

GSX-S1000

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.

Pure Sport Roadster



(1)



Legendary performance tuned for the street (1)

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

A long-stroke design with a 73.4 mm bore and a 59.0 mm 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.

Cutting-edge engine management (1)

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.

(2)



Three-mode traction control system

Suzuki's advanced traction control system checks the front and rear wheel speeds, throttle position sensor, crank position sensor, and gear position sensor 250 times a second. The system quickly reduces engine output by effecting control over the ignition timing whenever it detects wheelspin. Mode one is for sport riding with minimal intervention from the system. Mode two offers a balance that is ideal for typical road conditions. Mode three gives maximal traction control for riding in poor conditions.

Note: The system cannot prevent loss of traction due to excessive speed when the rider is entering a turn and/or braking, and the front wheel from losing grip.

A chassis engineered for real-world enjoyment (2)

Suzuki designed a 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.

(3)



(4)



High-performance braking technologies

The GSX-S1000 has the top-of-the-line radial-mount Brembo monobloc calipers. An antilock braking system (ABS) helps the rider stay in directional control even during hard braking, and then monitors the wheel speeds 50 times per wheel rotation and matches stopping power to the available traction.

*ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

Naked aggression in an all-new form (3)

The GSX-S1000 is designed to look wild, rugged, and aggressive, and to keep the rider comfortable at all times. A combination of black plastics and painted parts emphasizes the bike's assertive, sporty personality. The rider's seat is shaped for sport riding, allowing the user to move around easily.

A comprehensive instrument cluster (4)

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.

THIS IS SERIOUS. FUN.

The chassis is designed to be sturdy yet limber. 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. Get into serious fun everywhere you ride.



YOUR INVITATION TO PURE SPORT

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



GSX-S1000

Colours



Metallic Triton Blue (YSF)



Metallic Mat Black No.2 (YKV)



Metallic Oort Gray No.3 / Metallic Mat Black No.2 (BN8)



Pearl Glacier White (YWW)

