



GSX-S 1000



* This photo includes an optional accessory.



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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.



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The Beauty of Naked Aggression

Born of race-winning, track-proven DNA and raised on the street, the honed physique of the new GSX-S1000 morphs it into an even tighter and more striking package that is ready to turn heads and own the streets. It's all about commanding performance, confidence-inspiring controllability, rider friendliness, and looks that just can't be beat. Who knew naked aggression could be so beautiful?

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Razor Sharp and Ready to Strike

Minimalist cowling with upsweeping sharp lines surrounds stacked hexagonal LED headlights to form the compact face of a radical new design. These sharp lines continue their upward trajectory across the contrasting bulk of a massive fuel tank, heightening the sense of well-sculpted athleticism and muscular strength. It's the aggressive stance of a thoroughbred street fighter that exudes performance potential, while also reflecting an attention to detail focused on delivering a superlative riding experience.



SUZUKI GSX-S1000



Image sketch

19L Fuel Tank

The stylish new fuel tank increases capacity to 19L, reducing the frequency of refueling stops without increasing the size of its appearance.



Independent Rider and Passenger Seats

The new rider's seat is designed for comfortable sport riding. It offers greater support toward the rear edge, freedom of movement, and is covered in a skin that provides positive grip. The separate pillion seat includes a hand strap for the passenger.

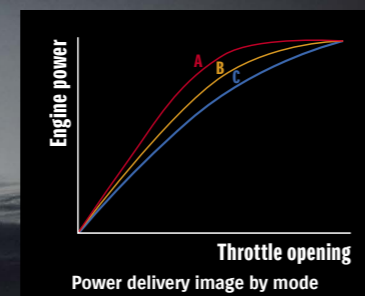


The Beauty of Intelligent Control Systems

The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) let you optimize performance characteristics to best suit your riding style, your level of experience, and the riding conditions. This makes the GSX-S1000 more controllable, more predictable, and less tiring to ride in daily use and on longer outings. And it adds up to a more exciting, confident and fun riding experience.

Suzuki Drive Mode Selector (SDMS)

Freely choose between three different power output modes. All three ultimately deliver maximum engine output, but offer control over the level of throttle response and torque characteristics when accelerating. This empowers you to maximize the GSX-S1000's capabilities as a superior naked sport bike but enhances the overall riding experience by building in the flexibility to prioritize sports or stability characteristics to better match your intended riding style or adapt to changing weather, road and other conditions.



Mode A (Active)

Delivers the sharpest throttle response as you open the throttle. Torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on winding roads in good weather.

Mode B (Basic)

Features softer throttle response and a more linear power delivery curve as you open the throttle. Settings are tuned to fit a wide range of riding styles and conditions, and to help make the bike more controllable in everyday riding.

Mode C (Comfort)

Offers yet softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or even when you want to relax on the way home after a long outing.

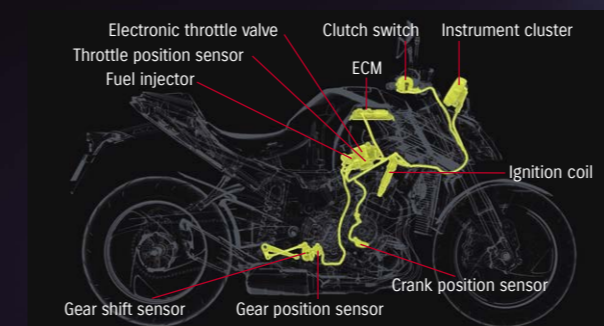
Five-mode Suzuki Traction Control System (STCS)

STCS is programmed to continuously monitor front and rear wheel speed, engine RPM, throttle position and gear position, and designed to limit power to prevent slipping when it determines an imminent loss of traction. This enhances stability to give you more confident control with less stress and fatigue. Now featuring a wider selection of five mode settings, this updated version of STCS to better fit a more diverse variety of riding conditions, styles, and level of experience. The system can be also turned off when preferred. The higher number the mode, the faster control kicks in and the more proactive the system is in limiting wheel spin.

Note: The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

Bi-directional Quick Shift System

This distinctive standard-equipment feature lets you shift up or down more quickly and easily without the need to operate the clutch or throttle. When activated, Quick Shift automatically interrupts power delivery just long enough to produce smoother, almost uninterrupted acceleration when you shift up. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio. The result of this hands-free automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience when downshifting. Bi-directional Quick Shift works in concert with SDMS to bring you even greater riding fun with a more linear feel.



Ride-by-wire Electronic Throttle System

By leveraging the 32-bit ECM to control throttle valve operation, this new system precisely controls engine power output in relation to throttle action. The system's finer control also allows it to be tuned to best match each of the SDMS modes. The overall result is linear power delivery that responds faithfully to your intentions, whether riding on the street or heading out to enjoy a sporty run, as well as improved controllability when opening the throttle while cornering.

Low RPM Assist

Employs TI-ISC (Throttle-body Integrated Idle Speed Control) to seamlessly boost engine speed when pulling away from a standing start or riding at low speeds. Updated to work in harmony with the Suzuki Clutch Assist System (SCAS) to realize smoother, easier starts and even better suppress engine stalls, the system also helps enhance control in stop-and-go traffic.

Suzuki Easy Start System

With Suzuki Easy Start, one quick press of the starter button starts the engine without having to pull in the clutch lever and it works when the transmission is in neutral. As a function used on a daily basis, this system makes your riding experience all the more fun and hassle free.



The Beauty of Absolute Performance



An Engine that's Ready to Rule the Streets

The GSX-S1000 is more than capable of delivering the exciting riding experience and ideal naked sport bike performance for today's riding environment. Power is supplied by a high-performance 999cm³ four-stroke DOHC liquid-cooled inline-four engine that inherits true winning superbike DNA. This street-tuned engine is based on core architecture that benefits from know-how acquired over decades of developing the GSX-R1000 to win countless production race victories, as well as advanced technologies developed for MotoGP racing.

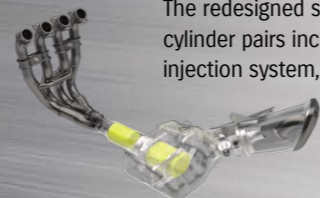
Every aspect of performance has been refined. Overall power output is increased and is stronger through the low- to mid-range engine speeds most commonly used in daily riding. A broader, smoother torque curve featuring greater cumulative torque production consistently delivers abundant power throughout the engine's operating range and particularly shines in the mid to high rpm range. And all this is achieved while satisfying Euro 5 emissions standards. Revised exhaust and intake cam profiles decrease the amount of lift and reduce valve lift overlap to achieve a better overall balance of performance and controllability across a broad range of engine speeds, while also contributing to improved emissions performance.

Changes to the internal structure of the new air cleaner box help improve power output characteristics. A change to the bore size of the new electronic throttle bodies helps achieve a better balance between idling throttle response and power output characteristics.



New exhaust system

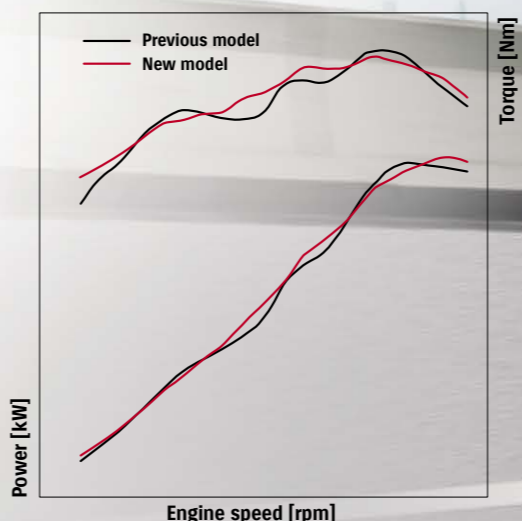
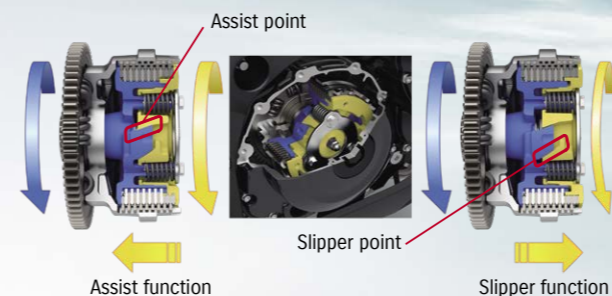
While retaining its clean, sharp looks and exciting sound, the 4-2-1 exhaust system is completely redesigned and tuned to help satisfy Euro 5 emission standards, maximize overall performance and enhance the quality of its exhaust note. Changes include a new layout behind the collector, a new chamber structure, and the addition of a second catalytic converter inside the chamber. The redesigned structure of the connecting pipes between cylinder pairs increase the performance of the secondary air injection system, which improves the ability to purify exhaust gases. In addition, the collector is now marginally longer and the Suzuki Exhaust Tuning (SET) system positioned a little differently.



Suzuki Clutch Assist System (SCAS)

The slipper clutch helps provide smoother deceleration by partially disengaging to mitigate the effect of engine braking when downshifting. This is complemented by a new assist function that increases the clutch's clamping force under acceleration and thereby allows the use of softer springs, realizes a light touch to clutch lever operation and reduces left hand fatigue in traffic jams or on longer rides.

Suzuki Clutch Assist System cam operation diagram



The Beauty of Agility and Stability



A Chassis Engineered for Satisfying Fun

Just looking at the chassis design, you can sense how agile, controllable and fun the GSX-S1000 is to ride. Every aspect reflects engineering focused on delivering great handling and control, whether riding on city streets, negotiating twisty mountain roads, or taking the GSX-S1000 out to participate in a track day event.

The chassis features a compact, lightweight package that makes the GSX-S1000 surprisingly agile, predictable and well behaved for a high-performance, large-displacement sport bike. Its twin-spar aluminum frame helps deliver nimble handling and great road holding ability, while its straight main tubes are ideal for achieving high rigidity and low weight. All this connects to a ruggedly braced aluminum-alloy swingarm that further contributes to the road gripping character that lets you ride with confidence.

New tapered handlebars with a wider grip and revised angle reduce the amount of force needed to steer, contributing to improved controllability and reduced fatigue. These bars combine with the positive support of a new seat designed for sport riding, slim bodywork and a slim knee-grip area to realize a comfortable upright riding position.

Performance-tuned suspension

The $\phi 43\text{mm}$ KYB inverted front forks give a ride that is smooth and sporty. They feature 120mm of stroke and fully adjustable damping, rebound, compression and spring preload settings. The link-type rear suspension with adjustable rebound damping and spring preload settings reacts efficiently to varying road surfaces to maintain an agile and stable feel while helping offer up to 130mm of rear wheel travel.

The suspension settings were thoroughly tested and tuned to best match changes to the internal structure of the tires and realize nimbler handling and improved steering into corners.



Front fork adjuster



Front fork

High-performance wheels and tires

Cast-aluminum wheels feature the sporty good looks and rigid structure of a lightweight, six-spoke design. These are fitted with Dunlop's new SPORTMAX Roadsport 2 radial tires front and rear that benefit from an updated internal structure custom-engineered to perform optimally on the GSX-S1000, as well as an optimized tread pattern with a new compound that enhances positive grip in wet conditions, warms up faster, and wears better. The combination of these wheels and new tires works harmoniously with the front and rear suspension settings to help realize the great grip, stability and nimble handling demanded for sporty performance.



The Beauty of Clear Vision

From the advanced functional and aesthetic design of the LED lighting both front and rear, to the informational wealth and unique presentation offered by the instrument panel's LCD screen, The GSX-S1000 is clearly destined to stand above the pack.



LED Headlights and Position Lights

The radical design of the compact new vertically stacked LED headlight assembly with its hexagonal shape headlights topped by a single LED position light creates a clean new face. It's a light, nimble look that emphasizes the new GSX-S1000's aggressive stance and eagerness to perform.



LED Turn Signals and Tail Light

New front LED turn signals in thin bar-shaped housings extend outward from the steering mount and create a look of advanced styling. The thin design of new LED rear turn signals combines with a flat rear LED combination light to complement the stylish lines of the svelte tail section and match the bike's unique advanced styling. The new LED turn signals improve both visibility and durability over the previous generation.



*All lights and indicators are illuminated in the photo for illustrative purposes.

Full LCD Instrument Panel

The instrument panel packs all required information onto a compact, full LCD screen using a clean and intuitive layout with information displayed in order of priority. It features a custom display with exclusive graphics and blue backlighting matched to the GSX-S1000 image.

The panel's LCD readouts include the speedometer, tachometer, odometer, dual trip meter (A, B), gear position, water temperature, riding range, lap time mode, average fuel consumption, instant fuel consumption, Traction Control mode, SDMS mode, Quick Shift (ON/OFF), fuel gauge, clock, battery voltage, RPM indicator and service reminder. LED indicators surrounding the panel include those for the turn signals, high beam, neutral, malfunction, master warning, ABS, traction control system, low voltage warning, coolant temperature and oil pressure warnings.



* This photo includes an optional accessory.

The Beauty of Adding Your Personal Touch

Enjoy personalizing your ride by selecting from the rich lineup of genuine accessories available for your GSX-S1000. There's plenty to love here, whether you opt for accessories that reflect your aesthetic preferences, or those that will add functionality and enhance your personal riding needs.



Meter visor
Enhances wind protection.



Single seat tail cover
Enhances sporty image.



Billet brake lever (Anodized)
Machined from high-end billet aluminum and decorated with the GSX-S logo, these black anodized levers enhance the bike's sporty good looks.



Billet clutch lever (Anodized)



Frame slider
Helps reduction of damage, made of aluminium and POM (polyacetal)



Stylish rider seat
Features GSX-S logo.

Grip heater
Handlebar balancer
Brake lever guard
Clutch lever guard
Color Brembo calipers
Front axle slider
Rear axle slider
Carbon front fender

Carbon rear fender
Carbon alternator cover
Carbon clutch cover
Carbon starter cover
Textile fuel tank bag (Large)*
Textile fuel tank bag (Small)*
Ring for fuel tank bag
Fuel tank pad A

Fuel tank pad B
Fuel tank protection foil (Transparent)
Fuel tank protection foil (Black)
Wheel decals A
Wheel decals B
Wheel decals C
Rim decals

* This photo includes optional accessories.

*Max speed 130km/h (Please use this item in the speed less than 130km/h.)
*Maximum load capacity: 2.5kg

The Beauty of Total Control

The GSX-S1000 is a true street fighter.
It offers commanding sport performance.
It features superior agility, controllability, and rider friendliness.
And it's all yours for the taking.



COLOR VARIATIONS



Metallic Triton Blue (YSF)



Glass Mat Mechanical Gray (QT7)



Glass Sparkle Black (YVB)

SPECIFICATIONS

| | | |
|-------------------------|---|--|
| Overall length | 2,115 mm (83.3 in.) | |
| Overall width | 810 mm (31.9 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 weight | 214 kg (472 lbs.) | |
| Engine type | 4-stroke, 4-cylinder, liquid-cooled, DOHC | |
| Bore x stroke | 73.4 mm x 59.0 mm (2.9 in. x 2.3 in.) | |
| Engine 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 | |
| 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 |
| Tires | Front | 120/70ZR17M/C (58W), tubeless |
| | Rear | 190/50ZR17M/C (73W), tubeless |
| Ignition system | Electronic ignition (transistorized) | |
| Fuel tank capacity | 19.0 L (5.0 / 4.2 US/imp gal) | |
| Oil capacity (overhaul) | 3.4 L (3.6 / 3.0 US/imp qt) | |

* European Spec. shown