

Your ship just came in.

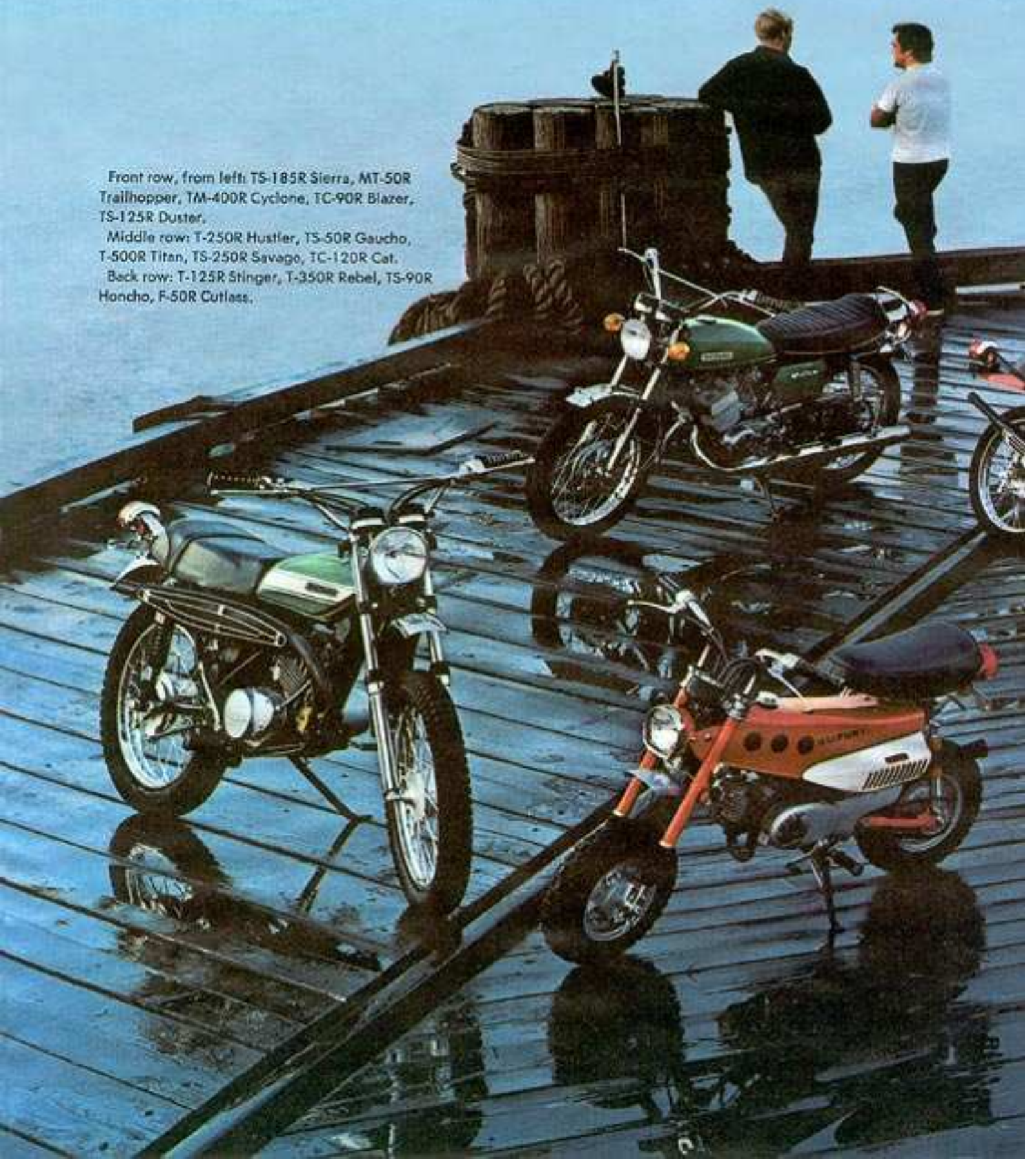


With 14 new Suz

Front row, from left: TS-185R Sierra, MT-50R Trailhopper, TM-400R Cyclone, TC-90R Blazer, TS-125R Duster.

Middle row: T-250R Hustler, TS-50R Gaucho, T-500R Titan, TS-250R Savage, TC-120R Cat.

Back row: T-125R Stinger, T-350R Rebel, TS-90R Honcho, F-50R Cutlass.



Suzukis built to take

It's the greatest motorcycle cargo yet!
Far and away the most outstanding bikes ever.
With more power. With more features.
With exciting new designs. Take a look.
The wait is over. Your bike is right here.



on the country.



Any Suzuki you choose is built to take on the country.

At Suzuki, one rule decides the design of every bike: Build it stronger than it has to be. Because you never know when it has to be stronger.

So, in everything we do — from engines to frames to suspension, even down to the tensile strength of a foot peg, we build with extra margins of durability, reliability and performance included.

2-stroke engine

We build 2-strokes instead of 4-strokes because it's a more efficient powerplant. It delivers power every stroke. It has less moving parts (which is less parts to wear out or replace).

It permits a better weight-to-power ratio. It means quicker torque, faster acceleration.

We developed a rotary-valve engine because it provides better fuel injection and more power.

It means Suzukis outperform other bikes everywhere: On the street. In the dirt. And on the race courses.



CCI

CCI means Crankcase Cylinder Injection. It also



means you never have to worry about a Suzuki engine getting enough lubrication.

CCI does it for you. Automatically.

It helps our engines keep going. And going.

12 month/12,000 mile warranty

That covers every major engine component on every Suzuki. (All you do is follow instructions in the

owner's warranty book). It's the longest warranty in the business.* Warranty not applicable to TM-400R.

Built to take on the country

Our building philosophy means many more things too.

Like competition-type suspension to take up anything nature can dish out. Like wide-bridge handlebars for easier, less-fatiguing riding.



Like gusseted frames that'll resist almost anything.

And great new features for 1971. Long travel front forks and 5-way adjustable rear shocks—so you can adjust the ride to your liking and skill. Like aluminum cylinders that run cooler, more efficiently, and are lighter.

Like primary kick starters—so you can start in any gear. Like bead stoppers to prevent the rear wheel from spinning off the rim.

There are ported pistons that give more power. There's immaculate painting and finish, and precise welding.

In short, everything about a Suzuki is built stronger than it has to be.

And it works! Not only with our sports cycles but with our racing machines too.

Because only one two-stroke has ever won the open class in a National AMA road race.

Only one two-stroke swept the 1970 world Moto Cross Championship. The one built to take on the country: Suzuki.



*Covers all internal parts of cylinder head, block and transmission. Purchase must comply with Owner's Manual instructions. Mail registration to Suzuki within 48 hours, and receive service checks from a franchised Suzuki dealer at 750, 2,000 and every 2,000 miles thereafter during warranty period.



MT-30R Trailhopper

Anyone can ride it, 3 hp. engine, 3 speed automatic, Full suspension, hand-brake, Adjustable seat, fenders, CCI automatic lube.



F-50R Cutlass

"Step-through" frame, 3 speed automatic, 50cc reed-valve engine, 45 mph, CCI automatic lube, Nearly 200 mile per gallon economy.



TS-50R Gaucho

The only 50 built like a real motorcycle, 5 speeds, Enduro-styling, 40 mph, CCI automatic lube, Rotary-valve engine.



TS-90R Hancho

The "King" of the lightweight enduros! 45 mph, Alum. rotary-valve engine, 5 speeds, Tube frame, CCI automatic lube.



TC-90R Blazer

Ride it on street or trail, 8 spd., dual-range trans, Tube frame, CCI automatic lube, Dual passenger seat, Alum. rotary-valve engine.



TC-120R Cot

Ride it on street or trail, Dual-range trans.—changes with a kick, CCI automatic lube, Chrome luggage carrier.



T-125R Slinger

125 cc's of quickness, 20 mph, Parallel twin carbs & pipes, Tech 3 Speeds, Competition styling, CCI automatic lube, 5 speeds.



TS-125R Duster

The 125 enduro machine, 15 hp/7000 rpm, Road stoppers, Primary kick, 5-way adjustable rear shocks, CCI automatic lube, 5 speeds.



TS-185R Sierra

Outperforms anything in its class, 17.5 hp, 5-way adj. rear shocks, 3-way adjustable front forks, 5 speeds, CCI automatic lube.



T-250R Savage

Built like the world champion motocross Suzuki, 23 hp @ 6500 rpm, Alum. engine, PEI ignition, CCI automatic lube, 5-way adjustable rear shocks, 5 speeds, Single leading shoe front brakes.



T-250R Hustler

The fastest 250cc street bike model 15.1 quarter, 100 mph, 5 speeds, CCI automatic lube, 4 port power, Double leading shoe front brakes.



T-350R Rebel

Outrides any 350 made, 13.8 quarter, 40 hp, 6 speeds, CCI automatic lube, 4 port power, Double leading shoe front brakes.



TM-400R Cyclone

Complete moto-cross competition racer, 40 hp, Alum. alloy rims, Competition muffler, 5 speeds, Single leading shoe front brakes, CCI automatic lube, PEI ignition.



T-500R Titan

Championship performance, 13.2 quarter, 47 hp, 5 speeds, CCI automatic lube, Deep cushion dual saddle, Double leading shoe front brakes.



Suzuki

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