# Grab a

## Semsation

Rave Reductions on 82/83 Models





### GE 5

### ensailon



"This Suzuki is one 650cc motorcycle that feels exceptionally light and nimble to the touch. It has the right amount of sparkle to be tasteful without being gaudy."

Touring Bike: Dec. 1981

Cycle World: Feb. 1982

"Suzuki's GR650 tempter is not what it may seem . . . it's much more!"

Road Rider: Dec. 1983 Cycle: May, 1983

"A tempting combination of light weight, sporty handling, adequate power with Rider: Aug. 1983

Motor Cyclist: Apr. 1983

"It's the cam lift, not the facelift, that makes the difference." Cycle Guide: Jan. 1982

• 1982 GS850GLZ "It's more than a good bike; it's a living example of what attention to detail and careful refinement of a basically good design can do for a machine."

Cycle World: Jan. 1982

Cycle: Jun. 1983

"The Suzuki is a winner without any set-up, that's the difference."

Cycle World: Sept. 1982

"Suzuki has turned the 250 world upside down with the new RM250Z. It is fast, quick and frightening." Motocross: Jun. 1982

"The Suzuki RM250Z is the best 250 motorcross bike of 1982 . . ." • 1982 RM250Z

Motocross: Jul. 1982

### 1982GS1100EZ

You hear the word "awesome" used a lot, but get on a new GS 1100E and feel what it really means. The 16-valve TSCC engine accelerates with brutal, arm-straightening power.

Damping-adjustable suspension with anti-dive front air forks straightens out the curves. Triple disc brakes haul you down in a hurry. And the sale price?

Awesome!





### 1983GS1100ED

You're ready to rule the streets, with the potent power of a DOHC 16-valve TSCC engine with efficient CV carbs and electronic ignition. The swift, sure handling of fully adjustable suspension with Anti-dive forks, aluminum box-section swingarm, triple disc brakes, and V-rated tires on turbo-style rims. And style that says speed — even when parked.

### 1982GS1100GZ

Go sport touring in class, with the reliable power of a DOHC engine with fuel-efficient CV carbs and fully electronic ignition, the superior handling of Suzuki's smooth shaft drive, and a long list of features, from air front forks to damping-adjustable shocks. 'Cross town or cross country, the GS 1100G moves you with class.





### 1983GS1100GLD

When it comes to handling, the 1100GL is light and agile. But for style, it's one heavy cruiser. With long, leading-axle air forks, damping-adjustable air shocks and clean shaft drive, it rides smooth as silk. The CV carbs, electronic ignition and automatic cam chain tensioner keep maintenance easy. And when you roll on the throttle, it charges hard — hold on!

### 1982GS1100GLZ

Power-cruise in high style, with a reliable DOHC engine with bigbore CV carbs, solid-state ignition and automatic cam chain tensioner. Extended air forks and adjustable rear shocks keep the ride smooth. Suzuki's responsive, quiet shaft drive takes the maintenance hassles out — but leaves the 1100GL's blazing performance in.



### Grab a SUZUKI Sensation

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### 1982GS850GZ

Magazines rated it one of the finest sport tourers on the road. The 4-cylinder DOHC engine with automatic cam chain tensioner and transistorized ignition puts out superbike power with superlow maintenance. The air forks, damping adjustable shocks and tight shaft drive offer smooth, swift handling. And the style and price are right on!





### 1982GS850GLZ

Start with one of the best shaft-driven sport tourers in the class, a DOHC 850 that's high on horsepower and low in maintenance. Then add the lean, low-slung style of leading-axle air forks, a teardrop type tank, pullback bars, a deep stepped seat, fat, low-profile rear tire and chopped chrome megaphone exhaust. Now, chop the price, and you've got a deal: the GS 850GL!





### 1982GS750EZ

When it comes to performance, the GS 750E is all business—and all pleasure. The TSCC engine with 16 valves, CV carbs, and electronic ignition gives you the power. Damping-adjustable shocks, air forks with Anti-dive and triple disc brakes give you quick handling and stopping. And the price gives you a reason. Get on it.



### 1982GS750TZ

For this bike, form and function both come first. With satinsmooth air forks and damping-adjustable shocks, a sleek, spacious fuel tank, semi-stepped seat for support and free-flowing chrome pipes, it looks and feels great. And when you open the CV carbs, the quick response of the 16-valve TSCC engine leaves no doubt: this beauty is one powerful beast!

### 1983GS850GLD

This is one powerful boulevard ride. The DOHC 4-cylinder engine is high on performance, yet low on maintenance, with constant velocity carbs, electronic ignition and an automatic cam chain tensioner. And with long front air forks, damping-adjustable rear shocks and smooth shaft drive, you'll cruise in comfort as well as style.





### 1983GS850GD

Sport bike or tourer? It's so good at both, it's hard to tell—but easy to tell why: Powerful, reliable, low-maintenance DOHC engine with CV carbs, automatic cam chain tensioner and electronic ignition. Triple discs for quick stops. Front air forks, damping-adjustable shocks and smooth, tight shaft drive for responsive handling. Sports? Tourer? Yes!

### 1983GS750ED

Don't play catch-up — put the passed behind you with a GS 750E. The all-new 16-valve TSCC engine gives you the power. You get quick handling from responsive air forks with Antidive, a 16-inch front wheel, boxsection chassis and fullyadjustable, GP-style Full Floater with boxed aluminum swingarm. It's a winner — and looks the part!



### 1983GS750TD

State-of-the-art performance, strong style, a full complement of features, and a price that leaves you smiling instead of staggering. That's the GS 750T. The 16-valve TSCC engine puts out a lot of power but doesn't take a lot of maintenance. With air forks and damping-adjustable shocks, it's quick in the corners and smooth on straights. It's a fast bargain.





### 1982GS650GZ

This middleweight is anything but middle-of-the-road. Fueled by efficient CV carbs and fired by electronic ignition, the TDCC engine is heavy on horsepower, but light when it comes to maintenance. It's light through the turns, thanks to responsive front air forks, damping-adjustable shocks and Suzuki's smooth shaft drive. Best of all, it's light on the price.





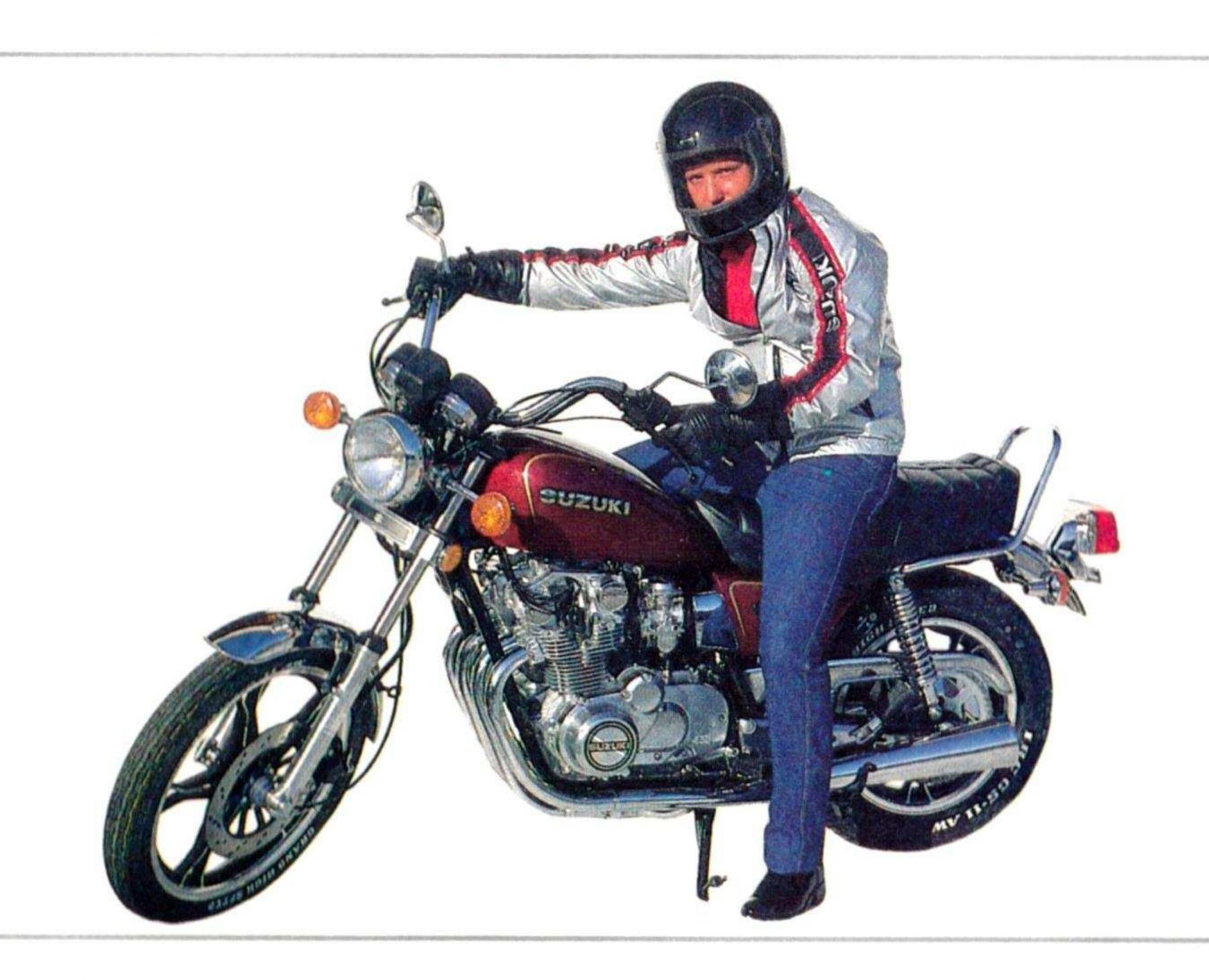
### 1982GS650EZ

If you'd go for a super-fast middleweight at a super-low price, stop right here. The GS 650E's got the power, a Twin Dome Combustion Chamber DOHC engine with electronic ignition, efficient CV carbs and automatic cam chain tensioner. Front air forks and damping-adjustable shocks provide quick handling. Triple discs mean short stops. Don't wait — it'll go fast!

### 1982GS650GLZ

Get it all: low-slung style, middleweight size, and a high-performance experience. The Twin Dome Combustion Chamber engine with CV carbs and electronic ignition is high on power and low on maintenance. Handling is light and easy with leading-axle air forks and Suzuki's tight, smooth shaft drive. All you'd ever want — for less than you'd ever think.







### 1982GS550LZ

Want a bike with high style, high performance, and a low seat? You can spend big bucks for a big bike — or you can get on a new GS 550L. Leading-axle air forks, potent 4-cylinder DOHC engine with 6-speed transmission, pullback bars and fat, low-profile rear tire, the 550L's got it all. All, that is, except the big price!





### 1982GS550MZ

The original Katana was a ceremonial sword. This Katana is a performance-oriented bike that cuts through the class in a style without equal. 6.1-gallon tank to 6-speed transmission, black air forks to black chrome pipes, red-accented triple discs to red springs on damping-adjustable shocks, this DOHC four looks and runs like nothing else on wheels.

### 1983GR650D

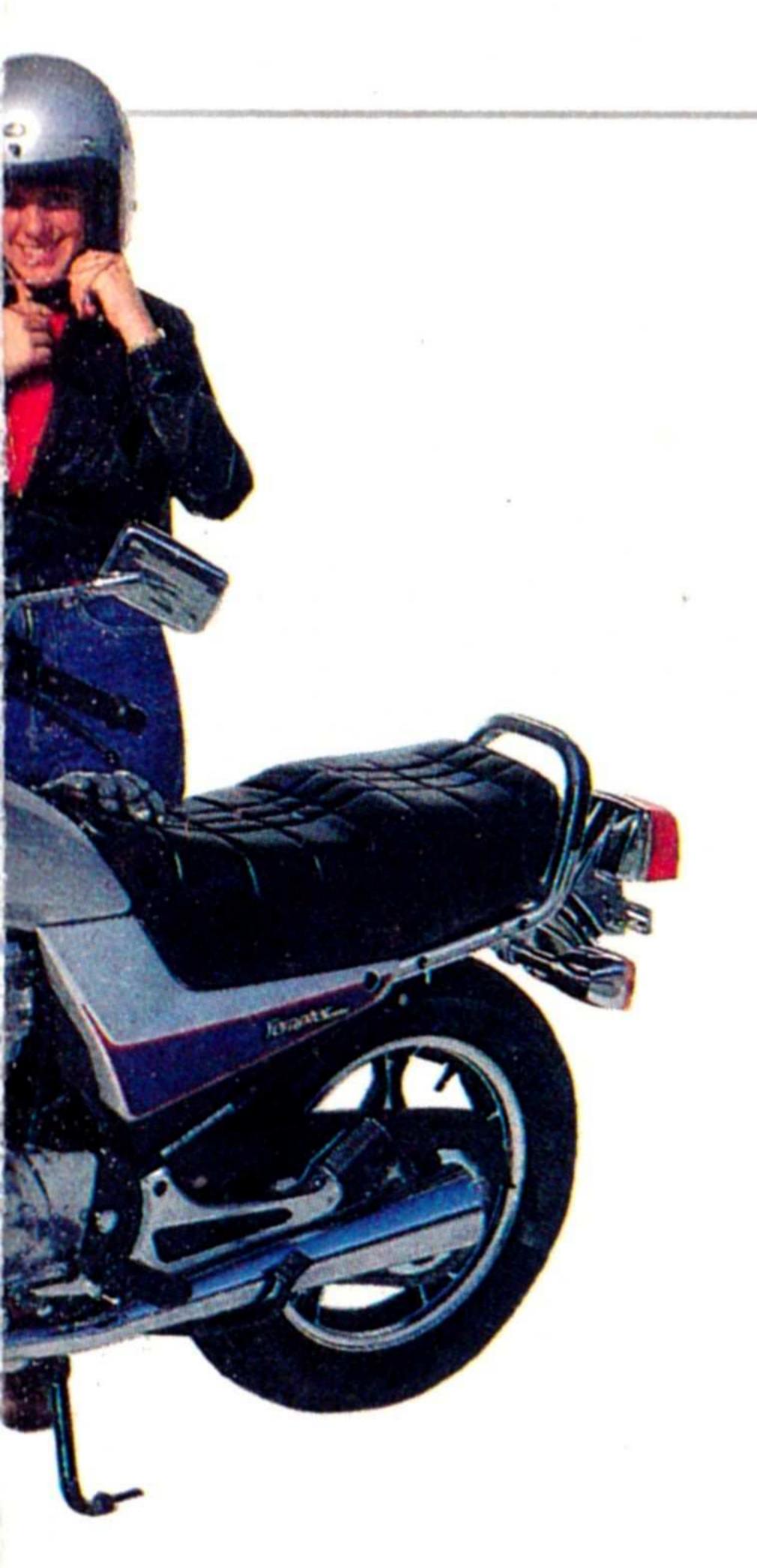
Here's a bike for the rider who hates to finish second. This revolutionary TDCC vertical twin has the most power in the class, and runs smooth and strong, thanks to the unique Variable Crankshaft Inertia and counterbalancer. Air forks and Full Floater rear suspension mean it handles quick and easy. Mean looks make it a real eyecatcher. And the price makes the Tempter irresistable.





### 1983GR650XD

If you're big on performance but small on funds, check this bike out closely. Beneath the sleek gas tank and side covers is a real powerhouse. With its innovative TDCC vertical Twin engine and advanced chassis with Full Floater suspension, this 399 lb. rocket is as agile as a lightweight, and packs the power to surprise some 750cc riders. The price is even more of a surprise.







### 1983GS650GLD

This cruiser was made to move fast. There's power in the Twin Dome Combustion Chamber engine with CV carbs, transistorized ignition, automatic cam chain tensioner and megaphone exhaust. There's smoothness in the clean, quiet shaft drive. And style, from extended air forks to the deep stepped seat with alloy grab bar. Better get it — before somebody else does.



Meet the leader of the street GP.
With the handling of Anti-dive
air forks, 16-inch front wheel,
square tubing frame and Full
Floater suspension with remote
hydraulic preload adjustment.
The power of Suzuki's 16-valve
TSCC engine fueled by a pair of
2-barrel CV carbs. And radical,
full-race style, from windcheating fairing to integrated
body panels. It's a GP, as in
Great Price.





### 1983GS550LD

Super-long air forks to fat 16inch tires, Full Floater
suspension to hexagonal-section
frame tubing, forged aluminum
footpegs to forged aluminum
bars and everything in between,
the 550L is one radical machine.
And when you open up the 2barrel CV carbs that feed the
potent 16-valve TSCC engine,
you've speed to match the style.

### 1982GS450TZ

Slung cruiser and a highperformance sports bike? You
don't have to, because the GS
450T gives you the best of both:
a smooth, powerful, DOHC
engine with counterbalancer,
electronic ignition, automatic
camchain tensioner and CV
carbs. Air forks, chrome
megaphones, a sleek, stylish
tank and alloy wheels. And a
real streamlined price.





### 1982GS450LZ

What a combination: high performance and economy with low maintenance and low-slung cruiser styling. The DOHC engine has electronic ignition, an automatic cam chain tensioner and counterbalancer for crisp, smooth response. Precise, compliant suspension with front air forks offers quick, smooth handling. And the price will knock you out!

### 1982GS450TXZ

Getting there is a lot more fun—
for a lot less money — on the
GS 450TX. This 4-stroke, 2cylinder sport commuter has all
the features, from electric
starting and a smooth
counterbalancer to an automatic
cam chain tensioner,
transistorized ignition and a 6speed transmission. The front
disc brake will stop you quick —
and so will the low price!





### 1982GN250Z

Here's a long, lean, low-slung bike for the street rider on a short budget. The 4-stroke, 4-valve engine has a smooth counterbalancer, electric starting, electronic ignition, a constant velocity carburetor and Suzuki's Twin Swirl Combustion Chamber design for crisp response and super economy. It's easy to ride, and the price is hard to pass up.

### 1982GS300LZ

Performance doesn't have to be expensive, and economy doesn't have to be boring. The electric-start, Twin Swirl Combustion Chamber engine has efficient CV carbs and electronic ignition to keep the power up and the maintenance down. With mag style wheels, teardrop tank, deep stepped seat and lots of chrome, this little performer is big on style.





### 1982GN125Z

You can run yourself ragged, looking for an easy-riding motorcycle. Or buy a new GN 125 — and save both time and money. The GN's fun, as well as economical, with a responsive Twin Dome Combustion Chamber engine with maintenance-free electronic ignition, electric starting and a 5-speed transmission with digital indicator. And check out the looks — this lightweight's heavy on style!

### 1983GS450LD

Looks aren't everything, but they sure count in a street bike.

Besides the reliable, smooth-running, low-maintenance DOHC engine, the GS 450L gives you the low-slung styling of long air forks, front disc brake, pullback bars, teardrop-style tank, deep stepped seat, chrome megaphones, alloy wheels and fat, low-profile tires. It all adds up — and you come out on top!





### 1983GS450ED

Commuters beware: Bikes this good will have you taking wrong turns the right way. The counterbalanced DOHC puts out smooth, strong power for brisk acceleration. Features like an automatic cam chain tensioner and electronic iginition keep maintenance simple and quick. Handling is quick, too, and the style's as fast as they come. Sports bikes may come bigger, but they don't come any better.





### 1983GS450GAD

"A" is for the rating you'll give this easy-riding road bike with 2-speed "Suzukimatic" transmission. The responsive, reliable DOHC engine with electronic ignition and automatic cam chain tensioner is easy on service. With a noclutch torque converter and 2-speed transmission, it's easy to operate. And with shaft drive, it's easy to see smooth riding ahead!



### 1983GN125D

Don't settle for less — a new GN 125 is one beginner's bike that gives you all the important features: a powerful, reliable, Twin Dome Combustion Chamber SOHC engine with electric starting, electronic ignition, automatic cam chain tensioner and 5-speed transmission. Style too: long front forks, megaphone muffler, teardrop-style tank, lots of chrome, a low seat — and a low price.

### 1983SP125D

On the easy-riding SP 125, when the pavement ends, the fun begins. Long-travel leading-axle forks and Full Floater rear suspension make it off-road-ready and street-smooth. The Twin Dome Combustion Chamber engine is strong on power, long on durability and low on maintenance. With full street-legal lighting and instruments it's the ideal anywhere / anytime motorcycle.





### 1983SP100D

This ultra-low lightweight, dual-purpose machine is perfect for the beginner. The rugged, relaible, SOHC 4-stroke engine has Suzuki's Twin Dome Combustion Chamber design for big pulling power. The long-travel leading-axle forks and Full Floater rear suspension let you tame the toughest terrain, and ride smooth and easy on the street.

### 1982DR250Z

This white lightning packs a real kick — in the dirt and in the seat of the pants. The 4-stroke, 4-valve TSCC engine is big on power and torque. Electronic ignition and a counterbalancer hold down maintenance and vibration. Remote-reservoir Full Floater suspension and long-travel air forks give you an easy handle on some fast, fun, off-road action.





### 1983DS80D

This junior-size dirt bike packs a lot of big-bike features into a compact package. The Power Reed engine is big on power and torque, yet low on service, thanks to CCI oil injection and PEI electronic ignition. Full Floater suspension and dual drum brakes make it a quick handler and a sure stopper. And full-race style with off-road lighting make it a sure winner.

### 1982JR50Z

on this dirt bike. The rugged 2stroke engine with automatic
clutch and no-shift transmission
makes learning quick and easy.
The lightweight, low-to-theground chassis is easy to
handle. And the 2-stage engine
control lets you limit the speed
to fit your child's abilities. He —
or she — will love it!





### 1983JR50RD

Kids grow fast, so a bike has to grow with them and be tough enough to last. The JR-50R fills the bill, with a seat that adjusts up and down, and a speed control that lets you decide how fast he learns. The 2-stroke engine with automatic clutch makes it easy to ride. Electronic ignition and CCI oil injection make it easy to service. And the price makes it easy to afford.



### 1983RM250D

Make it hot for the competition
— without burning up your bank
account. Open the flat-side carb,
and the RM 250's Full Reed
motor churns and burns 'em.
Dual radiators keep it cool over
long motos. Damping-adjustable
43mm air forks, fully-adjustable
Full Floater suspension with
remote reservoir, and an
aluminum swing arm with alloy
struts give you a handle on the
checker.





### 1983RM125D

Get a World Champion price on a World Champion RM 125. The water-cooled Full Reed engine puts big power through a works-ratio 6-speed transmission to Full Floater rear suspension with a lightweight, fully adjustable aluminum shock, remote reservoir and alloy struts. Damping-adjustable air forks point this radical racer to the checker — and it goes!

### 1982PE175Z

You can spend more for a competition enduro, or get the race-proven PE 175 and use the extra money for gas, gear, or just having a great time. The PE makes a hot playbike, with its responsive, reliable Power Reed engine, 6-speed trans, 10.6-in. travel air forks, and remote-reservoir, damping-adjustable Full Floater with aluminum swingarm. Just add premix — and go!



### 1983RM80D

The only thing small about this bike is the price. Its water-cooled Power Reed engine is big on torque and power. Leading-axle air forks measure 9.1 inches of travel, as does the Full Floater rear suspension with remote-reservoir, nitrogen-charged shock and box-section swingarm. With details like straight-pull hubs and spokes, it add up to the biggest bike in the class.





### GENERATORS

Three Suzuki "portable powerhouses" featuring 4-stroke, side-valve engines for rugged and reliable use. The SE300 is your lightweight companion for easy handling. The SE1500 takes on bigger jobs for work or play. The SE2500 is a real heavyweight, delivering the power for those demanding industrial type projects.

Each 1982 and 1983 GS, GN and GR street bike includes Suzuki's famous 12-month, unlimited mileage warranty at no extra cost. Offered only in the 48 contiguous United States and Alaska. Refer to U.S. Suzuki's "Limited Warranty Policy" for additional information.

Rave Reductions on 82/83 Models

Warranty on SP Models covers entire motorcycle for six months with unlimited mileage, subject to conditions stated in the U.S. Suzuki "Limited Warranty" Policy.

Warranty on DR Models covers entire motorcycle for three months, subject to conditions stated in the U.S. Suzuki "Limited" Warranty" Policy.

Warranty on JR Models covers entire motorcycle for three months, subject to conditions stated in the U.S. Suzuki Warranty Policy.

Warranty on 1982 DS Model covers entire motorcycle for three months subject to conditions stated in the U.S. Suzuki Warranty Policy.

The 1982 PE-175 is a competition motorcycle and is sold on an "as is" basis and has no express or implied warranty. The 1983 RM-125, RM-250 and RM-80 are competition motorcycles and are sold on an "as is" basis and have no express or Implied warranty

### Member, Motorcycle Safety Foundation



Play it safe. Ride safely. Always wear an approved helmet, eye protection, and appropriate riding apparel. The more people that learn about safe riding techniques, the safer motorcycling will be. Do your part. Tell your friends about the rider education programs available in your area. You'll help make cycling more enjoyable for everyone.

MOTORCYCLE INDUSTRY COUNCIL, INC.

