

SUZUKI

GSX-S1000F 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

Additional panache and wind protection from the full fairing and upper windshield



GSX-S1000F ABS COLORS



Metallic Matte Fibroin Gray

As much as a GSX-R1000 owns the racetrack, the GSX-S1000F ABS owns the road. Developed using the attributes of the championship winning 2005 – 2008 generation GSX-R1000, this touring-ready 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-S1000F 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-S1000F ABS is a street bike packed with some serious performance. Top that performance off with wild, rugged, and aggressive styling, a wind-cheating fairing and screen, and you have a touring-ready sportbike ready for the open road or corner carving.

With the GSX-S1000F ABS, Suzuki changes motorcycling for the better, again.

GSX-S1000F 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.*
- The sides of the fairing 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.
- Styled to complement the rest of the chassis and to house a bright dual headlight, the GSX-S1000F ABS's full fairing slices through the wind while so the rider benefits from the upright, sporty ergonomics.
- 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-S1000F ABS 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).
- The dual headlight assembly in the full fairing use a pair of 55W H7 halogen bulbs – one for the low beam, while both illuminate for the high beam. The tail section houses an integrated LED taillight with clear lens.

GSX-S1000F 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.

** 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-S1000F ABS SPECIFICATIONS

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

Tires Front	120/70ZR-17M/C (58W), tubeless
Tires Rear	190/50ZR-17M/C (73W), tubeless
Overall Length	2115 mm (83.3 in)
Overall Width	795 mm (31.2 in)
Wheelbase	1460 mm (57.6 in)
Ground Clearance	140 mm (5.5 in)
Seat Height	810 mm (31.9 in)
Curb Weight	214 kg (472 lbs), 215 kg (474 lbs) for CA
Fuel Tank Capacity	17.0 L (4.5 US gal)