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SUZUKI

VX800



VX800

Look around today and you'll find some of the most specialized and advanced motorcycles ever to be offered. Custom-styled motorcycles for cruising the boulevard. Ultra-performance machines for exhilarating rides on mountain roads. Big touring rigs designed to pack away mile after mile of highway.

But as you check out all these special-niche bikes you may discover a little question nagging away at your mind: What ever happened to "standard" motorcycles, bikes that are built simply for the pleasure of riding?

Many riders and manufacturers have felt that same need. But it took Suzuki to do something about it. We decided to put the fun back into motorcycling—with the VX800.

Now here is a bike that doesn't confine you to one style of riding; instead, it

lets you enjoy whatever riding mood strikes your fancy. Short hop or long haul, arrow-straight highway or twisty two-laners, it's your call. And you don't have to take our word for it; here's what the experts said about the VX800: "COMFORTABLE OVER LONG DISTANCES, COMPOSED, COMPETENT, AND SURPRISINGLY QUICK ON TWISTY ROADS, AND A JOY TO ZAP AROUND TOWN..." *Cycle*

We designed the VX800 for do-it-all fun beginning with the engine. Here, the heart of the VX beats with a familiar rhythm: the traditional, distinctive throb of a 45-degree V-twin. But don't worry; this 805cc powerplant is no throwback to stone-age engineering.

Instead, we brought to bear all the technological resources you've come to expect from Suzuki in the 1990s: Overhead camshafts actuating four valves per cylinder. A Twin Swirl



Combustion Chamber (TSCC®) head for efficient burning and maximum power production. Liquid cooling for maximum reliability. Maintenance-free, solid-state electronic ignition.

End result? According to *Cycle* magazine, "IN 45-TO-70 MPH TESTS IN THE TOP THREE GEARS, THE VX EASILY OUT-ACCELERATES MOST OTHER V-TWINS— BUT THAT HARDLY PUTS THE VX'S SNAP INTO PERSPECTIVE. IN THE TOP TWO GEARS, THE VX OUTFRONS THE BIG DOGS, SPRINTING PAST BMW'S K1, HONDA'S TORQUEY AND HIGH-TECH VFR750F, EVEN KAWASAKI'S MIGHTY ZX-11." Enough said.

A CHASSIS MADE FOR RIDING, AND RIDING, AND RIDING AND ...

Innovative engineering isn't confined to just the engine department; proper chassis design requires plenty of forethought, and that's why our team poured so much effort into fine-tuning the VX's rolling chassis. For starters, the wheelbase spans a luxurious 61.6 inches — so you'll have plenty of room. Next, we carefully laid out the VX

seating positions so you and your passenger will both stay comfortable over the course of a long day's ride.

Beginning with the inherently compact and narrow nature of a V-twin engine, our engineers went on to produce an entire motorcycle that is delightfully agile. They used innovative designs such as a drive shaft running outboard of the frame members to keep the rear section of the chassis unusually narrow, and then they carefully tucked the radiator between the two front downtubes.

Yet there's plenty more. Like a burly 41mm front fork and twin rear shocks adjustable for rebound damping and spring preload. A disc brake at each end, including a twin-piston caliper up front. Plus premium-grade tires front and rear.

The Suzuki VX800. The new versatile standard against which all other special-niche motorcycles may be judged. Or, as *Cycle* magazine so fittingly stated, the VX is a bike that can do "JUST ABOUT ANYTHING, ANYWHERE."

VX800 shown with optional windshield.





Engine	VX800 805cc, four-stroke, water-cooled, 45 degree V-Twin, SOHC
Bore/Stroke	63 x 74.4mm
Compression Ratio	10.1:1
Carburetor: Front Rear	Mikuni BDS36SS Mikuni BS36SS
Lubrication	Wet sump
Ignition	Digital transistorized
Starter	Electric
Transmission	5-speed
Final Drive	Shaft drive
Overall Length	2230mm (87.8 in.)
Overall Width	795mm (31.3 in.)
Overall Height	1115mm (43.9 in.)
Seat Height	800mm (31.5 in.)
Ground Clearance	160mm (6.3 in.)
Wheelbase	1555mm (61.2 in.)
Dry Weight	220kg (484 lbs.)
Suspension: Front Rear	Telescopic, coil spring, oil-damped Swing arm, oil-damped, twin shock with 5-position preload and 4 damping adjustments
Brakes: Front Rear	Single hydraulic disc Single hydraulic disc
Tires: Front Rear	110/80-18/59H 150/70-17/69H
Fuel Tank Capacity	19.0 liter (5.0 gal.)
Colors	Black, Red

MEMBER *Member of the Motorcycle Industry Council. Please ride safely. Read your owner's manual carefully. Always wear a helmet, eye protection, and protective riding apparel. Remember, riding and alcohol or drugs don't mix. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-447-4700.*



Warranty: The 1991 VX800M warranty covers a period of 12 months unlimited mileage, under the conditions stated in the American Suzuki Limited Warranty Policy. Units used in competition are expressly excluded from all warranty coverage.

Ask your participating dealer about the Suzuki Retail Finance Plan. Your dealer can also show you the full line of Suzuki accessories to tailor your motorcycle precisely to your needs. With the Retail Finance Plan and Suzuki Credit Card, it's easy to afford, equip and maintain the machine that's perfect for you.

American Suzuki Motor Corporation makes every effort to present the most correct specifications and product features when printing this literature. Because of our policy of continual improvement, changes may be made in equipment, availability, specifications and features without notice.



SUZUKI.

The ride you've been waiting for.™

VESCO'S SPORTS CENTER
1100 South Main Street
Brigham, Utah 84302
Ph. (801)-723-6934