



# SV650S

Born to Run



Choosing a 650 V-twin sport bike used to be easy. There was the Suzuki SV650, and there was the Suzuki SV650. For 2001, though, your choice just got a little tougher...

Introducing the new 2001 Suzuki SV650S.

It's got all the V-twin performance that drew rave reviews for the original SV650, but now it's packaged in hot-new bodywork with sportier ergonomics. Check out the new half-fairing and dual integrated headlamps. It's a look that'll turn heads as fast as you turn corners. And while the seat remains well-padded and roomy, the higher footpegs and lower handlebars place you in a better position for aggressive sport riding.

Like Suzuki's world-class supersport bikes, the position of the SV650 powerplant is used to enhance the bike's overall performance. The upright placement allows a more compact wheelbase, and in turn, that helps make this machine remarkably

maneuverable and responsive--something you'll appreciate every time you carve a path down a twisty highway.

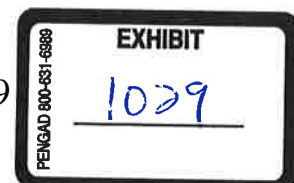
You'll also appreciate the rigidity of the lightweight aluminum truss frame, the grip of the wide radial tires, and the stopping power of triple disc brakes. Not to mention a long list of other performance-enhancing features--like liquid cooling, dual overhead cams, 4 valves per cylinder, digital ignition and downdraft carbs.

Even with all this, the SV650S offers a dry weight of just 372 pounds. That's much less than the average bike in this class, and it means handling that will bring a smile to your face on every kind of road.

For torque V-Twin performance in a sport bike that delivers even more than its looks promise, you just got an all-new choice. The 2001 Suzuki SV650S.

SL Corporation v.  
Adaptive Headlamp Technologies, Inc.

SL Corp. Exhibit 1029  
Case IPR2016-00193



## SV650S



### FEATURES

#### KEY FEATURES

- Same great mid-size V-twin performance as SV650, but with the following differences:
- Half-fairing with projector-beam headlights, side-mount mirrors and built-in instruments
- More aggressive ride position with low, cast handlebars and rear-set footpegs
- Taller final-drive ratio (3.000 -2.933)
- Compact 645 cc, 90o liquid-cooled V-twin, DOHC 8-valve engine tuned for strong low to mid rpm power.
- 90° V-twin cylinder layout eliminates primary vibration without a counterbalancer keeping the engine simple and compact.
- Lightweight chain-driven DOHC, shim-under-bucket valve system with 31 mm intake valves and 25.5 mm exhaust valves.
- Mikuni 39 mm downdraft carburetors with throttle position sensor provide excellent throttle response and fuel efficiency.
- High capacity liquid-cooling system enhances engine performance and durability. Coolant routing is integrated with the clutch cover and engine case for a cleaner look and reduced weight.
- Maintenance-free, digital/transistorized ignition system provides optimum ignition timing based on throttle position and engine rpm with separate maps for each cylinder.
- Smooth shifting 6-speed transmission with vertically staggered transmission shafts for a shorter, more compact crankcase.
- Plastic outer clutch cover and engine sprocket cover for reduced weight and noise.
- Lightweight 2-into-1 exhaust system tuned for strong low and mid-range torque.
- Attractive aluminum alloy truss-type frame is lightweight with excellent torsional rigidity.
- 41 mm front forks with 130 mm of wheel travel provide a smooth, compliant ride.
- Link-type single-shock rear suspension with 7-way adjustable preload.
- Box-section aluminum swingarm is lightweight with high torsional rigidity.
- Powerful dual hydraulic disc front brakes with 290 mm floating rotors and adjustable brake lever position.
- Single hydraulic disc rear brake with 240 mm rotor.
- Wide radial tires mounted on lightweight, 3-spoke cast aluminum wheels.
- Hinged fuel tank swings up for easy access to the airbox and carburetors.
- 12 month unlimited mileage warranty.

# SV650S



**MSRP\***  
**\$6199**

## SPECIFICATIONS

Engine:	645 cc, four-stroke, liquid cooled, 90° V-twin, DOHC, 8-valves, TSCC
Bore/Stroke:	81.0 x 61.6 mm
Compression Ratio:	11.5:1
Carburetor:	Mikuni BDSR39
Lubrication:	Wet Sump
Ignition:	Digital/Transistorized
Starter:	Electric
Transmission:	6-speed
Final Drive:	#525 chain
Overall Length:	2045 mm (80.5 in.)
Overall Width:	740 mm (29.5 in.)
Overall Height:	1130 mm (44.5 in.)
Seat Height:	805 mm (31.7 in.)
Ground Clearance:	140 mm (5.5 in.)
Wheelbase:	1420 mm (55.9 in.)
Dry Weight:	169 kg (372 lbs.)
Suspension:	FRONT: Telescopic, coil spring, oil damped REAR: Link-type, 7-way adjustable spring preload
Brakes:	FRONT: Dual hydraulic disc REAR: Single hydraulic disc
Tires:	FRONT: 120/60-ZR17 REAR: 160/60-ZR17
Fuel Tank Capacity:	16 liter (4.2 gal.) 15 liter (4.0 gal.) CA model
Color:	Red, Blue



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