



● SUZUKI 50

The most popular models
in the whole Suzuki range

These power-packed machines will take you and your passenger comfortably and economically up hill and down dale, smoothly through city traffic, and steadily along the open road. Extras such as a self starter (Model M15D), wipers and oil suspension give you the ultimate in practical all round transportation. Young and old alike will thrill to the style and verve of a machine in a class by itself.



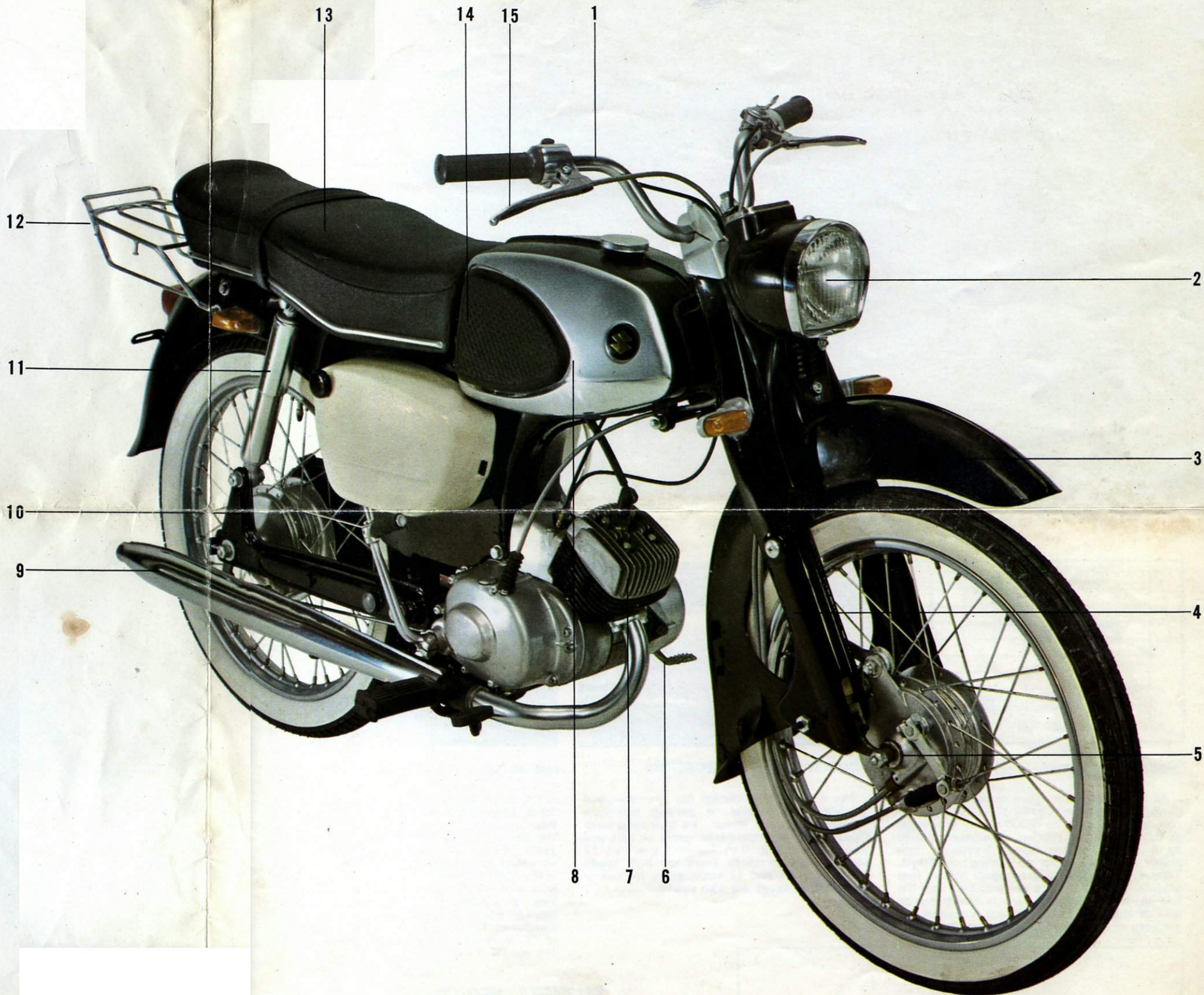
SUZUKI 50 MODEL M15

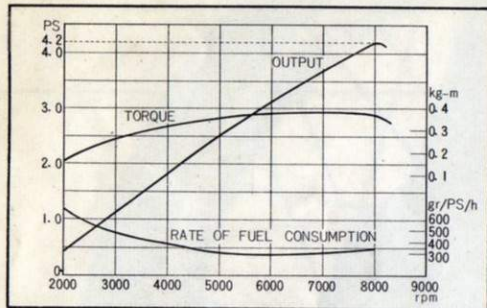
SUZUKI 50 MODEL M15D

SPECIFICATIONS

ENGINE:	
Type.....	Air-cooled, 2-stroke, single cylinder
Bore and stroke.....	41 mm×38 mm
Displacement.....	50 cc
Compression ratio	6.7
Lubrication.....	16 : 1 petroil
Carburetor	VM 15 SC
Starting system	Stater dynamo with kick
<Kick for Model M15>	
Ignition system	Battery <Magneto for Model M15>
PERFORMANCE:	
Maximum output	4.2 hp/8,000 r.p.m.
Maximum speed	50 m.p.h.
Maximum torque	0.38 kg-m/7,000 r.p.m.
Climbing ability.....	14° 30"
Fuel consumption	184 mile/lmp. gallon
TRANSMISSION:	
Type	4-speed foot operated, constant-mesh
return change type	
Primary ratio.....	Gear 4.40
Secondary ratio	Chain 2.46
Clutch.....	Multiple wet disk
OVERALL DIMENSIONS:	
Length.....	69.3"
Width	23.6"
Height	35.0"
Wheel base.....	45.0"
Ground clearance.....	4.7"
Dry weight	133 lbs <128 lbs for Model M15>
OTHERS:	
Frame	Pressed steel, back-bone type
Brakes, front	Internal expanding hand brake
rear	Internal expanding foot brake
Tires, front and rear.....	2.25"-17", 4 PR
Suspension system, front	Bottom-link, oil damped
rear	Swinging arm, oil damped
Fuel tank capacity	1.3 lmp. gallons
※Specifications subject to change without notice.	

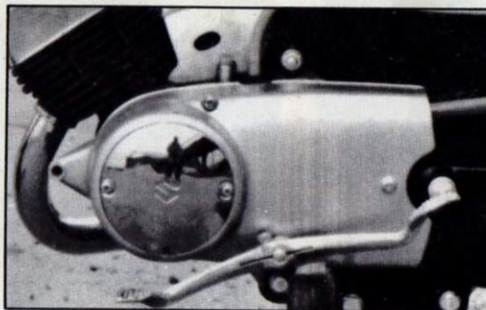
- 1 Sturdy tubular handlebars available in three styles: standard, bar, and up
- 2 Brightest headlight
- 3 Body colors available: permanent red, black, mistletoe green, light blue, and pure white
- 4 Oil damped bottom link front fork
- 5 Sure, powerful brakes
- 6 Return change type, rotary change type available
- 7 Powerful, smooth-running, 50 cc 2-stroke engine
- 8 1.3 lmp. gallon fuel tank
- 9 Effective exhaust
- 10 Rear brake
- 11 Oil damped, swinging arm rear suspension
- 12 Strong, easy-to-use carrier
- 13 Soft, non-tiring seat
- 14 Knee grips for safety and control
- 15 Easy-to-control brake lever





2-STROKE ENGINE

As its performance curve shows, the engine powerfully produces 4.2 hps at 8,000 r.p.m. Torque is 0.325 kg-m at 4,000 r.p.m., 0.36 kg-m at 5,000 r.p.m. and reaches a maximum of 0.38 kg-m at 7,000 r.p.m., which translates into plenty of power under all cycling conditions. Torque is sufficient at low speeds also so that smooth, powerful starts are possible and the four-speed transmission permits the engine to turn at the ideal speed for any workload regardless of the speed of the cycle itself.



FOUR-SPEED TRANSMISSION

The 4-speed transmission has been designed to allow the engine to develop maximum horsepower at any speed. Its gear ratio were fixed to get maximum performance on hills and when accelerating. The Standard gear has 13 teeth. Fourteen tooth gears for high speed driving and 11 and 12 tooth gears for use in mountainous areas are also available.



THE WORLD FLYWEIGHT CHAMPIONS

The Suzuki Motor Co., was twice awarded the 50 cc Champion du Monde by the Federation International Motorcycliste for their wins during the Grand Prix racing seasons of 1962 and 1963. Two times world champion, and now with Hugh Anderson's brilliant first place victory in the 1964 T. T. race on the Isle of Man, Suzuki is well on the way to yet another championship. In winning this famous race a scorching average speed of 92.14 miles per hour was maintained for 182.175 kilometers. Sure proof of the marvelous of Suzuki's two-stroke engine. The worlds finest.



Home of world-champion motorcycles

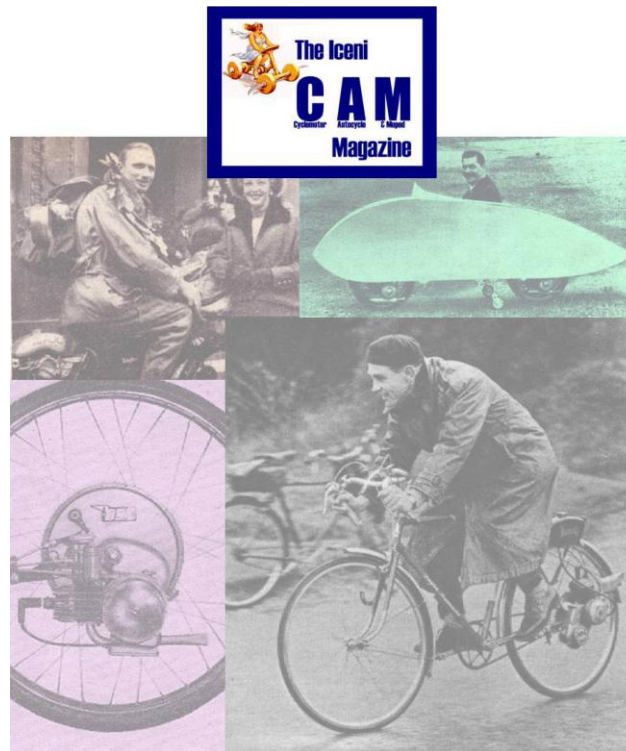
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