



M1500

The single seat cowl is an optional part.

Specifications, appearances, equipments, colors, materials and other items of "SUZUKI" products shown on this catalogue are subject to change by manufacturers at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body color might differ from the colors in this catalogue. "INTRUDER" is the model name mainly used for European market. "SUZUKI BOULEVARD" is the model name mainly used for North American and Oceania markets.

■ Always wear a helmet, eye protection and protective clothing. ■ Enjoy riding safely.
■ Read your Owner's Manual carefully. ■ Never ride under the influence of alcohol or other drugs.

PRINTED IN JAPAN INTRUDER M1500 (VZ1500) Catalogue 99999-A0015-191 SEP'08
SUZUKI MOTOR CORPORATION
300 Takatsuka, Minami, Hamamatsu, Japan

www.globalsuzuki.com



The single seat cowl is an optional part



The single seat cowl is an optional part



Pearl Nebular Black (YAV)



Metallic Triton Blue (YSF)



Candy Sonoma Red (YHL)

SPECIFICATIONS

Engine type	4-stroke, 2-cylinder, liquid-cooled, OHC
Bore x stroke	96.0 mm x 101.0 mm
Displacement	1,462 cm ³ (1462cc)
Compression ratio	9.5 : 1
Carburetion	Fuel injection
Oil capacity (overhaul)	4.0L (1.6 US gal.)
Ignition	Fully transistorized
Starter system	Electric
Lubrication system	Wet sump
Transmission	5-speed constant mesh
Primary drive ratio	1.407 (76 / 54)
Final drive ratio	2.667 (32 / 12)
Frame type	Double cradle (steel)
Rake/trail	32 degrees / 129 mm (5.1 in.)

Suspension	Front	Inverted telescopic, coil spring
Suspension	Rear	Link type, oil damped, coil spring
Wheels	Front	18 M/C x MT3.50, cast aluminum alloy
	Rear	17 M/C x MT6.00, cast aluminum alloy
Brakes	Front	2-piston callipers, 290 mm disc, twin
	Rear	2-piston caliper, 275 mm disc
Tires	Front	120/70ZR18M/C (59W), tubeless
	Rear	200/50ZR17M/C (75W), tubeless
Fuel tank	18.0 L (4.7 US gal.)	
Overall length	2,410 mm (94.9 in.)	
Overall width	870 mm (34.3 in.)	
Overall height	1,100 mm (43.3 in.)	
Wheelbase	1,690 mm (66.5 in.)	
Seat height	716 mm (28.2 in.)	
Curb mass	328 kg (723 lbs.)	



The single seat cowl is an optional part

Style Meets Technology And Value



It is just after sunset, on a mid-summer Saturday night.

On a big city boulevard edged with skyscrapers, people hurry toward nightclubs and theaters and five-star restaurants.

Suddenly, the crowd pauses in the glow of bright lights and neon signs. People hear the powerful, throaty rumble of a big V-Twin engine. They turn and admire the long, low, laid-back look of a performance cruiser.

What they see is a new machine that combines high style with class-leading torque, a motorcycle that looks right and feels right, a cruiser that connects on a visceral level yet delivers unbeatable value.

With the latest high-performance, fuel-efficient engine technology. Fuel injection. Liquid cooling. Modern suspension and disc brakes. Lower-maintenance shaft drive. Proven Suzuki reliability.

Introducing the new SUZUKI INTRUDER M1500.



Technologically Advanced V-Twin Power

The INTRUDER M1500's powerful long-stroke V-Twin engine features overhead camshafts and four valves per cylinder, with the cylinders set at a 54-degree angle. Bore and stroke measure 96 mm x 101 mm for a full 1462 cm³ of displacement (about 90 cubic inches). Stroke/bore ratio is a 1.05:1 and the compression ratio is 9.5:1.

The two 33 mm intake valves in diameter and the two 30 mm exhaust valves in diameter in each combustion chamber are set at a narrow 20 degrees from the cylinder centerline. Front cylinder intake valves open 7.5 degrees BTDC and close 61.5 degrees ABDC while rear cylinder intake valves open 56 degrees BTDC and close 13 degrees ABDC, both producing 249 degrees of duration. Intake valve lift is 8.1 mm. Front cylinder exhaust valves open 55 degrees BBDC and close 14 degrees ATDC while rear cylinder exhaust valves open 21 degrees BBDC and close 48 degrees ATDC, both producing 249 degrees of duration. Exhaust valve lift is 8.2 mm.

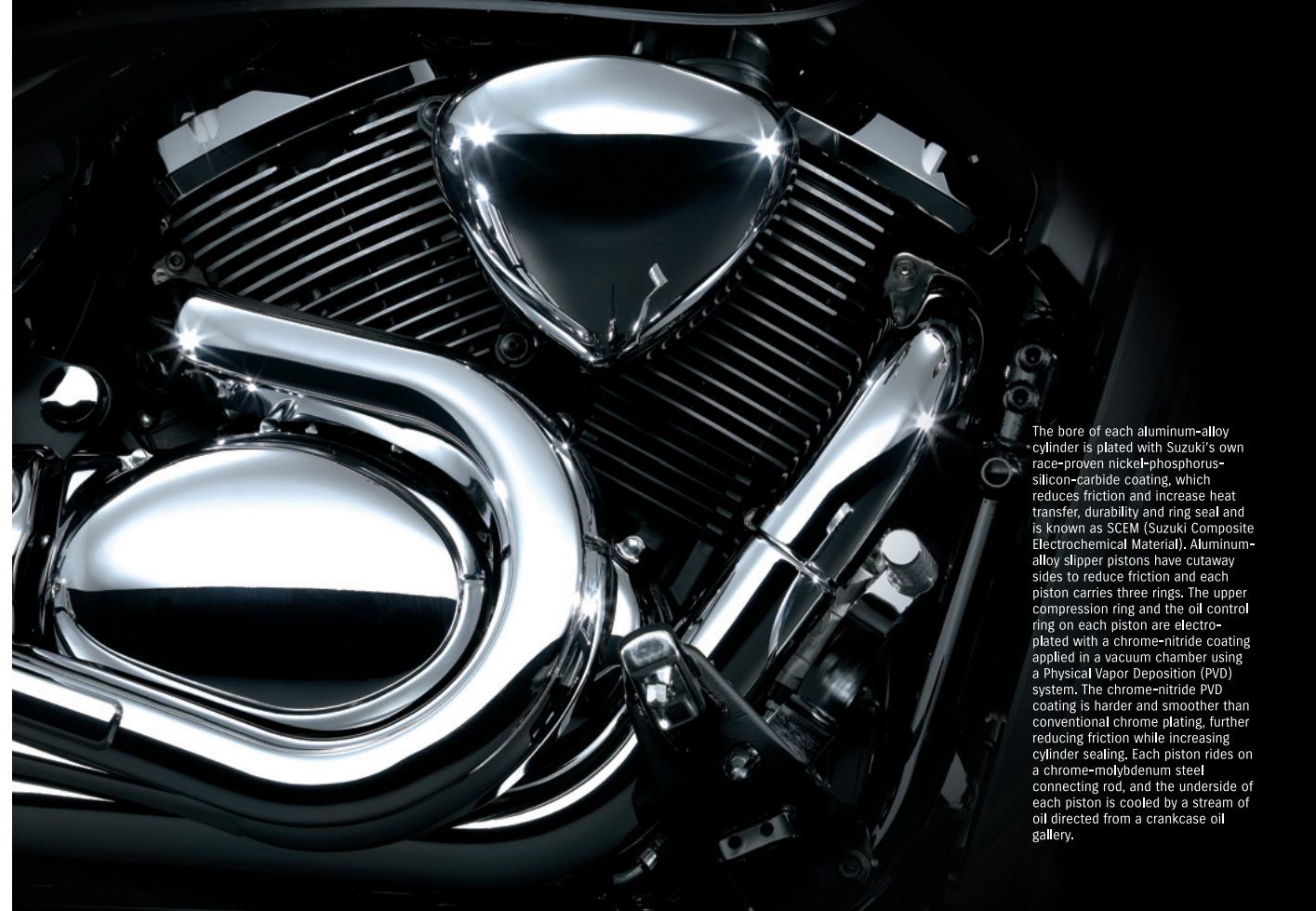
Each compact combustion chamber carries dual spark plugs, increasing combustion efficiency and fuel efficiency while also reducing emissions.



The new INTRUDER M1500 delivers the best of all worlds, with a comfortable ride, modern performance and fuel efficiency, and unbeatable value.

Ride one today, and see for yourself.

The Best Of All Worlds



The bore of each aluminum-alloy cylinder is plated with Suzuki's own race-proven nickel-phosphorus-silicon-carbide coating, which reduces friction and increase heat transfer, durability and ring seal and is known as SCEM (Suzuki Composite Electrochemical Material). Aluminum-alloy slipper pistons have cutaway sides to reduce friction and each piston carries three rings. The upper compression ring and the oil control ring on each piston are electroplated with a chrome-nitride coating applied in a vacuum chamber using a Physical Vapor Deposition (PVD) system. The chrome-nitride PVD coating is harder and smoother than conventional chrome plating, further reducing friction while increasing cylinder sealing. Each piston rides on a chrome-molybdenum steel connecting rod, and the underside of each piston is cooled by a stream of oil directed from a crankcase oil gallery.



The forged-steel crankshaft's offset crankpins produce the staggered-firing-order internal-combustion heartbeat and elongated exhaust note that endear big V-Twin engines to cruiser fans. The M1500 engine is tuned to deliver strong, smooth torque across the rpm range, starting from just off idle, with peak torque produced at just 2,600-2,700 rpm. Flywheels help smooth out low-rpm power pulses, as does a spring-loaded primary drive damper bolted to the end of the crankshaft. A spring-loaded scissors-type split primary drive gear mounted on the crankshaft reduces mechanical noise.

A cable-operated back-torque-limiting clutch uses a race-proven ramp-and-cam system to reduce pressure on the clutch plates under deceleration (for smoother downshifts) and to increase pressure on the clutch plates under acceleration. The Suzuki Clutch Assist System (SCAS) effectively increases the spring load on the clutch plates without using stronger springs, reducing the amount of hand force needed to pull in the clutch lever, increasing rider comfort. Power is delivered from the clutch through a wide-ratio five-speed transmission and a shock-reducing damper, through a clean-running, reliable drive shaft and to the rear wheel.

The M1500 produces massive torque, with a class-leading torque-to-weight ratio as well as a class-leading power-to-weight ratio.

Photo: SUZUKI BOULEVARD M90
The single seat cowl is an optional part

Digital Fuel Injection And Engine Management



The single seat cowl is an optional part

The INTRUDER M1500's advanced digital fuel injection and engine management system is designed to increase throttle response while also getting the most out of every drop of gasoline, producing broad power and reducing emissions.

It starts with a powerful, 32-bit, 512-kilobyte-ROM engine management computer and state-of-the-art Suzuki Dual Throttle Valve (SDTV) fuel injection system. Each cylinder has its own 42mm throttle body in diameter carrying two butterfly valves, a primary valve controlled by the rider using the throttle twist grip, and a secondary valve controlled by the engine management computer based on engine rpm, gear position, the position of the primary valve. The secondary valve opens and closes as needed to maintain ideal intake velocity, producing more linear throttle response while also enhancing combustion efficiency and thus increasing torque and reducing emissions.

The engine management computer determines the quantity of fuel injected into the cylinder based on engine rpm, throttle position and intake pressure (or vacuum).

An automatic Idle Speed Control (ISC) system regulates the amount of air fed into the throttle body idle circuits, improving cold starting, reducing cold-start emissions and stabilizing engine idle under varying conditions.

Ignition system mapping is also controlled by the engine management computer, based on throttle position and engine rpm.

Suzuki's proven PAIR (Pulsed-Secondary AIR-injection) system uses a solenoid valve controlled by the engine management system to inject fresh air from the large-volume, three-chamber airbox into the exhaust ports, igniting any unburned hydrocarbons and reducing carbon monoxide emissions.

A catalyzer built into the dual-muffler exhaust system further reduces hydrocarbon, carbon monoxide and nitrogen oxide emissions. The effective engine management system and emissions control measures make the M1500 more fuel efficient while also meeting tough emissions standards in each market.

To reduce mechanical noise, each cylinder head's cam cover is separate from the cam bearing caps, and a rubber gasket is used between the cylinder head and the cam cover. Liquid-cooled cylinders also reduce mechanical noise. The reduction in mechanical noise allows a more throaty exhaust note without exceeding overall noise limits.

Exciting, High-Performance Styling



The INTRUDER M1500's stylish, cutting-edge look features sleek, flowing lines swooping from a distinctive headlight cowl to a smooth tail section and wide rear fender covering a massive 200 in width rear tire. Chromed steel tail section/fender supports add a classic touch.

A sporty front fender compliments the headlight cowl, with a glamorous tapered shape.

The tasteful chrome engine covers, air cleaner covers, shaft-drive secondary cover, swingarm pivot cover and exhaust system heat shields contribute to the INTRUDER M1500's exciting look.

To maintain the M1500's clean lines, the rear brake fluid reservoir is remotely located away from the right-side, forward-position footpeg, brake pedal and master cylinder.

Finish and finish details include a more compact, less intrusive wiring harness and an effective horn hidden behind the radiator, where it can be heard at full volume but not seen. Special attention is given to the finish of every visible surface seen on the machine.



The stretched fuel tank holds a full 18 liters (4.8 gallons).

Equal-length head pipes feed dual slash-cut chromed mufflers producing a dynamic, throaty V-Twin rumble. The internal design of the mufflers cancels out reflecting exhaust waves, reducing drops in system backpressure and smoothing power delivery.



The single seat cowl is an optional part

The single seat cowl is an optional part

Complete Instrumentation And Lighting

The INTRUDER M1500's distinctive instrument cluster is integrated into the top of the headlight cowl, under a chrome cover. The analog speedometer features a needle driven by a stepping-motor for superb precision and vibration resistance. An inset LCD panel can be switched to show the digital odometer, dual trip meters or a digital clock readout, while a bar-section fuel gauge is always displayed. LED indicators for oil pressure and coolant temperature are built into the face of the speedometer, while LED turn signal indicator lights, an LED neutral position indicator light and an LED high-beam indicator light are built into a chrome console mounted on the top of the fuel tank.

Switches are mounted on the handlebar control modules and include a passing-light-flash button.

The multi-reflector headlight itself features a 60/55w halogen high-beam/low-beam bulb. When the passing light feature is used, high beams illuminate.

The LED tail light features a fisheye fresnel-cut smoked red lens. Bullet-shaped turn signals have unique, vertical lens cuts.

Left driving photo: SUZUKI BOULEVARD M90
The single seat cowl is an optional part



Comprehensive Comfort

Special attention to comfort started with the INTRUDER M1500's wide, well-padded seat, including extra length to allow the rider to slide forward or rearward on long rides.

It continued with careful consideration of the relationship between the comfortable seat, the forward-mount rubber-covered footpegs and control levers and a relatively short reach to the flat-bend, drag-style chromed handlebars. Seat height is just 716 mm (28.2 inches). The comfortable passenger seat can be easily replaced with an optional tailsection cover, for solo rides.

Handlebar diameter is 25.4 mm (1.0-inch). The control switches and both handlebar levers are ergonomically designed to increase the man-machine interface, adding to rider comfort.



A Rigid-Look Chassis And Modern Suspension

The INTRUDER M1500 is built on a steel-tube frame with a hidden rear shock absorber, for the look of a classic rigid hardtail without the accompanying rough ride. The coil-over rear shock is hidden underneath the bodywork and features a 46 mm inner body in diameter. The swingarm is also built from steel tubing, and incorporates the driveshaft on the left side. Rear wheel travel is 108 mm (4.3 inches). The inverted front forks have 43 mm inner tubes in diameter and deliver 130 mm (5.1 inches) of wheel travel.

The frame incorporates rubber engine mounts to reduce vibration. Wheelbase is 1690 mm (66.5 inches), rake is 32 degrees and front wheel trail is 129 mm (5.1 inches).

A low center of gravity and careful design and positioning of the long, chrome-plated sidestand help make it more convenient for the rider to move a parked M1500 up off its stand and onto its wheels, ready to ride.



Alloy Wheels, Wide Tires And Dual-Disc Front Brakes

Distinctive cast aluminum-alloy wheels carry wide Bridgestone radial tires specifically designed for the INTRUDER M1500, a 120/70ZR18M/C(59W) front and a 200/50ZR17M/C(75W) rear.

Dual fully floating front brake discs measure 290 mm in diameter each and work with dual-piston calipers. The rear brake disc measures 275 mm in diameter and works with a single dual-piston caliper.

