

1981 Suzuki



In 1981 the new GS-1100 was a formidable adversary to its competitors with its four valve heads, yet, time and technological advances have given reason to upgrade and modify this classic to be competitive. The paperwork provided for this machine indicates a significant investment of almost \$20,000.00, in both performance and engineering between 1989 and 2007. The owner, working with Andy and Tracey Pearson owners of Specialty Engineering have treated this machine with the same respect due a national class race bike. The bottom end has been beefed up with FALICON "KNIFE" con rods attached to a complete bigger bore package from Wiseco Performance and of course the heads were reworked for maximum flow. A four into one custom built S/S exhaust system hugs the frame and rises on the right side and 4 heavily massaged Mikuni carburetors are fed fuel through a "Guzzler" dual outlet petcock. The engine cooling has been optimized with a cleverly mounted custom made oil cooler and shroud that has external oil lines feeding directly to the top end and a high volume oil pump gear increases the pressure. The gear ratios appear to have remained the same but have been back cut for smoother engagement at higher R.P.M.s and a billet aluminum clutch basket from FALICON is warranted to handle the increased horsepower.

Because the power potential has increased to the degree it has, the suspension and braking were addressed as well. The front end was replaced with a set of OHLINS inverted fork legs mounted to a fully custom made triple tree, engineered to accept the stock components. For extra stability, an OHLINS steering damper was fixed to the frame and fork tubes with the same level of engineering finesse. The tunable canister shocks on the rear are from OHLINS as well for equalized and optimum traction, and in addition, the swing arm is reinforced with lower gusseting. Again for structural integrity, the motor mounts have all been replaced with higher grade billet aluminum for weight and strength considerations. Braking up front is handled by BREMBO radial calipers clamping on top 320mm full floating rotors, and the rear is a factory caliper mounted to a custom made bracket which masterfully houses the speedo drive unit. Performance Machine "Chicane" spun aluminum wheels are time tested and proven race winning wheels because of their "lightest rotating mass" design.

The modified seating position is more aggressive with lower Tommaselli flat track style bars and custom made billet and titanium rear sets for the foot controls and passenger pegs. As presented in documentation and in presence, it appears this machine was well thought through in every regard with a view towards high performance competition.