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Hayabusa
1300



Hayabusa. A machine so audacious, so advanced, it demands an entirely new performance category: Ultimate Sport. A machine with such awesome aerodynamic efficiency that it could only be named after a creature capable of slicing the wind at remarkable speeds. A machine that, like its namesake, is without peer. Hayabusa. The ultimate predator awaits your command.

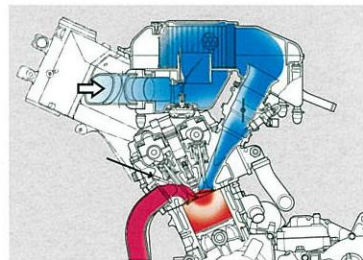
Hayabusa is the name of a peregrine falcon indigenous to Japan. Famous for its ability to close in on its prey at 300 km/h, Hayabusa is truly an ultimate predator.

The Power to Soar

The 1298cc DOHC inline four-cylinder liquid-cooled engine that powers Hayabusa is the essence of uncompromised high-performance engineering. With an 81mm bore and 63mm stroke, Hayabusa has the largest displacement of any street sports motorcycle.

Four big valves per cylinder are set at a narrow angle to combine with the compact TSCC combustion chambers to boost torque and maximize acceleration. Suzuki's exclusive SCEM-plated cylinder barrels minimize cylinder spacing, enabling a short, lightweight crankshaft and facilitating piston cooling. Internal friction is further minimized through the use of lightweight forged pistons that are constantly sprayed with oil delivered directly from the oil cooler. A large-capacity curved radiator and an efficient electric fan ensure maximum cooling. And a back-torque limiter transmits power smoothly while delivering a light clutch feel.

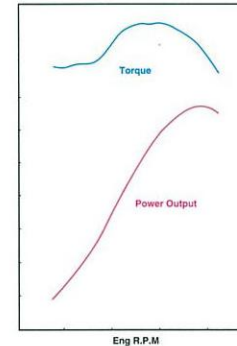
Suzuki Ram Air Direct (SRAD) harnesses the power of the wind to drive engine performance to a higher peak. Air intakes on the fairing are located nearest the point of maximum



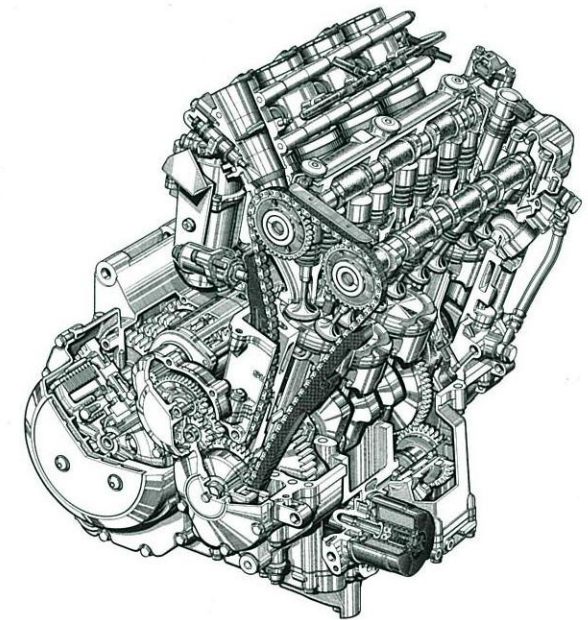
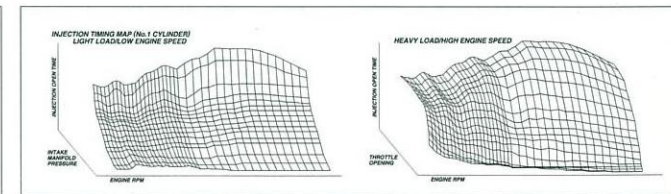
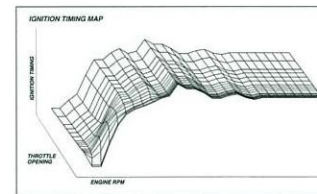
air pressure, and even the front turn signals are designed to direct air into the intakes. This pressurized air is fed into the engine by straight, downdraft intake tracts via a large-capacity airbox. The result: extraordinary horsepower, massive torque and booming acceleration.

A new digital electronic fuel injection system employs an eight-trigger-pole crank-angle position sensor to ensure a precise flow of fuel to the engine and optimum combustion. Each cylinder is fed by a single lightweight, fine-spray injector that maximizes efficiency and minimizes exhaust gases. The compact fuel pump built into the throttle body and individual ignition coils built into the spark plug caps are powerful and lightweight.

Flying is no fun if the air is dirty. So Hayabusa



Eng R.P.M

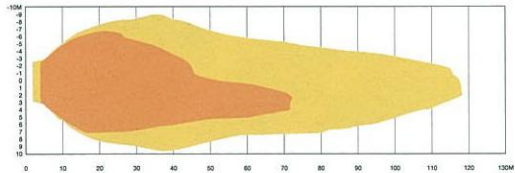
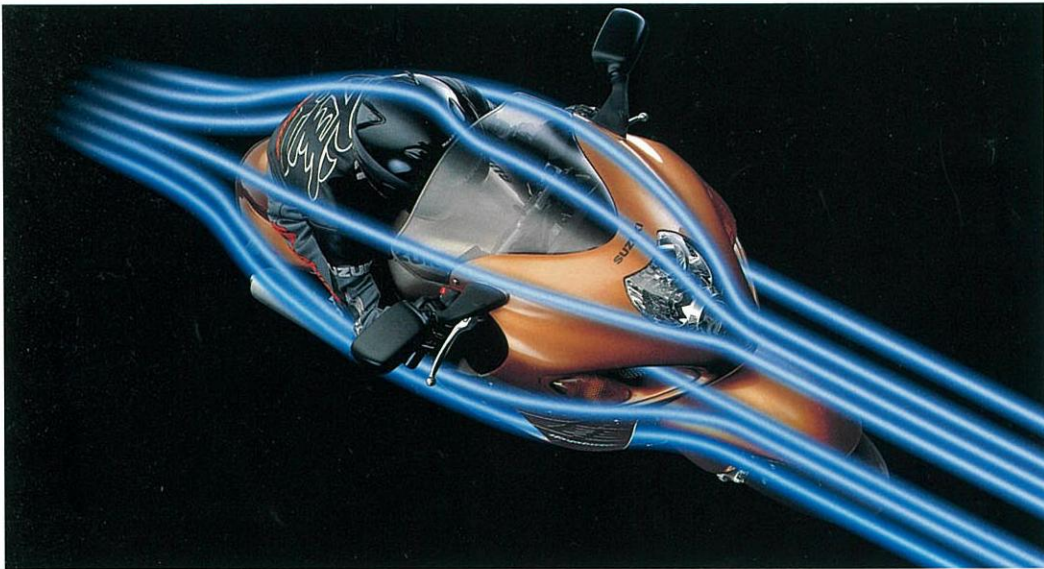


minimizes exhaust emissions by employing Suzuki's PAIR (Pulsed-secondary Air-injection) system and, on European models, a catalytic converter mounted in the exhaust system to oxidize exhaust gases.

The Falcon's Secret

Engine power alone does not make a fast motorcycle. The secret of the peregrine falcon's remarkable speed is aerodynamics. So for Hayabusa, nothing less than minimizing aerodynamic loss to maximize effortless performance in the real world would be acceptable.

The keywords are real world. Real world meaning crosswind, tailwind and headwind. Real world meaning



Headlamp Illumination Area

handling on the highway and in lower gears on winding roads. And real world meaning real ride comfort.

Which is why such extensive aerodynamic testing was conducted on Hayabusa, both in the wind tunnel and on the track. Naturally, testing was conducted with a rider on board as often as possible to ensure real-world aerodynamic efficiency.

The one-piece front fender is shaped to cover the front tire and forks to reduce drag. The fairing design, including the narrow air intakes, radiator and oil cooler layout and rear underside, is optimized for maximum aerodynamic efficiency. Its low, extended front nose reduces lift on the front wheel. And the windscreen, vertically mounted dual headlamps, integrated

turn signals, longer and lower mirror design and recessed surfaces for optimum knuckle, elbow and knee position optimize the flow of air to lower the amount of drag.

For Stable Flight

Hayabusa's chassis is built on an aluminum-alloy twin-spar frame and aluminum-alloy swingarm born of race-proven technology. Inverted front forks with 43mm stanchion tubes make extensive use of internal aluminum parts to reduce weight. Adjustable rebound damping, compression damping and spring preload make it easy to find the right setting. And the rear shock absorber with cast aluminum-alloy piggyback reservoir features adjustable spring preload and 22-position rebound and compression damping adjustment.





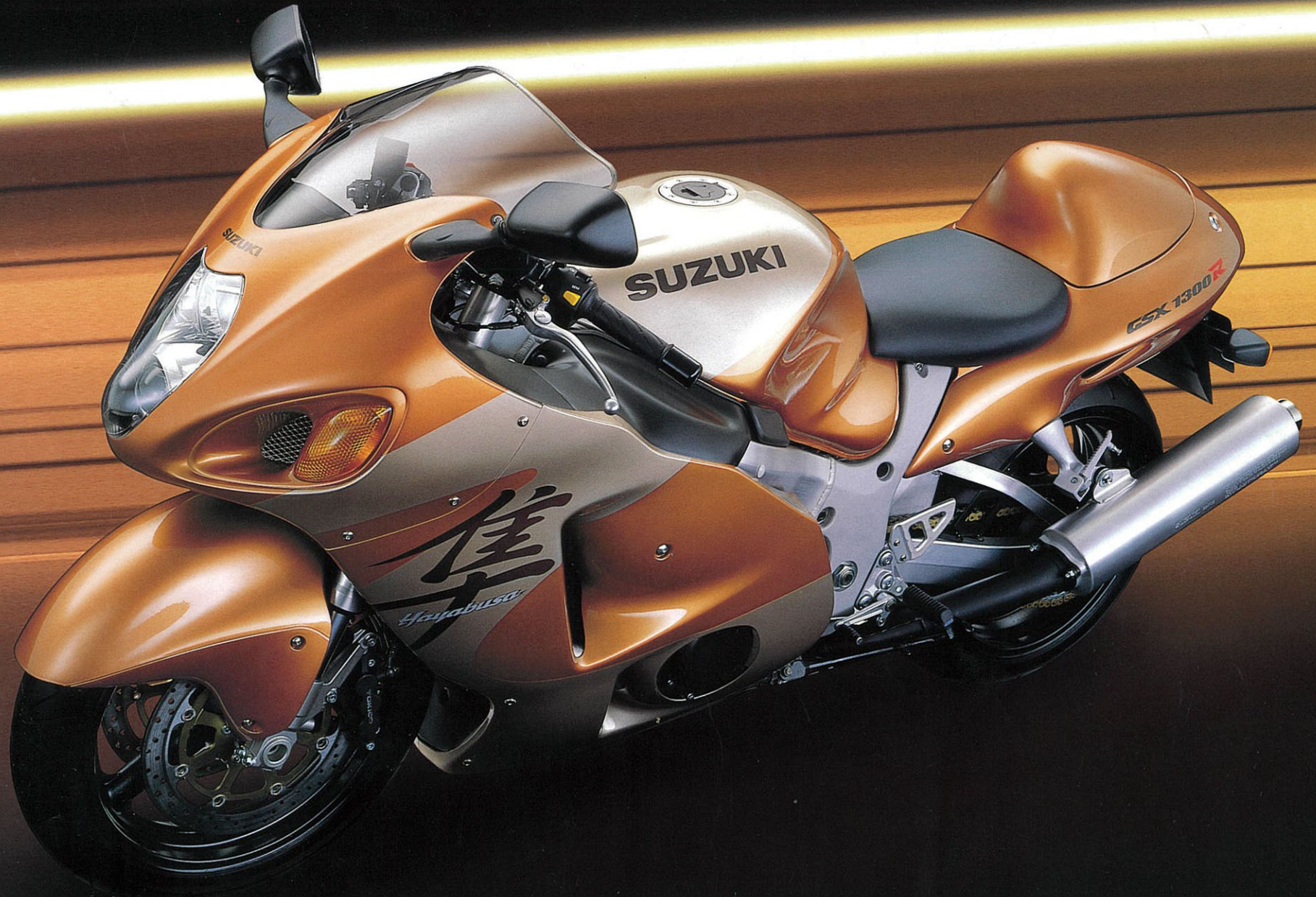
Hollow-spoke cast aluminum-alloy wheels are fitted with 120/70ZR17 front and 190/50ZR17 rear radial tires. Positive stopping power is provided by dual floating 320mm disc brakes with 6-piston calipers on the front and a single 240mm disc brake with opposed 2-piston caliper on the rear.

Comfortable Perch

Ultimate sport may be a new performance category, but when it comes to comfort Hayabusa relies on simple pleasures. The generously padded seat and optimized handlebar and footpeg positions ensure a relatively comfortable riding position. The headlamp provides a bright, wide beam. The new 4-meter instrument panel uses step-motors for the speedometer and tachometer to achieve a thinner design that improves visibility. Bungee-cord hooks are built into the passenger grab rail and passenger footpeg mounts for added convenience. You can store a U-shaped lock under the seat. The hinged fuel tank makes maintenance easier. And an optional center stand is available.



The Ultimate Predator



HAYABUSA

SPECIFICATIONS



M9S: Metallic Light Copper Brown/Metallic Ecru Silver



M9T: Candy Saturn Black/Metallic Light Charcoal



M9U: Candy Antares Red/Candy Saturn Black

| | |
|----------------------------|--|
| Engine type | Liquid-cooled, 4-stroke, 4-cylinder inline, DOHC, 4 valves per cylinder |
| Bore x stroke | 81.0 x 63.0mm |
| Displacement | 1,298cc |
| Compression ratio | 11.0:1 |
| Carburetion | Electronic fuel injection (46mm) |
| Ignition | Digital electronic (Full Tr) |
| Starter system | Electric |
| Lubrication system | Wet sump |
| Transmission | 6-speed, constant-mesh |
| Primary drive ratio | 1.596 |
| Final drive ratio | 2.352 |
| Frame type | Twin-spar, aluminum-alloy |
| Rake/trail | 24.2 degrees/97mm (3.8 inches) |
| Suspension | Front Inverted telescopic, 43mm inner tube, fully adjustable rebound and compression damping Rear Swingarm, progressive linkage, fully adjustable rebound and compression damping |

| | |
|-------------------------|---|
| Wheels | Front 3.50 x 17 inches, cast aluminum-alloy Rear 6.00 x 17 inches, cast aluminum-alloy |
| Brakes | Front 6-piston calipers, 320mm dual discs Rear Opposed 2-piston caliper, 240mm disc |
| Tires | Front 120/70ZR17 Rear 190/50ZR17 |
| Fuel tank | 22.0l |
| Overall length | 2,140mm (84.3 inches) |
| Overall width | 740mm (29.1 inches) |
| Overall height | 1,155mm (45.5 inches) |
| Wheelbase | 1,485mm (58.5 inches) |
| Ground clearance | 120mm (4.7 inches) |
| Seat height | 805mm (31.7 inches) |
| Dry weight | 215kg (474 lbs) |

FEATURES



Hinged fuel tank



Storage space



Center stand



Bungee-cord hooks

SUZUKI MOTOR CORPORATION reserves the right to change, without notice, equipment, specifications, colors, materials and other items to apply to local conditions. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body colors might differ slightly from the colors in this brochure.

●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

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 Ride the winds of change