



Way of Life!

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■ 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 98999-A0033-161 GSX-S1000/ABS (GSX-S1000/A) L6 Product Information
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GSX-S1000/ABS



THE PURE SPORT ROADSTER

From the DNA of a supersport legend
comes the pure sport roadster.

The GSX-S1000.

A motorcycle built for real-world excitement.

Inheriting the genuine engine and
main components of the GSX-R1000,
this thrilling machine
puts the feel of world-beating
performance in your hands.

Take it to the streets.

Take it on the highway and get
comfortable stretching
every ride into a journey.

Take control on the pure sport roadster.



OWN THE STREETS

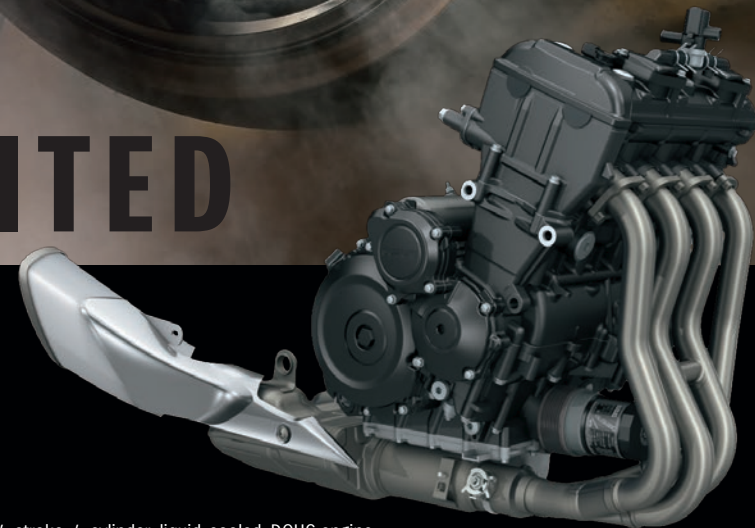
Free to roam in its natural habitat,
the GSX-S1000 gives street
performance a sharper edge.
Smooth, controlled handling.
Dynamic acceleration.





PERFORMANCE UNLIMITED

This is the engine designed to own the racetrack. Tuned for the streets. Customized to a rakish roadster bound to become a legend in its own right. The broad range of power and torque is untouchable. It is everything you are looking for on the road. And then some. State-of-the-art technology provides ultimate efficiency, increasing the pleasure of every run. Everything to experience. Nothing to stand in your way.



4-stroke, 4-cylinder, liquid-cooled, DOHC engine

Legendary performance tuned for the street

The GSX-S1000 is powered by a street-tuned version of the four-stroke, liquid-cooled, DOHC, 999cm³, inline-four engine that became a legend in the 2005–2008 GSX-R1000. The newly honed engine delivers smooth throttle response and immediate, controlled acceleration, so the sport rider experiences adrenaline-rushing performance.

A long-stroke design with a 73.4mm bore and a 59.0mm stroke allows the combustion chambers to be compact. It therefore allows a combination of an optimal compression ratio, a flat-top piston shape, and a broad spread of power throughout the rev range.

Advances inside the engine begin with the pistons. Suzuki used finite-element-analysis techniques to make the pistons light without compromising their rigidity. The benefits include broad torque and quick acceleration.

New cam profiles optimize the valve timing to achieve power characteristics that are ideally suited to city streets and twisty suburban roads. Iridium spark plugs ensure strong sparks for efficient combustion that translates into higher power, linear throttle response, easier engine startup, and stable idling.

Each bore is plated with Suzuki's own race-proven nickel-phosphorus-silicon-carbide coating, which reduces friction, enhances heat transfer, durability, and ring seal, and is known as Suzuki Composite Electrochemical Material (SCEM).

A newly designed radiator with an efficient round shape helps to keep the engine temperature consistent. Shrouds guide air to the radiator core. A liquid-cooled oil cooler is light and compact. Its small dimensions help to make the bike look neat by creating more room for the exhaust system.

Cutting-edge engine management

An engine control module (ECM) provides state-of-the-art engine management and has settings that are optimized for sport riding.

A key technology under the ECM's control is an updated version of the downdraft double-barrel Suzuki Dual Throttle Valve (SDTV) system that has always been part of the GSX-R legend. The SDTV helps to ensure efficient combustion and smooth power delivery.

Ten-hole fuel injectors optimize fuel atomization to promote combustion efficiency and limit fuel consumption. The fuel injection works with an O₂ feedback system and an intake pressure sensor to further heighten combustion efficiency and limit exhaust emissions.

The exhaust system has a 4-2-1 design with equalizer pipes between the 1-and-4 and 2-and-3 header pipes. The system fine-tunes the exhaust pulses for strong low-to-mid-range output. The exhaust chamber after the joint section fits under the engine, so the muffler is minimally sized for a clean, agile look. A catalyzer in the exhaust chamber keeps emissions low enough to satisfy the strict Euro 3 regulations.

The exhaust pipe incorporates a Suzuki Exhaust Tuning (SET) system. A servo-actuated butterfly valve opens to a degree calculated from the engine speed, throttle position, and gear position. It controls exhaust pressure waves to enhance combustion at low revs.



Engine cutaway



Piston and piston rings



SDTV throttle body



Round-shaped radiator



Liquid-cooled oil cooler



SET valve cutaway



GET REAL. SMART.

The pure sport roadster is equipped with advanced traction control. Track-bred technology that means more confidence and freedom in diverse road and riding conditions. Go easy. Go hard. Roam far and wide. You are in control.

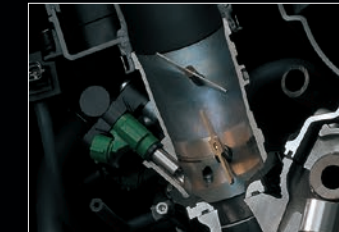
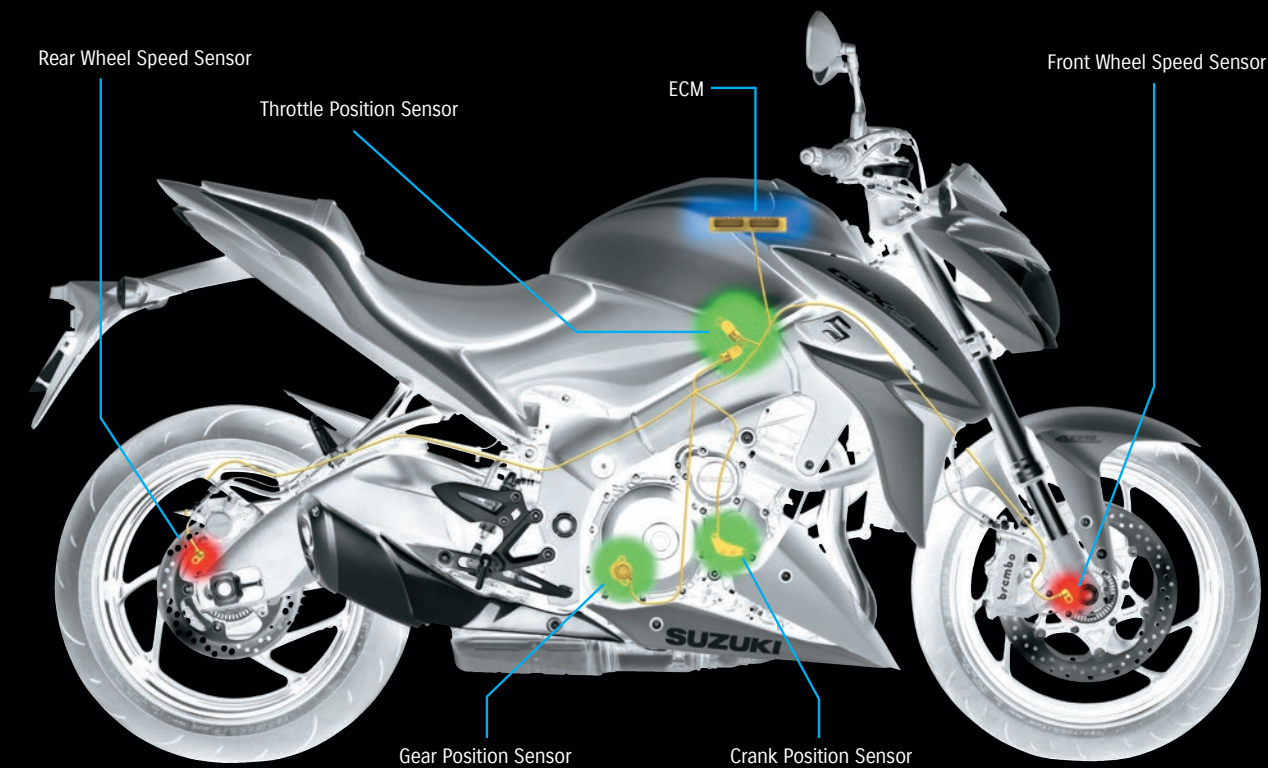
Three-mode traction control system

Suzuki's advanced traction control system lets the rider control the throttle with more confidence in diverse conditions, so it makes sport riding more enjoyable and less tiring.

The system checks the front and rear wheel speeds, the throttle position sensor, the crank position sensor, and the gear position sensor 250 times a second. It quickly reduces engine output by effecting control over the ignition timing whenever it detects wheelspin. The system's control over engine output feels so smooth and natural, it does not detract from riding pleasure.

The rider can set the system to any of three modes or turn it off. The modes differ in terms of sensitivity. Mode one is for sport riding with minimal intervention from the system. Mode three gives maximal traction control for riding in poor conditions. Mode two offers a balance that is ideal for typical road conditions.

Note: The traction control system is not a substitute for the rider's throttle control under any conditions. It cannot prevent loss of traction due to excessive speed when the rider is entering a turn and or braking. Also, it cannot prevent the front wheel from losing grip.



Throttle body cutaway



ECM



Left control switch

Traction control mode description

Mode	TC mode indicator	Sensitivity level	Good for
OFF		-	-
1		Low	Sport riding, good road conditions
2		Middle	City riding, regular road conditions
3		High	Wet or cold conditions



THIS IS SERIOUS. FUN.

The chassis is newly designed.

The braking technologies are racer specification.

It is all part of a lightweight package that gives new meaning to the concept of real-world agility.

Take it to city streets.

To mountain twists.

To super highways.

Get into serious fun everywhere you ride.

A chassis engineered for real-world enjoyment

Suzuki designed a new chassis in a compact, lightweight package that makes the GSX-S1000 agile and fun to ride. Every aspect of the chassis reflects a focus on great handling and control in real-world conditions from city streets to twisty mountain roads.

The main frame helps to ensure nimble handling and great roadholding. The main tubes are straight from the steering head to the swingarm pivot. Their shape is ideal for achieving high rigidity and low weight. Suzuki used finite-element-analysis techniques to make the frame even lighter than that of the current GSX-R1000.

The sturdy aluminum-alloy swingarm comes straight from the current GSX-R1000. It is ruggedly braced and helps to ensure great roadholding together with superbike looks.

Suzuki optimized the riding position for greater comfort and slimmed down the knee-grip area for relaxing ergonomics. The slim bodywork combines with the low seat (815mm from the ground) to help the rider put his feet down easily.

Newly specified 43mm KYB inverted front forks give a ride that is sporty yet plush. They have fully adjustable damping, rebound, compression and spring preload.

The cast-aluminum wheels have a brand-new lightweight, six-spoke design that gives a combination of nimble handling and sporty looks. Dunlop radial tyres (120/70ZR17 at the front; 190/50ZR17 at the rear) provide great grip for sport riding.



High-performance braking technologies

The GSX-S1000 has the same top-of-the-line radial-mount Brembo monobloc calipers as the 2014 GSX-R1000.

The calipers each have four opposed 32mm pistons acting on a 310mm floating-mount disc for strong stopping power.

An antilock braking system (ABS) helps the rider stay in directional control even during hard braking. It monitors the wheel speeds 50 times per wheel rotation and matches stopping power to the available traction. The ABS control unit has a compact, lightweight design that helps make the bike nimble.

Note1: Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering.

Note2: ABS is equipped only with GSX-S1000 ABS.



Front forks



Rear suspension



Brake caliper



ABS unit
(only for GSX-S1000 ABS)

THE WILD SIDE

The pure sport roadster is a naked beast. Crouching, muscular, fanged. And ready. Set to bolt into full stride at your command. At first glance, you may think superbike. In the details, you see so much more. You see the wild side.



Naked aggression in an all-new form

The GSX-S1000 is designed to look wild, rugged, and aggressive—and to keep the rider comfortable at all times. The bike's overall shape evokes a crouching beast. LED position lights are shaped to represent its fangs. And a combination of black plastics and painted parts emphasizes the bike's assertive, sporty personality.

A Renthal Fatbar handlebar has a tapered aluminum structure that heightens rigidity and cuts weight and vibration. A matte-black finish and a Renthal logo in the centre convey a sense of quality.

The rider's seat is shaped for sport riding. It allows the user to move around easily and gives plenty of grip.

The rear combination lights have LEDs—as opposed to conventional bulbs—for higher visibility and a longer life.



Headlights



Renthal Fatbar



LED tail light



Seat



Undercowl

A comprehensive instrument cluster

The instrument cluster takes the form of a lightweight, brightness-adjustable LCD. Readouts include speedometer, tachometer, odometer, dual tripmeters, gear position, coolant temperatures, driving range, average fuel consumption, instantaneous fuel consumption, traction control, and a clock. A white backlight gives great nighttime visibility. The display is flanked by LED indicators for the turn signals, high beam, malfunction, ABS, traction control, coolant temperature, and oil pressure.



All lights and indicators are illuminated in the photo for illustrative purposes.
Photo: GSX-S1000 ABS



Instantaneous
fuel consumption meter

Average fuel consumption meter

Driving range meter





YOUR INVITATION TO PURE SPORT

The GSX-S1000 is a game changer.
A naked roadster with an aggressive new look.
Descended from a supersport legend.
With real-world agility and comfort.
See sportbikes in a new light.
From city streets to distant highways,
experience Pure Sport.



YSF: Metallic Triton Blue



AV4: Glass Sparkle Black / Candy Daring Red



PGZ: Metallic Mat Fibroin Gray

SPECIFICATIONS

Overall length		2,115 mm (83.3 in)
Overall width		795 mm (31.3 in)
Overall height		1,080 mm (42.5 in)
Wheelbase		1,460 mm (57.5 in)
Ground clearance		140 mm (5.5 in)
Seat height		810 mm (31.9 in)
Curb mass	GSX-S1000	207 kg (456 lbs)
		208 kg (458 lbs) (For California spec)
	GSX-S1000A	209 kg (461 lbs)
		210 kg (463 lbs) (For California spec)
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC	
Bore x stroke	73.4 mm x 59.0mm (2.9 in x 2.3 in)	
Displacement	999 cm ³ (61.0 cu. in)	
Compression ratio	12.2 : 1	

Fuel system	Fuel injection	
Starter system	Electric	
Lubrication system	Wet sump	
Transmission	6-speed constant mesh	
Primary reduction ratio	1.553 (73/47)	
Final reduction ratio	2.588 (44/17)	
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail	25° / 100 mm (3.9 in)	
Brakes	Front	Disc, twin
	Rear	Disc
Tyres	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/50ZR17M/C (73W), tubeless
Ignition system	Electronic ignition (transistorized)	
Fuel tank	17 L (4.5/3.7 US/Imp gal)	
Oil capacity (overhaul)	3.4 L (3.6/3.0 US/Imp qt)	

