

REVIEW - SUZUKI BOULEVARD

REVIEW BY WILLIAM MORRIS

CIT has entered the Durban bike market with quite a splash! The Godfather is shaking things up, satisfied only with making as much turbulence as possible. For our first ride of the New Year we have Lenny's very own cruise missile! Thanks for your support.

FIRST IMPRESSION

From headlight to rear mudguard, the Boulevard M109R's frame is practically encapsulated in covers. The outcome is a pleasantly uninterrupted flow of long, smooth lines, making it one of the most attractive cruisers available to date. The pure physics of the bike are massive: an overall length of just under 2 ½ metres, a mega fuel tank, a 240/40 rear-tyre, and 109 cubic inches of glorious chromed engine between your legs!



CONTROLS AND GADGETS

A sweeping, LCD bar-graph tachometer is mounted high and center stage between the handlebars, making it the first visual when glancing down. Practical? I'm not so sure... but it does give the instrumentation a cool, modish feel. The analogue speedometer shows both mph and kph, which is a neat feature suitable for a cruiser. Two LCD blocks beneath the speedo display current time and fuel usage.

PERFORMANCE

The all-new liquid-cooled M109R powerplant is Suzuki's biggest motorcycle engine to date at exactly 1783 cubic centimeters. And while that may not set any size records in today's world of monster twins, mentioning that your boney is an 1800 will certainly bring instant admiration from your listeners. Thrust production is immense - Suzuki claims an astounding 161nm of torque making this the most powerful cruiser Suzuki has ever produced! With forward controls (feet forward classic cruising position), the hardest part of seeing the other side of 200kph is keeping your feet on the pegs! The technology of the Boulevard is cutting edge; take for example the fuel-injection system derived from Suzuki's Gixxers, the front dual disk, opposed 4-piston, radial-mounted calipers grabbing 310mm discs, also from the GSX-R lineage, or the semi-dry sump lubrication system derived from Suzuki's motocross bred RM-Z450.

SUSPENSION, HANDLING & COMFORT

In an effort to reduce vibration the M109R's engine uses offset crankpins for perfect primary balance, it is also rubber mounted and has a large balancer shaft. It's unusual to see all three counter-vibration strategies used in conjunction, but it works, making the Boulevard extraordinarily smooth while cruising. Headlight fairing adds to the sleek overall appeal and, because of the low rider seating position, provides wind cover keeping freeway buffeting minimal. The overall 315kgs dry weight is easy to control at low speeds thanks to the low-down 705mm seat height.

OVERALL RATING

Suzuki claims the all-new Boulevard M109R to be an "incredible combination of cruiser styling and renowned Suzuki power and handling." My take on these claims? Let's start with power... Brutal acceleration you simply have to feel to believe! Handling? Harsh cornering is where the substantial length and weight becomes noticeable, although still surprisingly nimble for this genre. Styling? If you are of the opinion that big and bold is beautiful, this is your kinda cruiser. The Boulevard is a crowd puller, there's no contesting that. Prepare to be the bane of Harley riders everywhere!

PRICE

R122 000.00 incl. VAT



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