



Way of Life!



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) | Fuel system | Fuel injection |
| Overall width | 795 mm (31.3 in) | Starter system | Electric |
| Overall height | 1,180 mm (46.5 in) | Lubrication system | Wet sump |
| Wheelbase | 1,460 mm (57.5 in) | Transmission | 6-speed constant mesh |
| Ground clearance | 140 mm (5.5 in) | Primary reduction ratio | 1.553 (73/47) |
| Seat height | 810 mm (31.9 in) | Final reduction ratio | 2.588 (44/17) |
| Curb mass | GSX-S1000F 212 kg (467 lbs) | Suspension | Front Inverted telescopic, coil spring, oil damped |
| | 213 kg (470 lbs) (For California spec) | | Rear Link type, coil spring, oil damped |
| | GSX-S1000FA 214 kg (472 lbs) | Rake / trail | 25° / 100 mm (3.9 in) |
| | 215 kg (474 lbs) (For California spec) | Brakes | Front Disc, twin |
| Engine type | 4-stroke, 4-cylinder, liquid-cooled, DOHC | Rear Disc | |
| Bore x stroke | 73.4 mm x 59.0 mm (2.9 in x 2.3 in) | Tyres | Front 120/70ZR17M/C (58W), tubeless |
| Displacement | 999 cm ³ (61.0 cu. in) | Rear 190/50ZR17M/C (73W), tubeless | |
| Compression ratio | 12.2 : 1 | 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) |

Specifications, appearances, colors (including body color), equipment, materials and other aspects of the SUZUKI products shown in this catalog are subject to change by Suzuki 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 may be discontinued without notice. Please inquire at your local dealer for details of any such changes.

- 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.

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GSX-S1000F/ABS



BEYOND THE SPORTBIKE

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

The GSX-S1000F.

A motorcycle built for real-world excitement.

Beneath the slim fairing of this thrilling machine are the genuine engine and main components of the world-beating GSX-R1000.

All in a comfortable package built for serious on-road pleasure.

Meet the road with legendary performance.

Go beyond the sportbike. Ride the pure sport roadster.





PERFORMANCE UNLIMITED

Legendary performance tuned for the street

The GSX-S1000F 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.

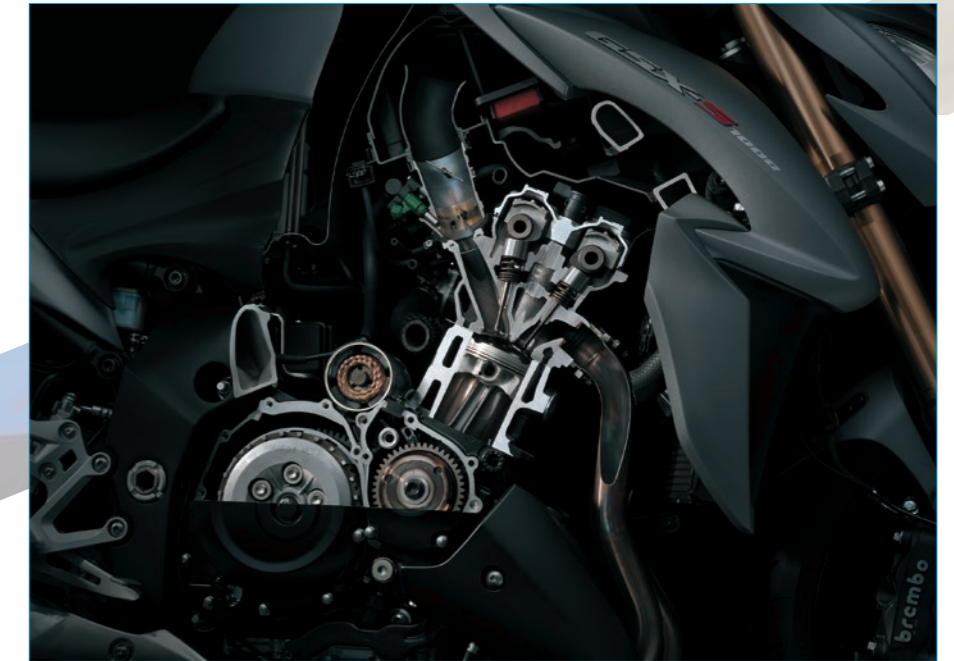
A long-stroke design with a 73.4mm bore and a 59.0mm stroke allows the combustion chambers to be compact. It therefore allows a combination of an optimal compression ratio, a flat-top piston shape, and a broad spread of power throughout the rev range.

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.



Engine cutaway

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.



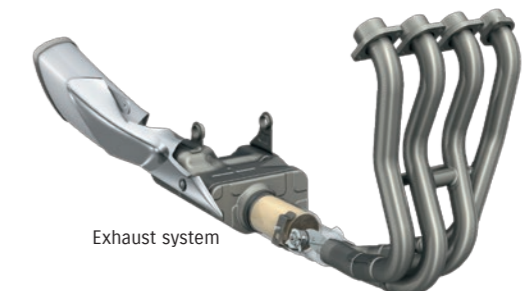
Piston and piston rings



Throttle body



Liquid-cooled oil cooler



Exhaust system

ADVANCED 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.

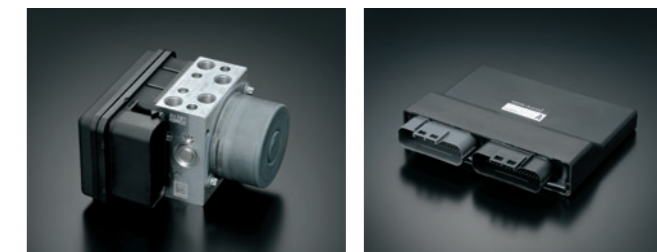
The rider can set the system to any of three modes or turn it off. The modes differ in terms of sensitivity. Mode one is for sport riding with minimal intervention from the system. Mode three gives maximal traction control for riding in poor conditions. Mode two offers a balance that is ideal for typical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

High-performance braking technologies

The GSX-S1000F 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-S1000F ABS.

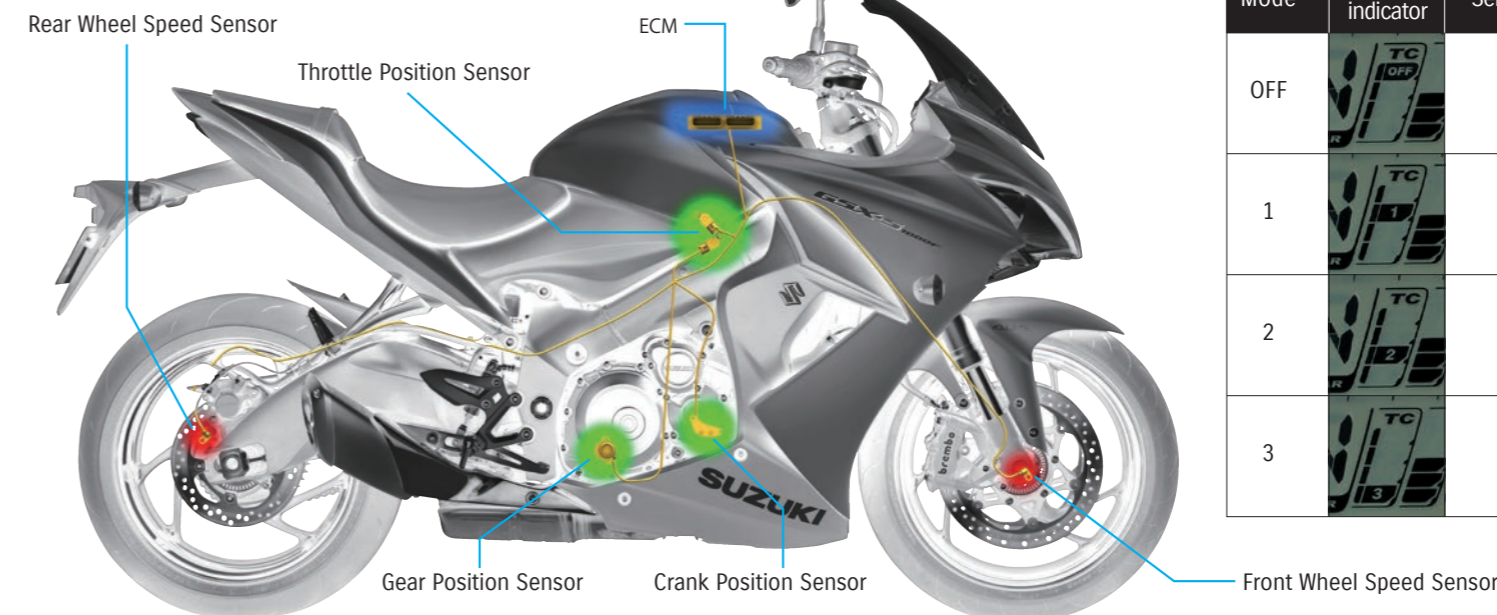


ABS unit
(only for GSX-S1000F ABS)

ECM

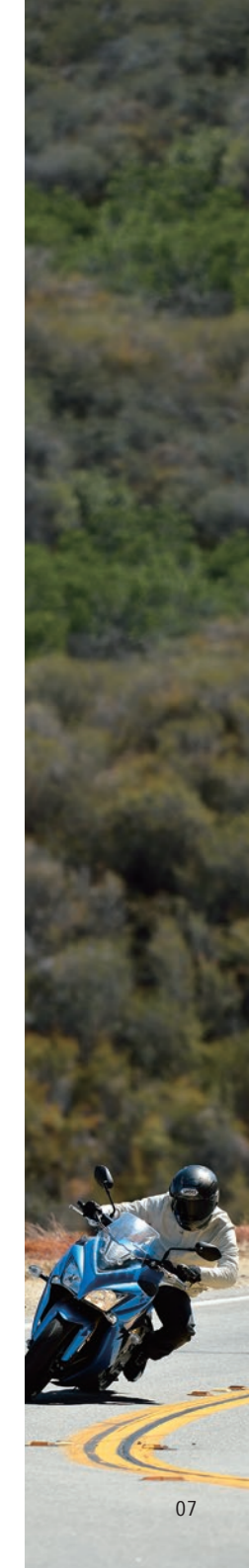


Left control switch



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 |



THE WILD SIDE



Aggression in an all-new form

The GSX-S1000F 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. A combination of black plastics and painted parts emphasizes the bike's assertive, sporty personality. And the fairing features a low-slung, sharply shaped nose and forward-leaning side fairing panels.

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



LED tail light



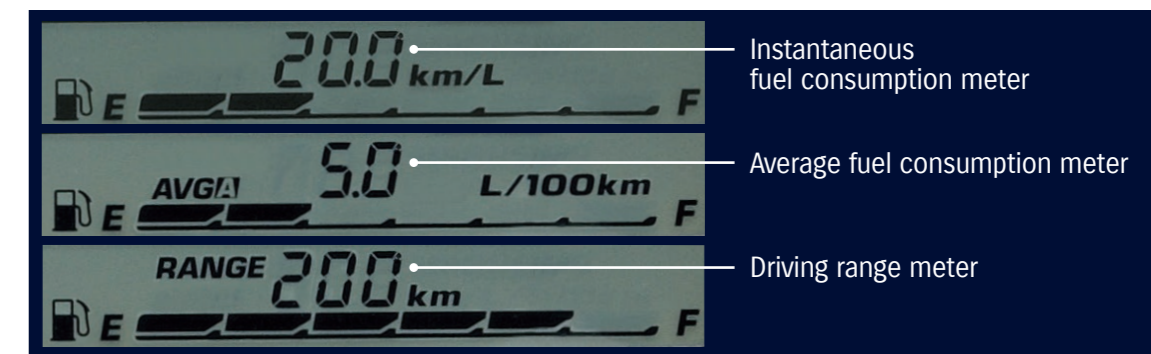
Image sketch

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

A chassis engineered for real-world enjoyment

Suzuki designed a new chassis in a compact, lightweight package that makes the GSX-S1000F 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.



Brake caliper



Frame and swingarm



Front forks



Rear suspension



YOUR INVITATION TO PURE SPORT

The GSX-S1000F is a game changer. A 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.