluminium swingarm combined with the engine position provide optimum balance and agility. The frame inherits the confidence inspiring wheelbase of earlier Burgmans for a sporty, controllable ride and has a newly designed, slimmer tail section for sleeker, sportier bodywork. Plenty of wheel travel (110mm at the front and 100mm at the rear) helps to keep the ride smooth.

Room for Anything

The Burgman 650 has room for plenty of gear. A cavernous, 50 litre under seat compartment can hold two full-face helmets² and has a light for night time convenience. A cable lock allows you to secure a helmet outside the compartment to make space for luggage inside. Three compartments below the handlebars provide space for maps and other items you might need on the road. One contains a DC outlet that's ideal for charging a mobile telephone.

Powered Convenience

The windscreen is shaped to give great wind protection and a clear view of the road. It's electronically adjustable to suit the rider's height. For convenience in tight parking spaces, the rear view mirrors can be retracted electronically at the touch of a button.

Adjustable Comfort

The seat is optimally sized and thickly padded for two-up luxury even on long journeys. The rider's backrest can be adjusted forward and backward by 50mm for optimal support. No tools are necessary.

The Executive Experience

For even greater luxury during every ride, the Executive grade means this Burgman comes with even more exclusive features.

Grip Heater

Suzuki's attention to luxury extends even to the rider's hands. The handlebar grips incorporate electric heaters that can be controlled by the rider to provide a welcome source of warmth when temperatures drop below comfortable.

Heated Seats

A flick of a switch located next to the ignition activates an electric seat heater for the rider and passenger. So cold winter days are no reason to feel less than comfortable when you're riding the most luxurious scooter on the road.

Passenger Support

A great-shared riding experience is assured by a backrest that firmly supports a passenger to provide comfort and an added sense of security.

Colours



Metallic Matt Fibroin Grey (PGZ)



Pearl Bracing White (RB5)



Metallic Matt Black No.2 (YKV)

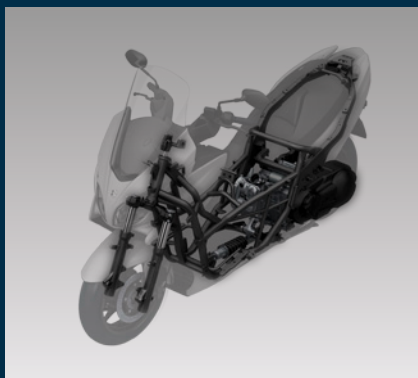




BURGMAN 400

The Elegant Athlete

It fits well, like a fine handmade suit. It rides comfortably and performs like a champion. It manoeuvres brilliantly. And it delivers a winning combination of stylish design, practicality and convenience. The Burgman 400, bringing greater class and pleasure to your journey.



Powerful Engine

At the heart of the new Burgman 400's polished performance is an updated version of its powerful 399cc four-stroke, DOHC, single-cylinder, fuel injected engine. Changes including a new air box help produce greater low-to-mid-range torque for instant response and more powerful acceleration when riding in stop-and-go traffic, while also providing more powerful performance when riding tandem. Suzuki's automatic Idle Speed Control (ISC) continues to ensure optimal idling.

Luxurious Ride and Handling

The new Burgman 400's underbone frame is built from large diameter, thin wall tubes that deliver the light weight and rigidity required for great handling. Complementing this frame in realising a stable, relaxing and nimble ride are 41mm front forks with a generous 110mm of wheel travel. In addition, the link-type monoshock rear suspension with 7-way adjustable spring preload helps maximise the balance between comfort and sporty performance by providing a softer ride on cobblestone streets and solid traction on relatively smooth roads. Exceptional handling and manoeuvrability are the result.

Styling

Like a top athlete in peak form, the Burgman 400 is lean, toned and ready to perform optimally, even on narrow, twisty, or congested streets. Not only are its front and rear end slimmer, sharper and sexier than ever, this Burgman remains true to its family name by offering fine style that will turn as many heads out front of the office as it will in front of your favourite café or out on the road.

Superior Economy and Range

Along with the increase in low-to-mid-range torque production, the efficiency of the new engine, including the introduction of an iridium spark plug, combines with the reduction in weight to achieve improved fuel economy and extends the Burgman 400's riding range.





The Lap of Luxury

The stepped dual seat offers luxurious comfort for rider and passenger alike by combining a cushion that is 20mm thicker and a shape that is slimmer than on the current model. Double stitching adds a distinctively fashionable accent. The rider's backrest can be adjusted 15mm or 30mm forward to provide optimal support and comfort for riders of various builds on longer outings. The upswept windscreen creates a cleaner, more compact look from the front or sides. At the same time, it matches its predecessor in delivering optimum wind protection for rider comfort, as well as a clear view of the road.

Rich Storage Space

The Burgman 400's spacious 42 litre underseat storage compartment can hold two helmets² and provides ample room for stowing your gear. Two front compartments provide 3.5 litres of storage space on the right side and 2.8 litres on the left side for maps and other items. The right storage bay has a 12V DC outlet for charging your mobile phone or other electronic devices.

The weight limit for items in the underseat compartment is 10kg.
The weight limit for items in the right storage bay is 1.5kg.
The weight limit for items in the left storage bay is 0.5kg.





BURGMAN 400

Colours



Metallic Matt Black No.2 (YKV)



Pearl Glacier White (YWW)



Metallic Matt Fibroin Grey (PGZ)

BURGMAN 400



BURGMAN 400

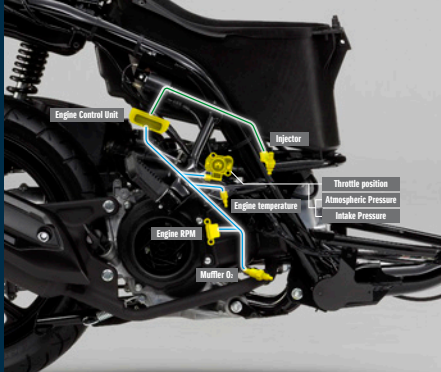


ADDRESS

Beat the Traffic

A lifestyle statement that says as much about your personality as where you want to go. This head turning street-smart all-rounder is more than a stylish commuter. With responsive acceleration, optimised fuel economy and an accommodating 20.6 litre luggage compartment and sleek city dimensions.





Great Fuel Economy

The 113cc power plant delivers good acceleration and fuel efficiency. Providing the lowest amount of friction among Suzuki's performance-proven compact motor scooter engines, this remarkable motor powers the Address to new heights of performance and fuel efficiency. Optimised valve angle and intake port design combined with an intelligent fuel-injection system, redesigned camshaft and roller rocker arm together make the Suzuki Address not only powerful and economical (145MPG/51.3km/L)* but extremely quiet.

Riding Position

The new streamlined dimensions are built with generous comfort in mind. What's more, the Address' floorboard has enough space to adjust your foot position.

Character Line on Body Surface

Finely designed edges and slender lines along the body and to the leg shield and fender evoke unique youthful personality that make you stand out with verve and vitality.

It's not hard to be noticed with the Address' definitive sharp good looks. And this universal shape attracts far beyond your local streets to every road you ride — near or far.

Underseat Storage

Stash your full-face helmet², rain gear and other items in the roomy 20.6 litre utility compartment, generously designed for extra spaciousness and convenience.

Large Fuel Tank

Equipped with a large-capacity 5.2 litre fuel tank, the 1.94L/100km (145MPG)* fuel efficient engine propels the new Address up to an astonishing 165 miles (265km) on a single tank.

Front Inner Pocket

Both left (600ml) and right (500ml) storage compartments provide ample room together with covered key functionality layout above the right pocket (Total maximum weight 1.5kg.)

Covered Key with Seat Opener

The key hole is covered by a lid to prevent motorcycle theft. Easily accessed in the under-seat compartment using the main ignition keyhole, eliminating the need to remove the key to open the seat compartment.

Colours



Metallic Ice Silver (YNI)






Brilliant White (YUH)



Titan Black (YVU)



Model	BURGMAN 650 EXECUTIVE	BURGMAN 400	ADDRESS
			
Engine type	4-stroke, 2-cylinder, liquid-cooled, DOHC	4-stroke, 1-cylinder, liquid-cooled, DOHC	4-stroke, 1-cylinder, air-cooled, SOHC
Engine displacement	638.0cc (38.9cu. in)	399.0cc (24.4cu. in)	113.0cc (6.9cu. in)
Transmission	CVT	CVT	CVT
Power	40.50kW @ 7000rpm (55.06PS)	TBC	6.70kW @ 8000rpm (9.11PS)
Torque	62.00N.m @ 5000rpm (46.00lb.ft)†	TBC	8.60N.m @ 6000rpm (6.30lb.ft)†
Fuel consumption	60.50MPG 21.00KM/L*	TBC	145.00MPG 51.30KM/L*
Seat height	760mm (29.9in)	750mm (29.5in)	755mm (29.7in)
Kerb mass	277kg (611lbs)	TBC	97.0kg (214lbs)
Suspension front	Telescopic, coil spring, oil damped	Telescopic, coil spring, oil damped	Telescopic, coil spring, oil damped
Suspension rear	Swingarm type, coil spring, oil damped	Link type, coil spring, oil damped	Swingarm type, coil spring, oil damped
Brakes front	Disc, twin	Disc, twin	Disc
Brakes rear	Disc	Disc	Drum
Tyres front	120/70R1M/C 56H, tubeless	120/70-15M/C 56S, tubeless	80/90-14M/C 40P
Tyres rear	160/60R14M/C 65H, tubeless	150/70-13M/C 64S, tubeless	90/90-14M/C 46P
Fuel tank capacity	15.0L (3.3G)	13.5L (3.0G)	5.2L (1.1G)

* Fuel economy was measured by Suzuki in the Worldwide Motorcycle Test Cycle (WMTC).

† Torque conversions to imperial units (in brackets) are approximate and included as a guide only.

¹ ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering. On the GSX-R1000R, V-Strom 1000/XT brake pressure is optimised while cornering.

² Helmets of certain shapes may not fit in the underseat storage compartment. Do not use the storage compartments for items that are fragile, valuable, dangerous, or susceptible to heat. Helmets and luggage are shown for illustrative purposes only.

³ Traction control system is not a substitute for rider's throttle control under the various conditions, and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.



Suzuki History

History progressed with customers worldwide.



1909 Michio Suzuki opens the Suzuki Loom Works.



1952 Suzuki builds its first motorised bicycle, the 'Power Free'.



1958 The now famous Suzuki 'S' makes its first appearance.



1962 Champions of the world! East German rider, Ernst Degner, takes Suzuki's first TT victory.



1965 The sensational T20 Super Six really puts Suzuki on the international map.



1971 Joel Robert retains the world 250cc motocross crown.



1976 Barry Sheene wins his, and Suzuki's, first 500cc world title on the RG500.



1981 Italy's Marco Lucchinelli wins the 500cc world championship on an RG500.



1985 The bike that is to change the face of motorcycling arrives. Suzuki's GSX-R750.



1993 Kevin Schwantz wins the 500cc world championship on the RGV.



1996 Suzuki re-invented GSX-R750 again in 1996.



1999 Suzuki breaks the mould once again with the unveiling of the GSX1300R Hayabusa.



2000 Kenny Roberts Jr. becomes the World Champion of GP500, which for Suzuki is the sixth world title.



2001 An unforgettable year which saw the launch of the ultimate sports bike - the Suzuki GSX-R1000.



2005 Suzuki sets new standard of sportbike once again with the introduction of the 2005 GSX-R1000.



2008 Suzuki introduces 2nd generation Hayabusa 1300.



2009 The all new GSX-R1000 is launched in the United States.



2012 Suzuki launches second generation V-Strom 650ABS.



2013 The Suzuki Endurance Racing Team (SERT) takes its 4th consecutive Endurance World Championship and its 13th title overall.



2016 Suzuki win British GP at Silverstone.



2017 Suzuki releases the new Burgman 400.

SUZUKI JÄLLEENMYYJÄSI

Specifications, appearance, colours (including body colour), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice. Each model may be discontinued without notice. Please enquire at your local dealer for details of any such changes. Images contain computer-generated composites and may include optional accessories. All images are of professional riders under closed road conditions.

- Always wear a helmet, eye protection and protective clothing.
- Read your Owner's Manual carefully.
- Enjoy riding safely.
- Never ride under the influence of alcohol or other drugs.