

GS1000



SUZUKI'S NEW **SUPERBIKE**

COULD OPEN UP A WHOLE NEW WORLD FOR YOU.



AT A SPECIAL FACTORY PREVIEW TEST OF THE SUZUKI GS1000
IN JAPAN, TWO WHEELS EDITOR, JEFF BROWN HAD THIS TO SAY:

“IT’S THE BEST B TO COME O

ALL-ROUND QUALITY OF PERFORMANCE

“Suzuki was aiming for performance, good handling and riding comfort; the GS1000 proves they aimed for the right things. It’s free of gimmicks, because the development has been aimed at all-round quality of performance, which has been achieved admirably.”

INSPIRES CONFIDENCE AT HIGH SPEEDS

“Few bikes inspire confidence at speeds above 210 km/h, but the GS1000 hit this speed effortlessly every lap and always felt stable, rigid and precise, giving me the most comfortable and secure feeling I’ve had at that speed on a standard road bike.”

POWERFUL AND TORQUEY

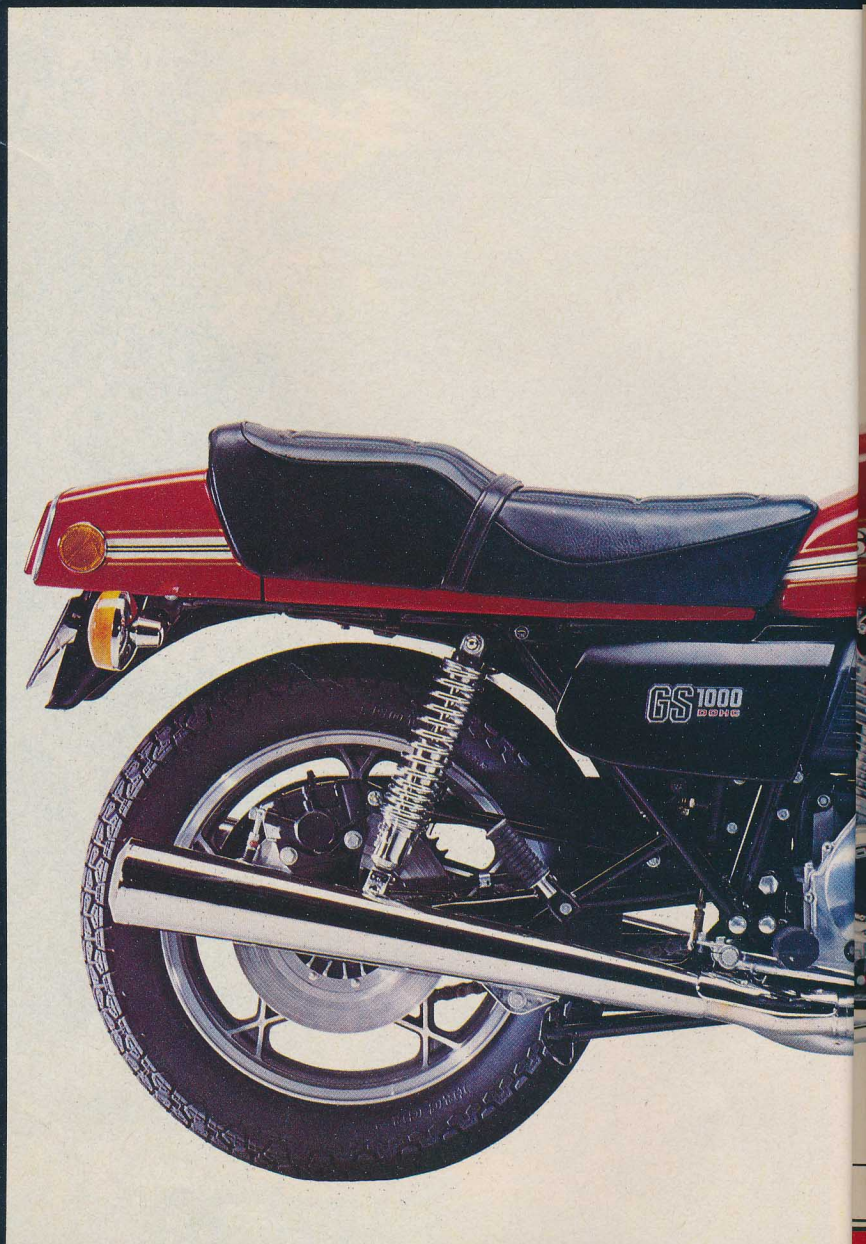
“The DOHC four is powerful and torquey, with smooth power delivery that just keeps building up and up as the tach and speedo needles swing around. A very satisfying engine for road or track use.”

SPECIAL HIGH SPEED TYRES

“The newly developed V-rated tyres for speeds above 210 km/h are a very necessary part of the total GS1000 package and handle high speed emergency braking, changes of line and full bore cornering without a trace of bad manners.”

AIR FRONT FORKS

“The air front forks are supple and comfortable with 160 mm of travel and like the rear end, were obviously designed to offer optimum performance without sacrificing comfort.”



THE ALL NEW SUZUKI GS1000 4-STROKE WITH DOUBLE OVERHEAD CAMSHAFT

ANCED BLASTER T OF JAPAN"



A TRUE ALL-PURPOSE SPORTSTER

"These days manufacturers are going for all-out performance and forgetting about the real bend-swinging joys of riding. Suzuki went all-out for weight saving and the physically small dimensions of the GS1000, with the weight of 234 kg, make it a true all-purpose sportster in a day of heavy juggernauts."

CAN BE TUNED FOR ANY ROAD CONDITIONS

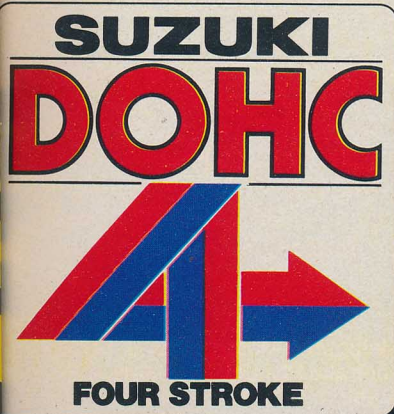
"The rear units perform well and give a genuine 80 mm of well controlled travel. With four damping adjustments and five spring preload positions the rear end can be tuned for any road conditions, or load."

STABILITY AND PRECISION AT HIGH OR LOW SPEEDS

"The frame is strong and well braced, and the swinging arm pivots on needle roller bearings. With the front end geometry, this gives stability and precision at speed that until now has been the exclusive province of Italian sports bikes. That the Suzuki is still docile and easy to ride at low speed shows how well the bike was designed."

COMFORT A STRONG POINT

"Comfort is one of the GS1000's strong points; even with lower handlebar the riding position and low seat height make the bike feel smaller than it is and inspire confidence for shorter riders."





A WHOLE NEW BIG BIKE EXPERIENCE

The concept. Simple.
To create the fastest mass
produced bike in the world.

The reality. A great deal
more. In fact, a whole new
breed of superbike.

Superfast. Better believe it.
Over the standing quarter

mile, it turned in a scorching
11.8 secs. And can top 217 km/h
(135 m.p.h.).

Supersmooth. The awesome
DOHC 4-stroke powerplant,
a perfectly matched 5-speed
constant mesh gearbox and
the use of front air forks
guarantees it.

Plus an entirely new
ingredient that up until now has
eluded every superbike
manufacturer. Superlightness!

With a dry weight of just

234kg (515lbs), the GS1000 has
the handling characteristics of
a lightweight sportster. Nimble.
Agile. And above all, a rider's
bike. So man and machine
become one.

There's a long list of other
features which add up to the
kind of total package you'd
expect from Suzuki. Suffice to
say that the GS1000 is a whole
new big bike experience. And
it's waiting for you right now at
your nearest Suzuki agent.



TEST RIDE AT YOUR NEAREST SUZUKI AGENT SOON!

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