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Chapter 1 : suzuki cc motorcycle | eBay

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Branching out into the motorcycle market, they then have again branched out into cars, vans, trucks, outboard motors and many other types of manufacturing. But it is motorcycles that Suzuki is best known for, and their arrival on the motorcycle market started in June , with a little machine, called the "Power Free", a 36cc single-cylinder two-stroke. It had an unprecedented feature which was the double-sprocket gear system, which enabled the rider to pedal with the engine assisting, pedal without engine assist, or disconnect the pedals and run with engine power alone. The system was so ingenious, the Patent Office granted Suzuki a financial subsidy to continue research into motorcycle engineering. Nine months later, the "Power Free" got a two-speed transmission, and was joined by a more powerful 60cc version called the "Diamond Free. Suzuki employees, who had been making looms, were now making motorcycle parts. By , Suzuki had made their first "real" motorcycle, the "Colleda CO". They were producing 6, motorcycles per month; Suzuki was moving on to bigger, more powerful motorcycles. The Colleda CO was a lightweight 90cc single-cylinder four-stroke. Winning a national Japanese race in its first year of production ensured its future and made it an instant success. Also introduced was a redesigned version of the popular two-stroke Colleda, named the Colleda ST. It came with more sophisticated suspension and lighting. To meet the needs of the market, it was bored out from 90 to cc and a great many were sold. The forethought of the Suzuki engineers was shown when the last models of the Colleda, made in May , were fitted with electric starters, astonishing their European competitors. In , Suzuki technicians were developing a completely new competition machine, known as the TT. Based on the successful Colleda, it was the forerunner of the Grand Prix machines. It was a high-performance machine of its day, being able to do over 80 mph and capable of out-performing machines with far more powerful engines, despite making only 18bhp from its cc twin-cylinder two-stroke engine. With its indicators, and built-in, four-speed gearbox it was considered very advanced. As rolled in, Suzuki Motor Co. In May of that year it introduced the "Suzumoped SM", using the successful Mini Free power plant mounted in a spine-type frame. In October of that year, Suzuki introduced their corporate "S" logo, which was used on all their bikes and is still used by the motorcycle division. June Suzuki takes their factory-prepared cc Colleda racers to the Isle of Man to compete in the lightweight TT. Although they did not win at their first attempt, they managed respectable fifteenth, sixteenth and eighteenth places. Suzuki was anxious to show the buying public their machines were fast and reliable. By the end of , Suzuki had won their first World road racing Championship in the cc class, and in America, Suzuki was setting up their new headquarters under the "U. Suzuki Motor Corporation" banner. The company decided that it needed to test its prototype machines on a purpose-built track, construction was started in on its 5-mile Ryuyo test track near the factory and was completed in Suzuki made steady progress in road racing and in they surprised the road-race fans by entering into the world of motocross Grand Prix. Entering the Japanese motocross champion, Kazuo Kubo, in the Swedish cc Grand Prix, but without the same success they had achieved earlier in road racing. Although their machines were fast, they did not handle well. Suzuki won several more times, and won the cc class every year since October saw the introduction of the cc Titan road bike. This was known through its year production as the Cobra, Titan and the Charger, finishing production as the GT It was a cc twin-cylinder two-stroke, which handled quite well and became very popular. The trail bike, with its on and off-road capabilities, was the big success story for all the Japanese manufacturers and in March Suzuki launched their TS range, with knowledge gained from the motocross World Championships. But it was with the two-stroke machines that Suzuki achieved their greatest successes, both on and off the track. In October they opened another factory at Toyama to produce small capacity two-strokes. A machine, which took the motorcycling world by surprise,

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was the astonishingly quick GT Two-Stroke triple cylinder capable of well over mph with acceleration to match. At lbs, it was not a lightweight, but with 67bhp it could push itself from 0 to 60mph in only five seconds. With the confidence gained from producing the large capacity GT Two-Stroke triple, Suzuki announced to the world that they would introduce a totally new cc four-cylinder, Two-Stroke racer called the RG A model worthy of mention is the RE5. Based on the Wankel design from Germany, it proved to be a costly and expensive failure. In Suzuki made a bold decision to introduce a range of four-stroke machines. The first machines were the GS, a cc twin, and the potent four-cylinder cc GS, with double-overhead camshafts. In Suzuki dropped its line of large street going Two-Stroke triples. This was a sad year for the Two-Stroke. They also introduced a completely new look and styling for a new and revolutionary range of Superbikes. Called "Katana", it promised a performance and handling never before seen on a road-going bike. Featuring Twin-Swirl combustion chambers and many other highly advanced technical features, the first Katana was the GSS. March , saw the introduction of the XN85 turbocharged cc superbike. By the end of the road-racing season, Suzuki had won the cc road-racing World Championship for the eighth consecutive time, the cc motocross World Championship, and their sixth cc motocross World Championship. Delivering horsepower and weighing in at kg, it created a whole new category of performance bikes. The ultimate cc liquid-cooled DOHC in-line 4-cylinder engine that powered the Hayabusa represented the epitome of no-compromise engineering. The newest addition to the GSX-R family had the same impact as the original upon its release in and re-wrote the rule books on performance, weight, handling and styling. It would soon be dominating race tracks and awards ceremonies around the world. Suzuki launches the Worlds first production fuel injected motocross bike - the RM-Z Suzuki introduces 2nd generation Hayabusa Since the introduction in , the name of GSX-R became synonymous with high performance sportbike. V-Strom has always been the best-selling model in its class since first introduced in To further improve its running performance and riding comfort, cc V-Twin engine has improved low-to-mid rpm performance, matched by enhanced fuel economy and environmental performance.

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