SUZUKI

Way of Life!

GSX-S1000 ABS

THE SPECIAL MATTE BLACK EDITION

2018 MODEL

THE DARK PREDATOR

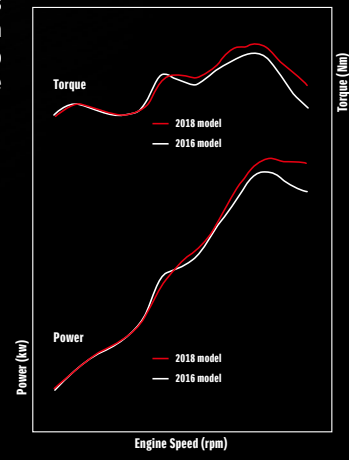
From the DNA of a GSX-R legend comes the supersport roadster.

LEGENDARY PERFORMANCE TUNED FOR THE STREET

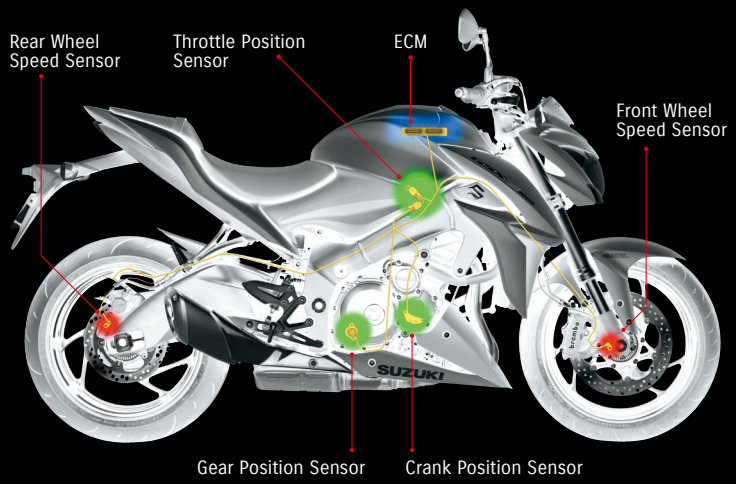
This is the engine designed to own the racetrack.
Tuned for the streets.

Engine Design

The GSX-S1000 is powered by a street-tuned version of the four-stroke, liquid-cooled, DOHC, 999cm^3, inline-four engine that became a legend in the 2005–2008 GSX-R1000. The engine delivers exciting 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. 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 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. Ventilation holes between the cylinders are added on the crankcase that contributes to reduce pumping loss and increase power output.



*The model shown in the picture is Japanese spec



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.

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

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.

Instantaneous fuel consumption meter

Average fuel consumption meter

Driving range meter

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

Back-torque-limiting clutch

Back-torque-limiting clutch contributes to smoother downshifting and corner entry.

Back-torque-limiting clutch

Renthal Handlebar and Suzuki easy start system

Handlebar is Renthal Fatbar. Its aluminum made, tapered design increases the rigidity of the handlebar, and reduces weight and vibration. Thanks to a Suzuki Easy start system. all you need to do is just one-push the starter switch just like the recent automobile's engine start system.

Brembo radial mount calipers and ABS

Brembo mono-block front brake calipers are mated with 310mm floating-mount dual discs provides strong braking performance. The front brake calipers are same type used on 2018 GSX-R1000. Antilock Brake System (ABS)* monitors wheel speed 50 times per wheel rotation, and matches stopping power to available traction.

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

Naked aggression

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.

Seat

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

LED tail light

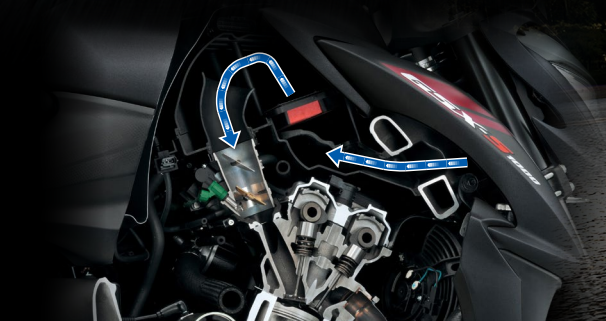
The rear combination lights have LEDs—as opposed to conventional bulbs—for high visibility and a longer life.

Headlights

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.

Exhaust system & exhaust sound

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 4 regulations. The air cleaner has partition plate inside the box, which guides air into the box, that increases intake efficiency and reduces intake noise.



Belly pan

*The model shown in the picture is Japanese spec

GSX-S MATTE BLACK SERIES

Metallic Mat Black No.2 (YKV)

Metallic Mat Black No.2 (YKV)

Solid Black 50% Gloss (291)

*The models shown in this picture are Japanese spec

GSX-S1000 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		210 kg (463 lbs) [ABS Model] 208 kg (459 lbs) [Non ABS Model]
Engine type		4-stroke, 4-cylinder, liquid-cooled, DOHC
Bore × 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 drive ratio		1.553 (73/47)
Final drive 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)
Brake	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 gal)

GSX-S750 SPECIFICATIONS

Overall length		2,125 mm (83.6 in)
Overall width		785 mm (30.9 in)
Overall height		1,055 mm (41.5 in)
Wheelbase		1,455 mm (57.2 in)
Ground clearance		135 mm (5.3 in)
Seat height		820 mm (32.2 in)
Curb mass		213 kg (469 lbs) [ABS Model] 211 kg (465 lbs) [Non ABS Model]
Engine type		4-stroke, 4-cylinder, liquid-cooled, DOHC
Bore × Stroke		72.0 mm × 46.0 mm (2.8 in × 1.8 in)
Displacement		749 cm^3 (45.7 cu.in)
Compression ratio		12.3 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Wet sump
Transmission		6-speed constant mesh
Primary drive ratio		1.857 (78/42)
Final drive ratio		2.529 (43/17)
Suspension	Front	Inverted telescopic, coil spring oil damped
	Rear	Link type, coil spring, oil damped
Rake / Trail		25.2° / 104 mm (4.1 in)
Brake	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		16 L (4.2/3.5 US/Imp gal)
Oil capacity (Overhaul)		3.9 L (4.1/3.4 US/Imp qt gal)

GSX-S125 SPECIFICATIONS

Overall length		2,020 mm (79.5 in)
Overall width		745 mm (29.3 in)
Overall height		1,040 mm (40.9 in)
Wheelbase		1,300 mm (51.2 in)
Ground clearance		155 mm (6.1 in)
Seat height		785 mm (30.9 in)
Curb mass		133 kg (293 lbs)
Engine type		4-stroke, 1-cylinder, liquid-cooled, DOHC
Bore × Stroke		62.0 mm × 41.2 mm (2.4 in × 1.6 in)
Displacement		124.4 cm^3 (7.6 cu. in)
Compression ratio		11.0 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Wet sump
Transmission		6-speed constant mesh
Primary drive ratio		3.285 (69/21)
Final drive ratio		3.214 (45/14)
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / Trail		25.5° / 93.3 mm (3.7 in)
Brake	Front	Disc
	Rear	Disc
Tyres	Front	90/80-17M/C, tubeless
	Rear	130/70-17M/C, tubeless
Ignition system		Electronic ignition (Transistorized)
Fuel tank		11 L (2.9/2.4 US/Imp gal)
Oil capacity (Overhaul)		1.5 L (1.6/1.2 US/Imp qt gal)

Specifications, appearances, color (including body color), equipment, materials and other aspects of the SUZUKI products shown in this press information 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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