

# PRESS INFORMATION

November 2021



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## Introduction

The original Suzuki GSX1100S KATANA caused a sensation when it launched in 1981. It won the hearts of riders around the world and forever changed street motorcycle trends. The impact was so great, the KATANA continues to influence motorcycle designs even today.

Having poured its heart and soul into forging the original KATANA, Suzuki never lost its passion for the model. The legend of the KATANA lived on within the company as successive generations of designers and engineers anticipated the day they might get to work on new version.

Fast forward to the fall of 2017 when the KATANA 3.0 CONCEPT model was introduced at EICMA in Milan. Designed by famed motorcycle designer Rodolfo Frascoli and built by Engines Engineering, this new vision of a thoroughly modern KATANA sparked a fire in the hearts of all.

Listening keenly to the feedback from EICMA and excited about the potential demonstrated by the KATANA 3.0 CONCEPT, Suzuki felt this was the right time to introduce a thoroughly modern version of the legendary KATANA. Development began soon after, with a team of designers and engineers burning the midnight oil in Hamamatsu until satisfied they had brought together all the elements necessary to create a new legend with the 2020 KATANA.

Each of the styling features and performance components that distinguish the KATANA underwent many iterations to achieve the desired level of refinement and functional beauty. Overall, the development process came to closely resemble the arduous process of creating the Japanese sword from which the model's name is derived.

Further honing of the 2022 KATANA puts an even finer edge on overall performance and riding pleasure. Updates include the introduction of advanced electronic controls and refinements that result in greater overall performance. Styling improvements highlighting its quality and distinctive good looks include cool new body colors suited to a superior street bike and new trim for functioning parts.



The KATANA product concept is;

## **“Forging a New Street Legend”**

The KATANA was developed to be a sporty-looking standard street motorcycle that takes lean, mean retro flair and evolves it to offer thoroughly modern styling and performance. Built to deliver the exciting ride one would desire in a current 1000cm<sup>3</sup> class motorcycle, the KATANA is also designed to combine easy control over that power with a comfortable riding position. In paying due tribute to Suzuki’s legendary KATANA while updating both the looks and level of performance to a leading standard for today’s street scene, the KATANA reflects Suzuki’s ongoing commitment to fine craftsmanship and its willingness to sweat every detail to get them right.



## Major features of the KATANA

### Design features:

- Cool new body colors and decorative trim for functional parts improve the look of distinctive quality **UPDATE**
- Key mascot with the KATANA logo printed on the grip **NEW**
- Sleek, sporty profile with sharp, sweeping lines gives the distinctive design of the legendary KATANA a totally modern look
- Sharp front end and clean, taut-looking rear end
- Distinctive LED headlight and LED front position lights design
- Unique satellite rear fender extending from the swingarm
- Suzuki logo decal inherited from the legendary 1980s KATANA
- Two-tone seat designed for comfort and good looks
- Custom black upswept muffler

### Performance features:

- High-performance 999cm<sup>3</sup> liquid-cooled inline-four engine Inherited from the GSX-R1000 and custom-tuned for the street **UPDATE**
- Ride-by-wire electronic throttle control system **NEW**
- Custom 4-2-1 exhaust system **UPDATE**
- Rubber-mounted floating handlebars **NEW**
- Precision fuel injection system
- Suzuki Exhaust Tuning (SET) system
- Lightweight, compact and highly rigid aluminum frame
- Lightweight, ruggedly braced aluminum swingarm
- Fully adjustable Ø43mm (inner tube) KYB inverted front forks
- Radial mount 4-piston Brembo front brake calipers

### Controllability features:

- Suzuki Drive Mode Selector (SDMS) **NEW**
- Bi-directional Quick Shift System **NEW**
- 5-mode + OFF Suzuki Traction Control System (STCS) **UPDATE**
- Suzuki Clutch Assist System (SCAS) **NEW**
- Informative full-LCD instrumentation **UPDATE**
- Low RPM Assist
- Suzuki Easy Start System
- Tubeless Dunlop tires with an inner structure designed exclusively for the KATANA
- Anti-lock Brake System (ABS)
- Comfortable upright riding position





## Styling design concept:

### “A cut above”

The epitome of fine craftsmanship and pure functional beauty.

Design inspiration for the original 1981 Suzuki KATANA came from the famed Japanese sword of the same name. It is a fitting motif for two reasons. Firstly, it reflects well the sharp lines and outstanding performance of the legendary KATANA's functional beauty. As importantly, it reflects well Suzuki's philosophy of uncompromising craftsmanship and attention to detail.

Japanese swordsmiths devote countless hours to repeatedly forging, hammering, folding and welding raw steel to achieve the proper level of purity and develop the right balance in the material before giving shape to the blade. So too, Suzuki devotes whatever time is necessary to produce and test prototypes as it develops the materials, components and final design of its motorcycles. The results shine through clearly, even when it comes to details never actually seen by the user.

The KATANA faithfully inherits the same design motif as well as the spirit for which it stands.

- Cool new body colors and decorative trim for functional parts improve the look of distinctive quality **UPDATE**
- Key mascot with the KATANA logo printed on the grip **NEW**
- Sleek, sporty profile with refined lines that convey a sense of speed
- Modern appearance that also offers retro appeal\*  
(\*Originating with design cues inherited from the legendary Suzuki KATANA)
- Sharp front end with LED headlight and LED front position lights
- Clean, taut-looking rear end
- Unique and sharp rear fender and license plate holder extending from the swingarm
- Attractive two-tone seat designed for comfort
- Black upswept muffler



**Katana** (Japanese sword)

The design motif for the Suzuki KATANA



**Kiwami** “The height of excellence”

Represents Suzuki's uncompromising commitment to design excellence



**Hagane** “Forged perfection”

Represents a commitment to delivering optimum performance and riding fun



**Kiru** “The decisive cut”

Represents the sharp, cutting-edge style of the Suzuki KATANA





**Color concept: “Premium Chic”** **UPDATE**

While the colors for the 2020 KATANA aimed to reflect the model’s heritage, the solid colors and matt finishes for the 2022 model KATANA were chosen to introduce a cool look suited to today’s tastes. These combine with coordinated colors for running gear parts to realize a look of enhanced quality.

The following changes were implemented on functional running gear parts.

- Front forks: changed from black to gold
- Wheels: changed from black to coordinated colors
- Rear suspension coil: changed from red to gray
- Seat color: dark tone introduced on one section



Metallic Mat Stellar Blue (YUA)



Solid Iron Gray (YUD)

### Key mascot **NEW**

A custom-designed ignition key sporting the KATANA logo on the grip end adds a luxurious touch that instills greater pride of ownership.



## Sharp face with LED headlight and LED front position lights



A design featuring a vertically stacked LED headlight with a unique rectangular shape and LED front position lights accentuates the sharp look of the KATANA's face.

## Highly functional and attractive lighting

### LED headlight

The highly distinctive light beam of the vertically stacked LED headlight provides clear illumination and helps make the KATANA clearly visible to pedestrians and other traffic at night.

### LED front position lights and turn signals

The clear white position lights and amber turn signals provide high visibility, durability and overall efficiency.

### LED tail light and brake light

The distinctive design of these lights creates a sharp look, while the red LED lighting scheme provides high visibility, durability and overall efficiency.

### LED rear turn signals

Mounted on the unique satellite rear fender that extends from the swingarm, these bright LED lights are highly visible and durable.



**Clean, taut-looking tail section**

**The rear section benefits from the following design features:**

**Satellite rear fender extending from the swingarm**

The KATANA introduces a small rear fender supported by the swingarm that hugs the rear tire. Moving it, along with the rear turn signals and license plate holder, to this position eliminates parts extending from under the seat to give the tail section cleaner lines and a tougher, lighter look.

**Short, upswept black muffler**

The upswept muffler's short, compact design combines with its black coloring to further enhance the clean, mean look of the rear section.

### Rear combination lights



The LED rear combination lights feature sharp lines and a unique lighting pattern that heighten the advanced look of the KATANA's styling.

### Seat



The black and gray two-tone seat features a stepped design that maintains the sleek profile of the KATANA while ensuring a comfortable riding position and positive footing for the rider. Passenger comfort is also a priority, with the seat strap design ensuring a good grip.

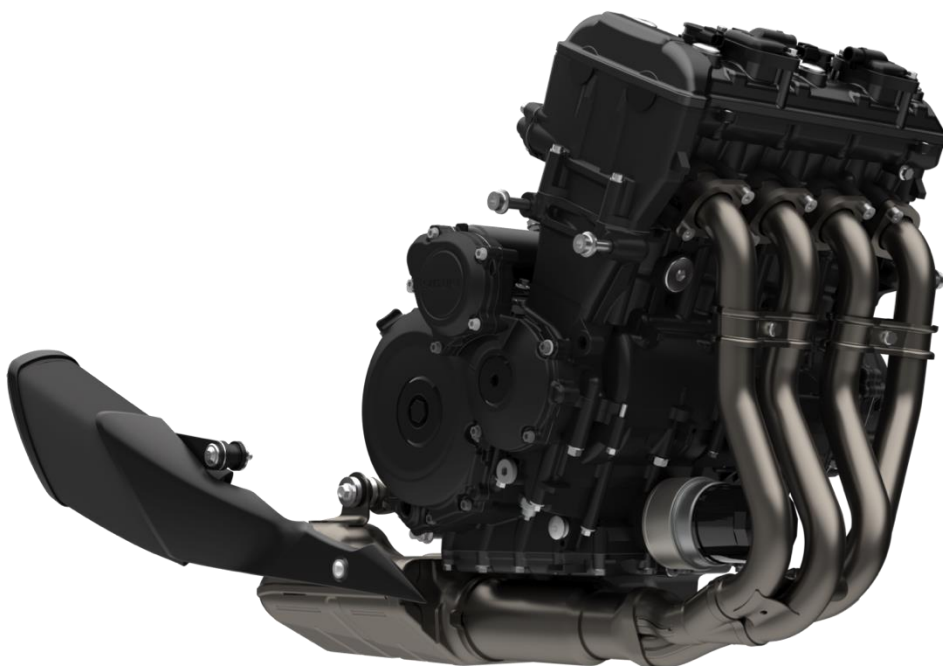
## Introduction

Tuned to deliver ideal overall performance on the street, the core architecture of this high-performance 999cm<sup>3</sup> four-stroke DOHC liquid-cooled inline-four engine benefits from know-how acquired over decades of winning countless production races, and from technologies developed for MotoGP racing. Updates for the 2022 model year – including new camshaft profiles, new valve springs, a new clutch and a new exhaust system – further increase maximum power output and achieve an overall better balance of performance, all while satisfying Euro 5 emissions standards.

Not only does the updated engine feature a broader, smoother torque curve with fewer peaks and valleys, it also achieves greater overall cumulative torque production across its operating range. And, though maximum torque is marginally lower than on its predecessor, the engine features greater torque production at low rpm. This brings a more satisfying feeling of immediate response and acceleration from low speed. It also demonstrates quicker response at mid-range and higher speeds, which leads to a more exhilarating and enjoyable riding experience.

Maximum power output is achieved at higher rpm (11,000 vs. 10,000), and this makes opening the throttle and revving the engine all the more fun. This combines with the rich variety of newly introduced electronic control technologies to make the KATANA more controllable, more predictable, and less tiring to operate.

While the engine design is renowned for its durability, and the durability is further enhanced on the 2022 KATANA. For example, the bolt holes in the upper crankcase were changed from cut threads to rolled threads because rolled threads are harder and contribute to enhancing durability, so help maximize holding strength for the journal bolts that support the crank.



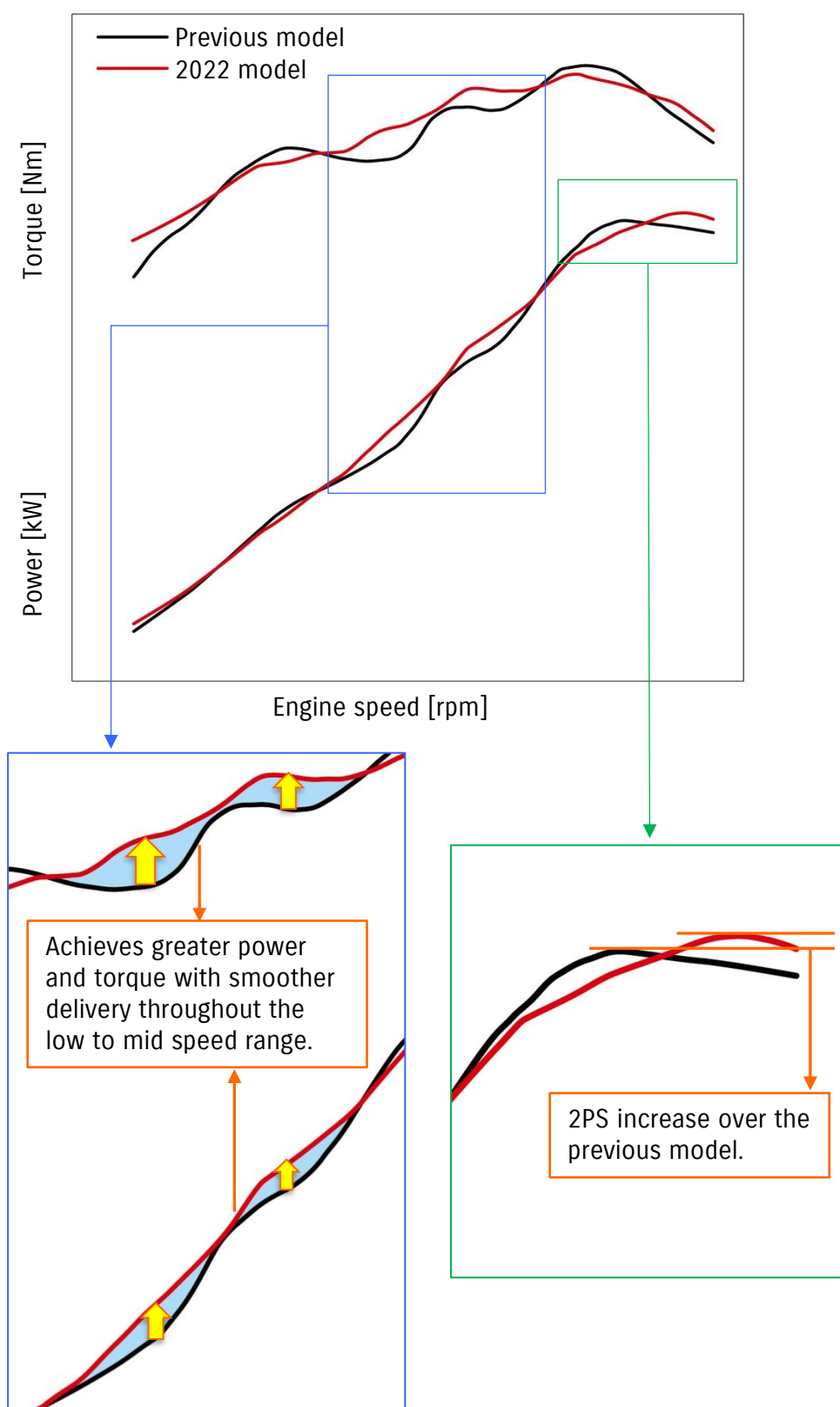
999cm<sup>3</sup> 4-stroke, 4-cylinder, liquid-cooled, DOHC, engine





Engine cutaway

Engine performance curve



	Previous KATANA	2022 KATANA
Maximum power	110kW (150PS)/10,000rpm	112kW (152PS)/11,000rpm
Maximum torque	108N-m/9,500rpm	106N-m/9,250rpm
Emissions level	Euro 4	Euro 5

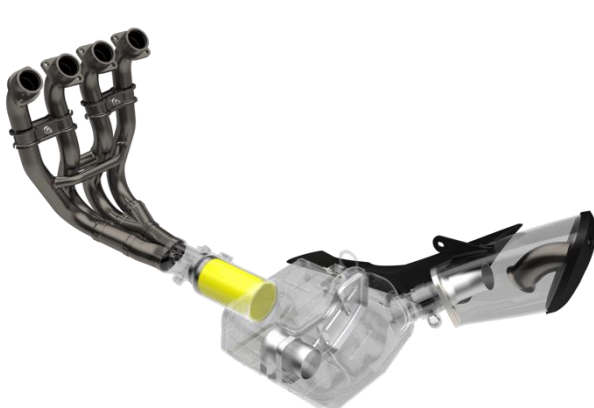
## Key features

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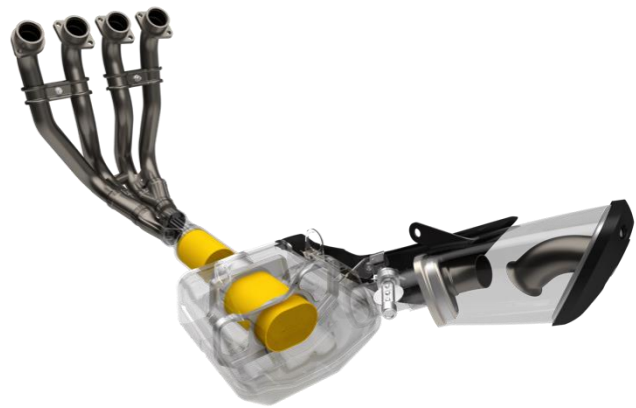
### Exhaust system **UPDATE**

The sporty 4-2-1 exhaust system for the 2022 KATANA carries over the clean, sharp looks and luxurious note of its predecessor. Beneath the surface, it was completely redesigned and tuned to help deliver maximum overall performance while satisfying Euro 5 emission standards. Structural changes include a new layout behind the collector, a new chamber structure, and the introduction of a new two-stage catalytic converter system that positions an elliptical (“racetrack-shaped”) converter inside the chamber to secure ample catalyst volume. In addition, the collector is now marginally longer and the Suzuki Exhaust Tuning (SET) system positioned a little differently.

As an added benefit, the exhaust note for this updated system was tuned and optimized using Suzuki’s own Exhaust Sound Quality Evaluation Program. The program’s quantitative analysis and evaluation helps realize a pleasing exhaust sound that does not disturb the rider while on the road, but does produce a luxurious note the instant the engine is started.

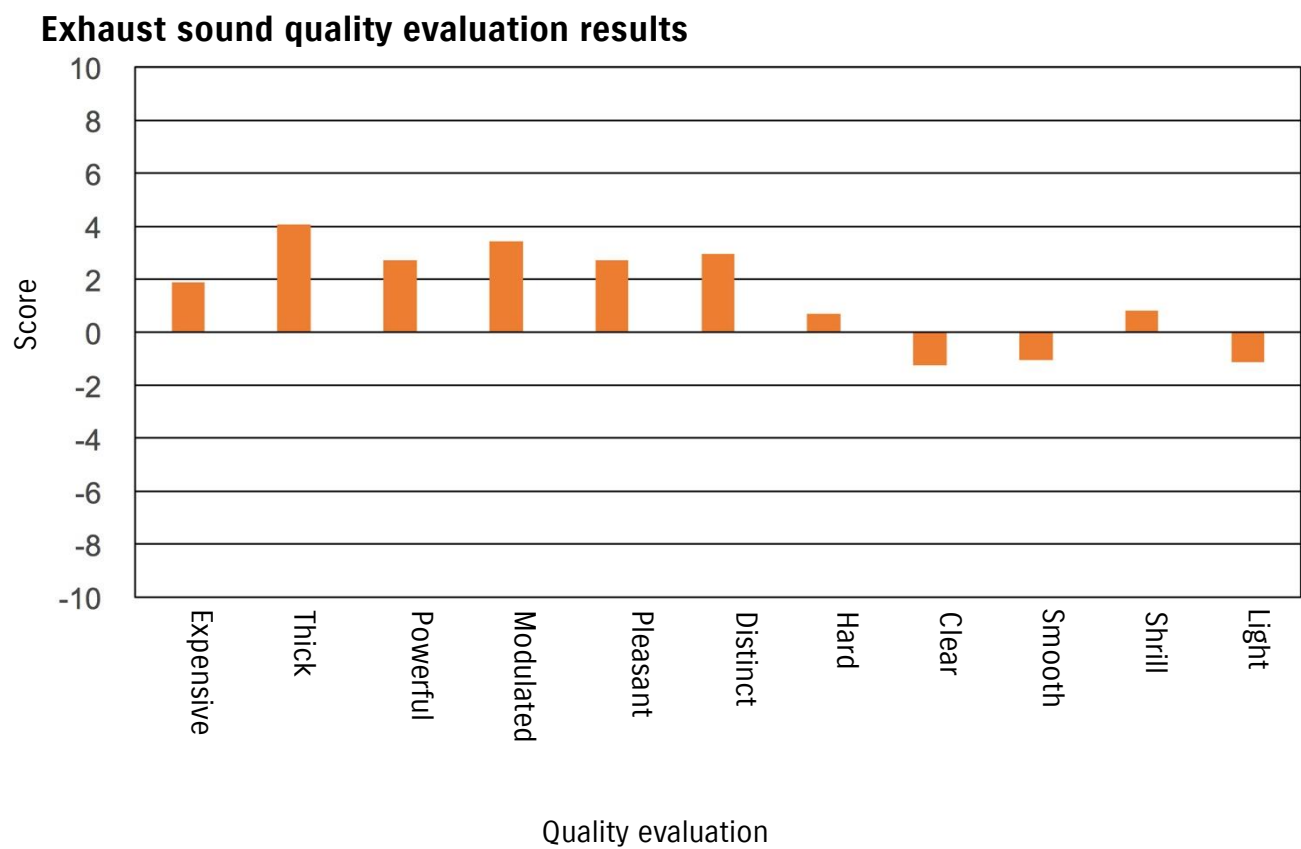


Previous exhaust system



New exhaust system





**Electronic Throttle Bodies** **NEW**

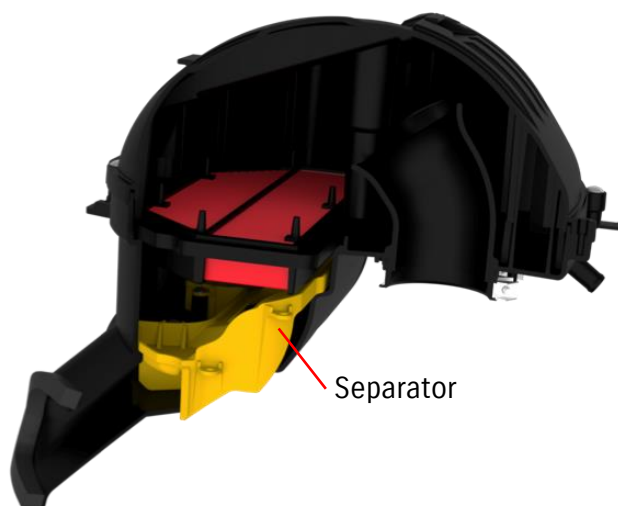
New electronic throttle bodies not only contribute to satisfying Euro 5 emissions standards. Their optimized  $\varnothing 40\text{mm}$  bore size – changed from the  $\varnothing 44\text{mm}$  bore of the mechanical throttle bodies they replace – help achieve a better balance between idling speed control and power output characteristics for enhanced drivability and an exciting riding experience. By leveraging the processing capabilities of the 32-bit ECM to control the action of the throttle valves, the new electronic throttle system also makes it possible to introduce the KATANA's collection of new electronic control systems. One of the many benefits is more controllable behavior when the rider opens the throttle to accelerate out of a corner.



Electronic throttle bodies

**Air cleaner box** **NEW**

The new air cleaner box introduces an internal structure that contributes to increasing power output by effectively reducing intake resistance. While the new design slightly reduces the box's volumetric capacity from 8.9L to 8.2L, eliminating the separator improves serviceability and reduces weight.



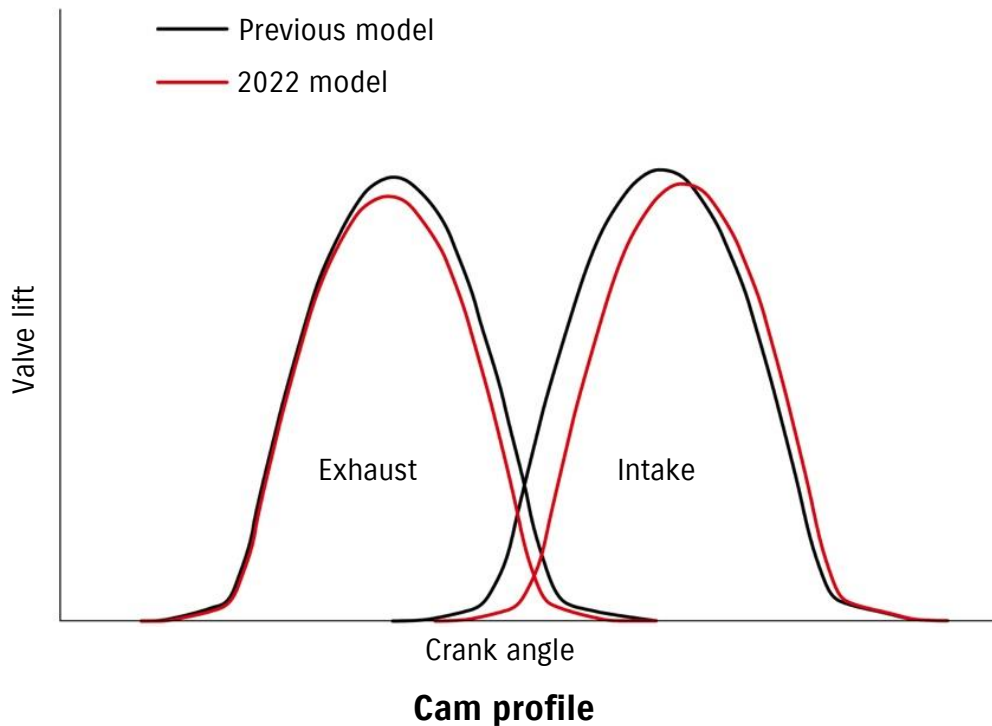
Previous air cleaner box



New air cleaner box

**Camshaft** **UPDATE**

A new camshaft with carefully revised exhaust and intake cam profiles decreases the amount of lift and reduces valve lift overlap. This helps improve emissions performance while achieving a better overall balance of performance and controllability, particularly at low- to mid-range speeds.



New camshaft

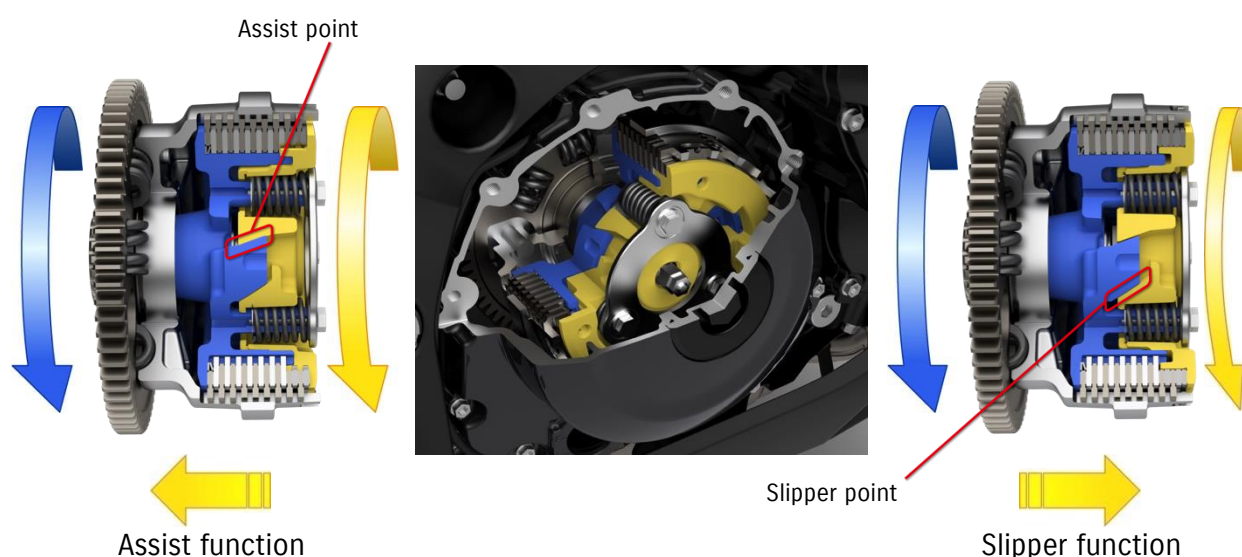
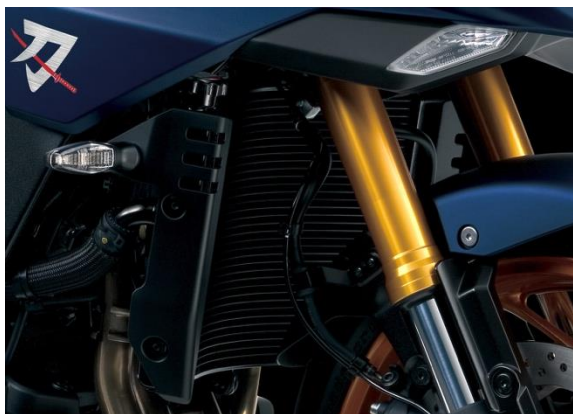


**Suzuki Clutch Assist System (SCAS) NEW**

The Suzuki Clutch Assist System (SCAS) for the 2022 KATANA introduces an assist function to complement the previous generation's slipper clutch.

The slipper clutch partially disengages when downshifting from high rpm to mitigate the effect of engine braking. By mitigating the chance of the rear tire locking up or hopping and working in harmony with the Bi-directional Quick Shift System to realize smoother deceleration, SCAS enables the rider to shift down with greater confidence and maintain better control when downshifting into corners.

The newly added assist function increases the clutch's clamping force under acceleration and thereby allows the use of softer springs while still efficiently transferring torque to the rear wheel. This cuts the amount of effort needed to operate the clutch lever by approximately 20%, so results in a light touch that reduces left hand fatigue when stuck in traffic jams, or in other situations that require frequent clutch lever operation.

**Suzuki Clutch Assist System cam operation diagram****Radiator UPDATE**

The radiator adopts a new design that reduces airflow resistance by approximately 18%. This enhances cooling efficiency enough to lower the temperature by approximately 1.5°C when idling. Its larger fin pitch also helps better dissipate heat when the fans spin up in situations such as stop-and-go traffic.

## Other features

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### Pistons and piston rings



- The pistons were engineered using FEM (Finite Element Method) analysis to achieve optimal rigidity and weight.
- The piston and rings weigh 3% less than those of the 2007 GSX-R1000 engine, but they do not compromise durability in any way.

### Iridium spark plug



- Iridium spark plugs heighten the spark strength and combustion efficiency over conventional plugs, thereby contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.

### Fuel injection

- The system uses long-nosed 10-hole fuel injectors on each throttle body. This improves fuel atomization for better combustion efficiency, while it also reduces fuel consumption.
- It is equipped with an O<sub>2</sub> feedback system that delivers optimum combustion efficiency in a wide range of riding conditions, and that also reduces emissions to meet Euro 5 requirements.

### Cooling system

#### Oil cooler



- The engine uses a liquid-cooled oil cooler as opposed to the air-cooled type on the GSX-R1000.
- The benefit is lighter weight and a more compact size for a cleaner look. The compact design also leaves more room for the exhaust pipes.

## Introduction

The Suzuki Intelligent Ride System (S.I.R.S.) introduces a collection of advanced electronic control systems that enable the rider to optimize performance characteristics to match their level of confidence and experience, and to best suit specific riding conditions and varying road surfaces. The respective systems that comprise S.I.R.S. assist the rider by helping make the bike more controllable, more predictable, and less tiring to operate, whether out for a sporty run or enjoying a ride on city streets. This benefits the rider by instilling greater confidence and allowing them to concentrate on enjoying the riding experience.

### Suzuki Drive Mode Selector (SDMS) **NEW**

SDMS is designed to offer a choice between three different modes that change output characteristics – especially when turning the throttle grip between a slightly open position to when it reaches the top of the mid-speed range under acceleration – to match riding conditions or preferences. The settings for each mode were custom-tuned and thoroughly tested to build in the flexibility to better adapt to changing weather, road and riding conditions and optimize performance to make the overall riding experience more enjoyable.

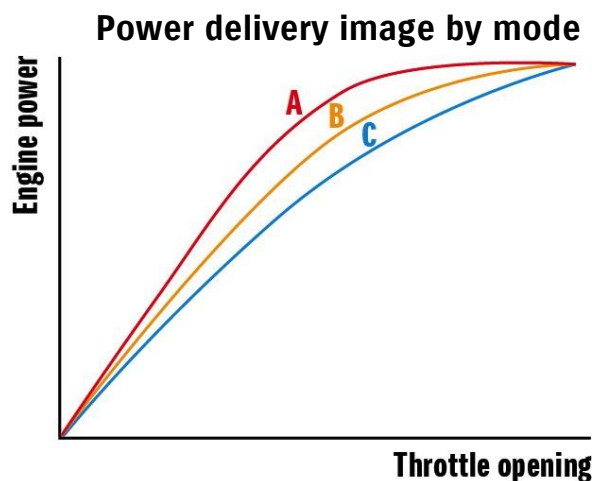
Mode A (Active) is the mode of choice when the rider wants to put the finest edge on their KATANA's performance. It provides the sharpest response as the throttle is opened, and the settings for torque characteristics are finely tuned to deliver the exciting acceleration of a superior liter-class sport bike when enjoying an aggressive run. It is well suited for use when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on winding roads in good weather.

Mode B (Basic) reaches the same level of maximum output, but features softer response and a more linear power delivery curve as the rider opens the throttle. Tuned to make the bike more controllable and instill confidence when accelerating, this mode is a good fit for everyday riding.

Mode C (Comfort) provides the softest throttle response and more gentle torque characteristics, delivering power in smoother linear fashion while still reaching the same level of maximum power output. Gentler throttle response and limited torque production as the throttle is opened makes the bike even more obedient and controllable on wet or otherwise slippery surfaces or when road conditions are bad.

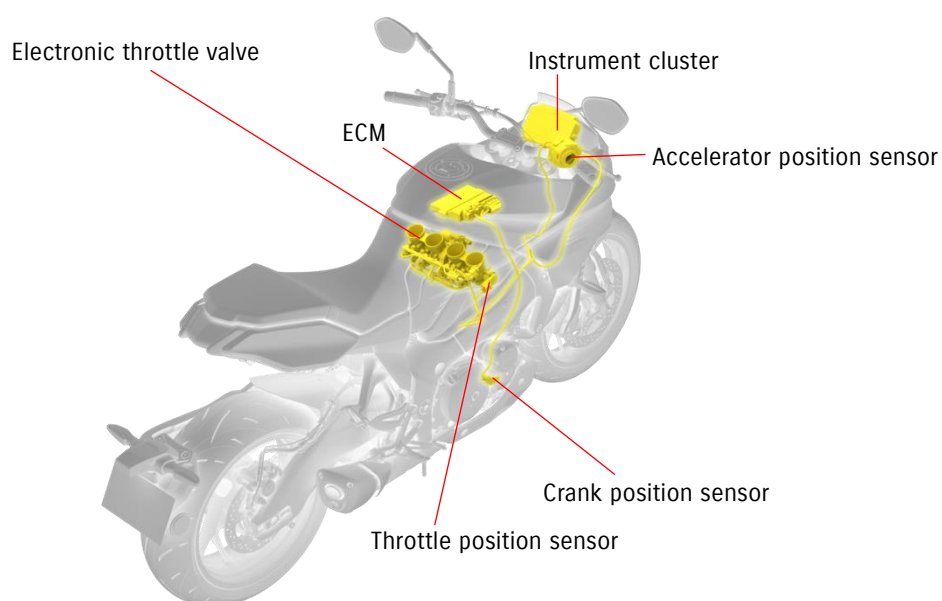
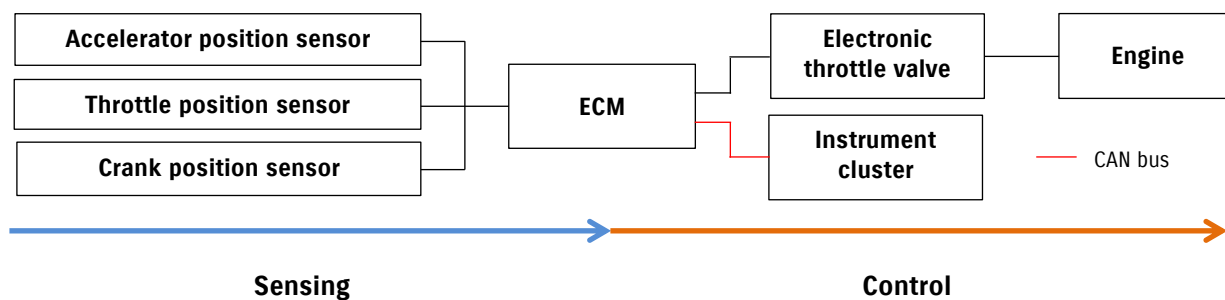


SDMS mode display



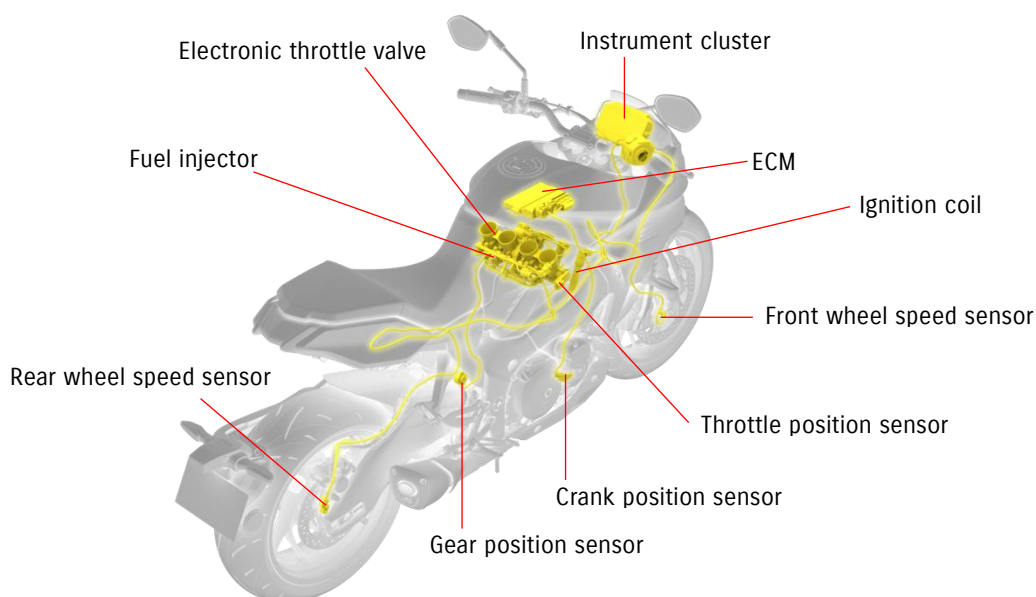
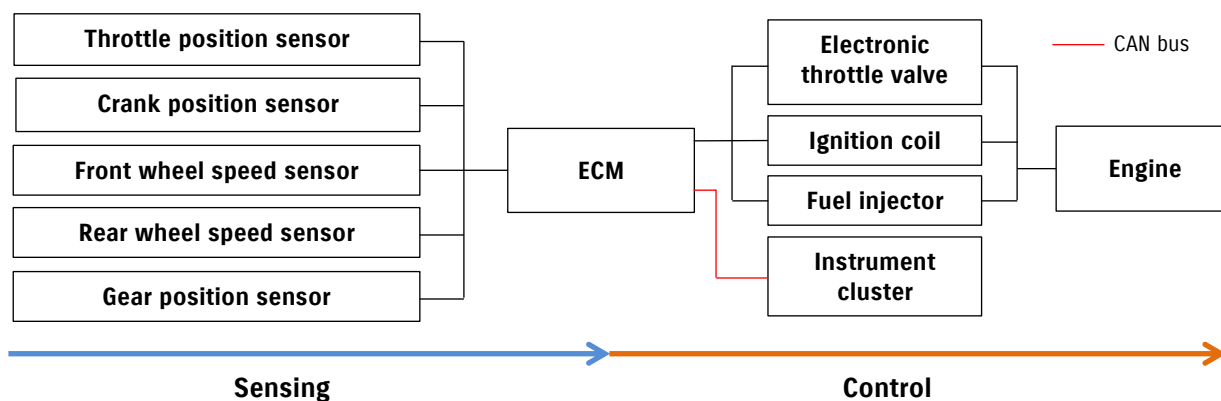


## Suzuki Drive Mode Selector overview diagram



**Suzuki Traction Control System (STCS) UPDATE**

STCS is updated from the 3 mode (+ OFF) version of the previous generation to now offer a wider selection of 5 mode settings (+ OFF). The finer incremental control over settings allows the new 5-mode traction control system to better fit a more diverse variety of riding conditions and styles. This in turn instills greater confidence in the rider, regardless of experience, while reducing stress and fatigue. The higher number the mode, the faster the control takes effect and the more proactive the system is in limiting wheel spin. The system continuously monitors front and rear wheel speed, engine RPM (as calculated using data from the crank position sensor), throttle position and gear position. It is designed to immediately limit power and help prevent slipping when an imminent loss of traction is detected by controlling the throttle opening, ignition timing, and fuel injection rate.

**Suzuki Traction Control System overview diagram**



STCS mode display



Left handlebar switch



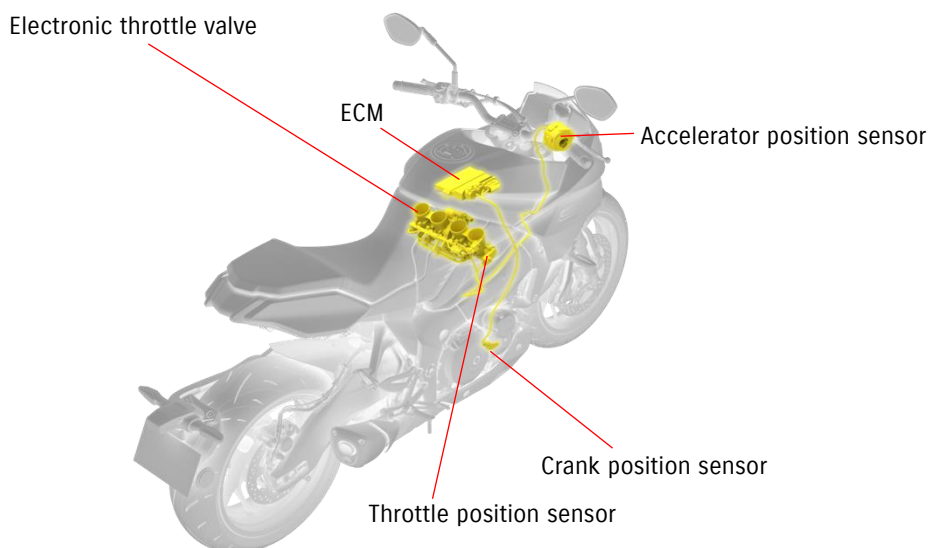
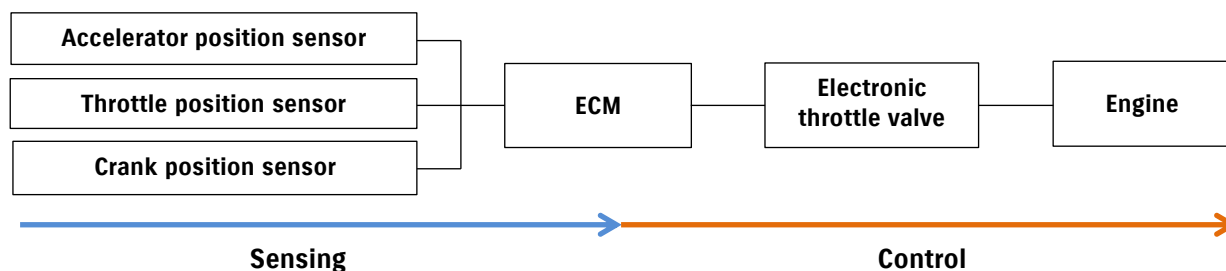
Note: The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

## Ride-by-Wire Electronic Throttle System **NEW**

The newly introduced electronic throttle control system leverages the processing capabilities of a 32-bit ECM to control the action of the throttle valves. This makes it possible to introduce the variety of new electronic control systems that instill greater confidence in the rider and make the riding experience even more fun. Another advantage of electronic throttle control is the added ability for settings to more finely control the relationship between throttle action and engine power output, realizing the best match between the rider's expectations and the actual power the engine delivers when operating the throttle. It also allows individual settings to be tuned to best match each of the advanced electronic control systems. The overall result is throttle action that responds faithfully to the rider's intention, whether riding on the street or heading out to enjoy a sporty run.

The new ride-by-wire throttle system is simpler, lighter and more compact than the mechanical system it replaces. Moreover, its design delivers natural response and linear control similar to that of conventional throttle operation.

### Ride-by-Wire Electronic Throttle System overview diagram





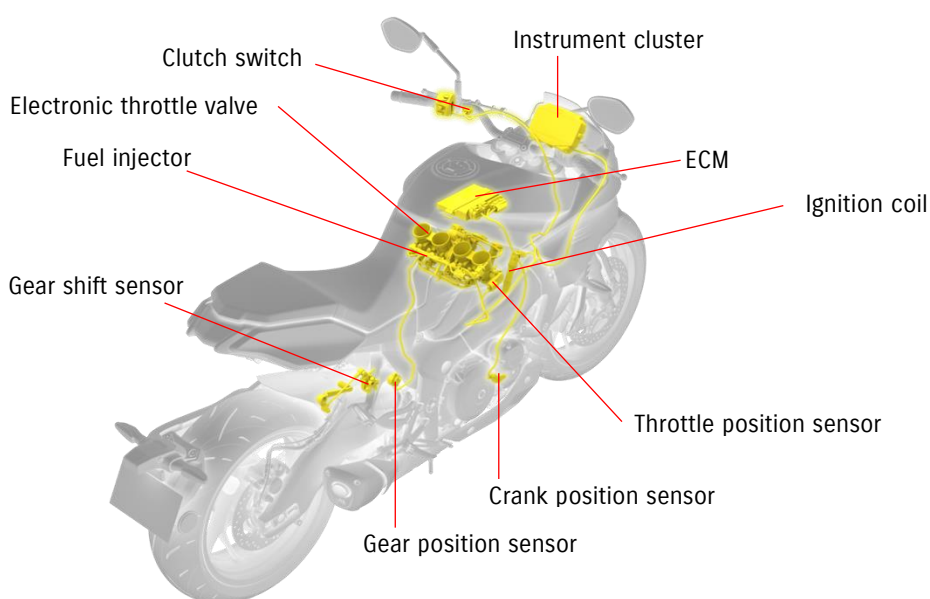
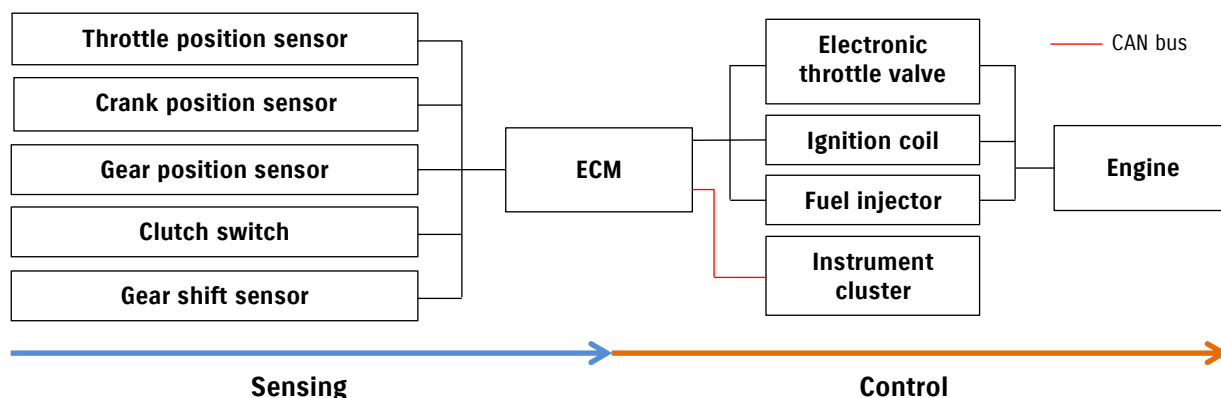
## Bi-directional Quick Shift System **NEW**

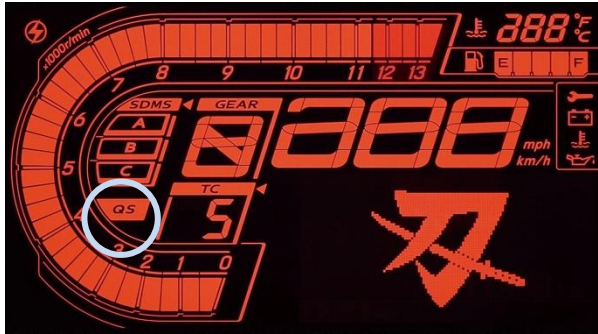
The 2022 KATANA adopts Suzuki's Bi-directional Quick Shift System as standard equipment. This distinctive feature enhances the riding experience by enabling the rider to shift up or down smoothly without operating the clutch lever. And because the ECM is programmed with control schemes optimized for both high and low rpms, shift changes remain smooth throughout the engine's range. The rider immediately feels the benefits of avoided mis-shifts and reduced clutch lever operating fatigue.

When activated by the rider, the system automatically interrupts power delivery when accelerating just long enough to produce smoother, almost uninterrupted acceleration when the rider shifts up. When decelerating, the system automatically increases rpm to match engine speed to the next-lower gear ratio. The result of this hands-free automatic blipping function combines seamlessly with engine braking to realize highly satisfying downshifts.

The Bi-directional Quick Shift System combines with the SDMS power output mode settings to enable the rider to more freely prioritize sports or stability characteristics to match their style or the riding conditions of the moment. It also provides greater riding fun with a more linear shift feel when changing gears.

### Bi-directional Quick Shift System overview diagram





Quick shift display



Gear shift sensor

A conventional transmission requires five manual operations to shift up and four to shift down. The Bi-directional Quick Shift System cuts either to just a single foot movement, lessening rider fatigue by greatly reducing the number of required operations in situations that call for repeated gear shifts. The rider can take advantage of the system or opt to turn it off when preferring to shift in the conventional manner.

### Suzuki Easy Start System

This system enables the rider to start the engine with one quick press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine fires up. As a function used every time the engine is started, the system's simplified operation makes riding all the more fun.



Suzuki Easy Start System Switch

**Low RPM Assist** UPDATE

This updated system employs TI-ISC (Throttle-body Integrated Idle Speed Control) to seamlessly boost engine speed when releasing the clutch lever to launch from a standing start or riding at low speeds, thereby suppressing engine stalls and helping ensure better control and operation in stop-and-go traffic. It works in harmony with the Suzuki Clutch Assist System (SCAS) to make pulling away from a standing start even smoother and easier.

**Supporting technologies**

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**Controller Area Network (CAN bus)** NEW

A robust new CAN bus enables the ECM to communicate with the multi-function instrument cluster. The capabilities it brings to the table help realize the inclusion of advanced control systems.

**Engine Control Module (ECM)** NEW

A new 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of several critical systems.



New ECM

## Introduction

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The compact, lightweight chassis is engineered to provide agility, ease of control and a fun-to-ride character riders will enjoy. It is also aimed to perform best in real world riding conditions on public roads, in city traffic, on the highway, or on rural and winding roads.

### Comfortable seat and slim bodywork



- The seat height of 825mm provides comfort and helps riders plant their feet on the ground when stopped.
- The slim design where the seat meets the fuel tank also helps make it easy for the rider's feet to reach the ground.

### Frame / Swingarm

- The twin-spar aluminum alloy frame is aimed to provide nimble handling and great road holding performance.
- The frame's main tubes are designed to run straight from the steering head to the swingarm pivot. This is ideal for achieving both high rigidity and low weight. Designed using the latest FEM analysis technology, the frame weighs about the same as the one on the current GSX-R1000.
- The aluminum alloy swingarm is inherited directly from the 2016 GSX-R1000.
- The highly rigid, ruggedly braced swingarm provides great road holding performance and superbike looks.



## Dimensions and Ergonomics

- The upright riding position is designed for comfort, ease of control, reduced fatigue, and maximum visibility.
- The 825mm seat height is relatively low for the 1000cm<sup>3</sup> class.
- The slim design of the seat – fuel tank interface helps riders plant their feet firmly on the ground.
- The upright riding position is designed to provide optimum control over the bike and maximum comfort, even on longer rides.

## Fully adjustable, inverted front forks



- The Ø43mm (inner tube) KYB inverted front forks provide 120mm of stroke for a sporty yet plush ride.
- The forks feature fully adjustable damping, rebound, compression and spring pre-load.
- To enhance the aesthetic appeal of the design, the color of the forks was changed from black to gold. **UPDATE**

## Rear suspension



- The 63mm stroke of the link-type rear suspension is tuned for a superb progressive feel and to react efficiently to road surface conditions, delivering an agile and stable feel.
- The rear suspension offers adjustable rebound damping and spring pre-load.
- The color of the rear suspension coil was changed from red to gray to further enhance the aesthetic appeal of the design. **UPDATE**

## Brembo radial mount brake calipers and ABS

Brembo mono-block calipers



ABS control unit



- Brembo radial mount monoblock front brake calipers are mated with Ø310mm outer diameter floating-mount dual discs to provide powerful braking performance. Each caliper has four opposing Ø32mm outer diameter pistons.
- The front brake calipers are same type used on the current GSX-R1000.
- Antilock Brake System (ABS)\* monitors wheel speed and matches stopping power to available traction.
- The ABS control unit, produced by BOSCH, is compact and light, weighing in at approximately 640g.

Note: ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.

Wheels and tires

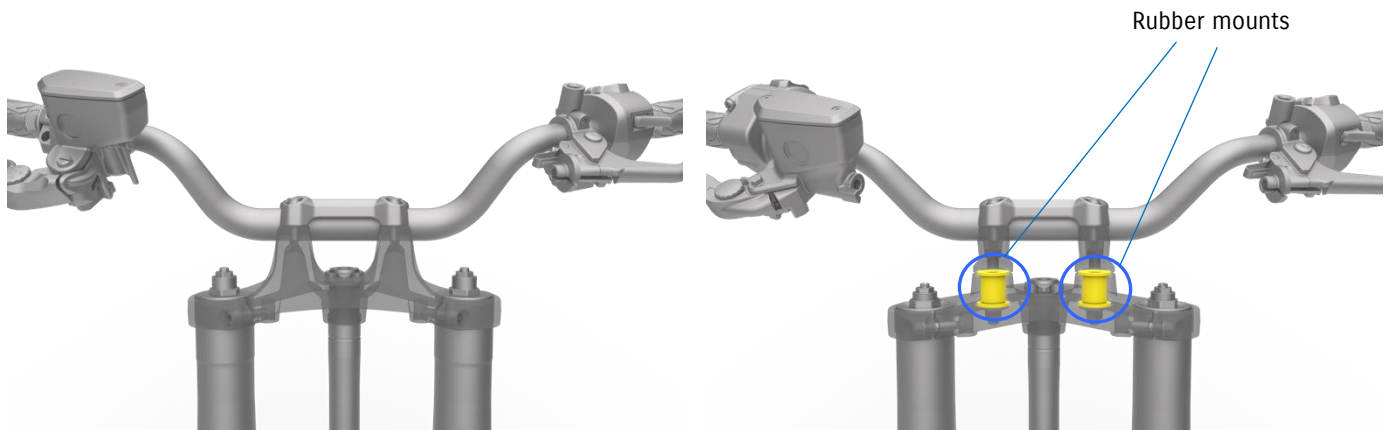


- The 6-spoke cast aluminum wheels manufactured by ENKEI are light and rigid to provide nimble, sure handling.
- DUNLOP tubeless radial tires with an inner structure designed exclusively for the Suzuki KATANA provide firm grip and controllable tracking.

	Size	Brand
Front tire	120/70ZR17	Roadsport 2
Rear tire	190/50ZR17	Roadsport 2

**Floating handlebars** **NEW**

- Rubber mounts introduced in the top bridge and handlebar brackets reduce the amount of vibration transmitted to the rider's hands. As a result, the floating handlebars contribute to improving comfort and reducing rider fatigue.



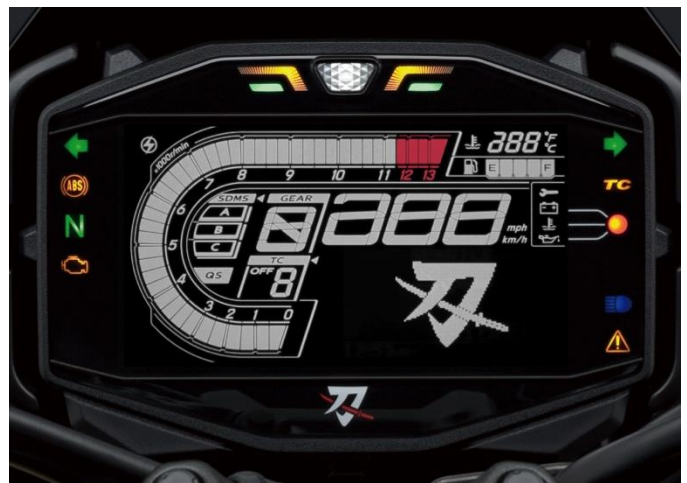
Previous handlebars

New handlebars



Multi-function instrument cluster **UPDATE**

At night



In daylight

\*All lights and indicators are illuminated in the photo for illustrative purposes.

- The full LCD brightness-adjustable instrument cluster packs a wide range of useful information into a relatively compact form factor. It is also designed to make the readouts from its multiple functions easy to recognize. The look is one of high quality that helps instill pride of ownership.
- LCD readouts include:
 

- Speedometer	- Lap time mode	- Clock
- Tachometer	- Average fuel consumption	- Battery voltage
- Odometer	- Instant fuel consumption	- RPM indicator
- Dual trip meter (A, B)	- Traction Control mode	- Service reminder
- Gear position	- SDMS mode	
- Water temperature	- Quick Shift (ON/OFF)	
- Riding range	- Fuel gauge	
- The panel features a custom display. Amber backlighting exclusive to the 2022 KATANA creates a unique contrast that clearly displays the lettering against the black background when riding at night, but that looks white when riding in daylight to maintain clear visibility of the displayed information. A brief custom animation plays when the ignition key is turned on, offering a playful presentation that is pleasing to the eye and heightens anticipation of the ride to come. One other touch for the updated instrument cluster is a change to feature the KATANA logo at the bottom in place of the SUZUKI lettering of the previous generation.
- LED indicators designed for easy recognition flank the display. Included are those for the turn signals, high beam, neutral, malfunction, master warning, ABS, traction control system, low voltage warning, coolant temperature and oil pressure.

## Personalize your ride

A lineup of custom accessories allows each rider to customize their KATANA to best express their personal tastes.

Meter visor (smoke)



Colored seat



Carbon clutch cover / Carbon starter cover



Colored Brembo calipers (red)



Grip heater



Rim decal



Frame slider set



Tank pad



Fuel tank cap protection sticker



Side protection sticker





Ring fixation for tankbag



Tankbag



Tire valve cap



Carbon front fender



Carbon alternator cover





Body decal "THE CUT"



Body decal "THE EDGE"



Front axle slider



Rear axle slider



Note: SUZUKI MOTOR CORPORATION reserves the right to add any improvement to change the design or to discontinue any Suzuki Genuine Accessories at any time without notice. Some Suzuki Genuine Accessories might not be compatible with local standards or statutory requirements. Please check with your local AUTHORIZED SUZUKI DEALER for details at the time of ordering.



Metallic Mat Stellar Blue (YUA)



Solid Iron Gray (YUD)

## Specifications

<b>Overall Length</b>		2,125 mm (83.7 in.)
<b>Overall width</b>		830 mm (32.7 in.)
<b>Overall height</b>		1,110 mm (43.7 in.)
<b>Wheelbase</b>		1,460 mm (57.5 in.)
<b>Ground clearance</b>		140 mm (5.5 in.)
<b>Seat height</b>		825 mm (32.5 in.)
<b>Curb weight</b>		215kg (474.0 lbs.)
<b>Engine type</b>		Four-stroke, liquid-cooled, DOHC, in-line four
<b>Bore x stroke</b>		73.4 mm x 59.0 mm (2.9 in. x 2.3 in.)
<b>Engine displacement</b>		999 cm <sup>3</sup> (61.0 cu. in.)
<b>Compression ratio</b>		12.2:1
<b>Fuel system</b>		Fuel injection
<b>Starter system</b>		Electric
<b>Lubrication system</b>		Wet-sump
<b>Transmission</b>		6-speed constant mesh
<b>Suspension</b>	<b>Front</b>	Inverted telescopic, coil spring, oil damped
	<b>Rear</b>	Link type, coil spring, oil damped
<b>Rake / trail</b>		25° / 100mm (3.9 in.)
<b>Brakes</b>	<b>Front</b>	Disc brake, twin
	<b>Rear</b>	Disc brake
<b>Tires</b>	<b>Front</b>	120/70ZR17M/C (58W), tubeless
	<b>Rear</b>	190/50ZR17M/C (73W), tubeless
<b>Ignition system</b>		Electronic ignition (transistorized)
<b>Fuel tank capacity</b>		12.0 L (3.2/2.6 US/Imp gal)