

# SUZUKI

# GSX-S1000 ABS

# 2017

Fuel-injected 999cc, 4-cylinder, engine powers a torque-rich sportbike experience

Suzuki Advanced Traction Control\* lets the rider select sensitivity to match road conditions

Twin-spar aluminum frame and adjustable KYB suspension delivers controlled handling

Brembo Monobloc front brake calipers plus an Antilock Brake System\* (ABS) deliver controlled stopping power

Aggressive styling is bundled with an ergonomically comfortable, yet sporty riding position



## GSX-S1000 ABS COLORS



Metallic Matte Fibroin Gray

As much as a GSX-R1000 owns the racetrack, the GSX-S1000 ABS owns the street. Developed using the attributes of the championship winning 2005 – 2008 generation GSX-R1000, this sportbike carries the spirit of the Suzuki performance to the street, with shared technology and components packaged into a chassis designed specifically for all-day riding comfort.

It's more than just an attitude, a spirit, or a lineage though; it's about performance-packed hard parts evolving from one generation to the next. The GSX-S1000 ABS is powered by a 999cc inline four-cylinder powerplant that's based on the legendary long-stroke GSX-R1000 engine, which makes for ideal street-riding power and torque curve. Focused on making big power through the low and mid-range, this engine uses a valve-train that's optimized to deliver street-dominating power.

Equipped with a powerful engine, Suzuki's Advanced Traction Control System\*\*, a balanced KYB suspension, plus ABS-equipped Brembo and NISSIN brakes, the GSX-S1000 ABS is a street bike packed with some serious performance. Top that performance off with wild, rugged, and aggressive styling, and you have a naked roadster ready to attack and turn heads on the street.

With the GSX-S1000 ABS, Suzuki changes motorcycling for the better, again.

## GSX-S1000 ABS FEATURES

- The strong, four-stroke, liquid-cooled, DOHC, 999cc inline-four engine is designed to provide smooth throttle response and controlled acceleration.
- Long-stroke GSX-R engine design has broad low-to-mid range power and torque that is ideal for street riding.
- The profiles of the dual, overhead camshafts were designed to enhance street performance while preserving peak, racetrack-capable power.
- Aluminum pistons, engineered with use of FEM (Finite Element Method) analysis, are cast with optimal rigidity and weight.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.
- The EFI system uses Suzuki's proprietary, SDTV (Suzuki Dual Throttle Valve) throttle bodies where the secondary throttle valves are controlled by a servo motor for smooth power delivery.
- Long tip, 10-hole fuel injectors on each 44mm throttle body improves fuel atomization while the automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle.
- The digital ignition fires iridium type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.
- The stainless-steel, 4-2-1 exhaust system helps the engine deliver a strong low-to-mid range punch with an exciting rush to redline.
- The Suzuki Exhaust Tuning (SET) system-equipped mid-muffler design enhances style and aids in mass centralization for great chassis balance.
- The sculpted muffler has a pleasing appearance that's not common to under-chassis exhausts while creating an exciting, distinctive sound.
- Suzuki's advanced traction control system\* lets the rider to control the throttle with more confidence in various riding conditions. As a result, the rider can enjoy sport riding with less anxiety. There are four traction control modes (1, 2, 3, and OFF) that the rider can easily adjust at rest or on-the-fly via a handlebar-mounted control. The difference between the modes are their sensitivity to road conditions.
  - *Mode 1 is lowest sensitivity level most suitable for skilled riders or in conditions that have good road surface grip (sport riding on good, smooth roads).*
  - *Mode 2 is a moderate sensitivity level that is suitable for most riders or in conditions that have varied road surface grip (city riding, regular road conditions).*
  - *Mode 3 is highest sensitivity level suitable for road conditions where the grip may be limited (wet or cold surfaces).*
  - *OFF disengages all traction control features.*
- Angular radiator shrouds efficiently guide cooling air to the high-capacity curved radiator. Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on the GSX-R models).
- The race-proven six-speed close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- Large diameter, wet multi-plate clutch is derived from a GSX-R1000 design to easily transmit power while the rack and pinion clutch release provides the rider with superb friction-point feel.
- The refined shift linkage helps the rider easily and quickly select the best gear for the riding conditions.
- The strong, RK-supplied drive chain uses O-rings to preserve internal lubrication so power is transmitted smoothly and quietly.
- Lightweight and compact chassis is engineered to be agile and fun-to-ride for a wide range of riders. This ability starts with the low-mass rigid aluminum main frame coupled with the strong aluminum-alloy swingarm.
- The new 43mm inverted KYB forks have adjustable compression and rebound damping, and spring pre-load with a generous 120mm (4.7 in) of front wheel travel.
- Link-type rear suspension, with arched aluminum swingarm and a single shock absorber that features spring preload that is 7-way adjustable with rebound damping force adjustment.
- Dual front brakes with fully-floating 310mm discs and BREMBO monobloc calipers with four 32mm opposed pistons provide strong and consistent stopping power.
- The front brakes are complemented by a 240mm rear disc brake with a NISSIN single-piston caliper to help make sure you can have controlled stops.
- Both the front and rear brakes can be modulated by a compact Anti-lock Brake System (ABS) controller to match stopping force to the available traction.
- Unique to the GSX-S1000 models, the TRP 6-spoke lightweight cast aluminum wheels are shod with Dunlop radial tires (120/70ZR17 front and 180/50ZR17 rear).
- Matte black aluminum Renthal Fatbar handlebar is standard equipment offering excellent riding ergonomics with great vibration damping.
- The reasonable sport riding position is created by a carefully crafted relationship between the Renthal FatBar, footrests and seat.
- The low seat height of 815 mm (32 in.) contributes to the sporty, yet upright riding position and aids rider confidence at stops.
- The GSX-S1000's naked roadster bodywork is designed to look wild, rugged, and aggressive—and to keep the rider comfortable at all times.
- The GSX-S1000 premiered Suzuki's Easy-start System that requires just a simple touch of the starter button to fire up the engine (without pulling the clutch lever if the transmission is in neutral).
- Distinctively shaped headlight nacelle contains a bright 60/55W H4 halogen bulb. The tail section houses an integrated LED taillight with clear lens.

## GSX-S1000 ABS FEATURES CONT.

- The lightweight and compact instrument sets uses a LCD display that includes speedometer, tachometer, odometer, dual tripmeters, gear position, coolant temperatures, driving range, average fuel consumption, instantaneous fuel consumption, traction control, and a clock functions.
- The display has an adjustable intensity, white-color backlight for great nighttime visibility and is flanked by LED indicators for the turn signals, high beam, malfunction, traction control, plus coolant temperature and oil pressure alerts.
- A variety of Genuine Suzuki Accessories such as a solo seat cowl and sport screen are available, plus a large selection of logo apparel.

- 12-month unlimited mileage, limited warranty.
  - Coverage can be increased via Suzuki Extended Protection
- For more details, please visit [www.suzukicycles.com](http://www.suzukicycles.com).

*\* 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.*

*\*\* 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. Please drive carefully and do not overly rely on ABS.*

## GSX-S1000 ABS SPECIFICATIONS

<b>Engine</b>	999cc, four-stroke, liquid-cooled, DOHC, inline-four
<b>Fuel System</b>	Suzuki fuel injection (SDTV)
<b>Ignition</b>	Electronic ignition (transistorized)
<b>Starter</b>	Electric
<b>Transmission</b>	6-speed constant mesh
<b>Suspension Front</b>	Inverted telescopic, coil spring, oil damped
<b>Suspension Rear</b>	Link type, coil spring, oil damped
<b>Brakes Front</b>	Disc brake, twin
<b>Brakes Rear</b>	Disc brake

<b>Tires Front</b>	120/70ZR-17M/C (58W), tubeless
<b>Tires Rear</b>	190/50ZR-17M/C (73W), tubeless
<b>Overall Length</b>	2115 mm (83.3 in)
<b>Overall Width</b>	795 mm (31.2 in)
<b>Wheelbase</b>	1460 mm (57.6 in)
<b>Ground Clearance</b>	140 mm (5.5 in)
<b>Seat Height</b>	810 mm (31.9 in)
<b>Curb Weight</b>	209 kg (461 lbs), 210 kg (463 lbs) for CA
<b>Fuel Tank Capacity</b>	17.0 L (4.5 US gal)