

2018

GSX-S1000 ABS



- Fuel-injected, GSX-R based engine has increased horsepower and torque
- New SCAS-clutch drive line smooths shifting and engine braking
- Advanced Traction Control System** lets the rider select sensitivity to match road conditions
- Twin-spar aluminum frame and KYB suspension deliver controlled handling
- ABS-equipped* Brembo front brakes deliver improved stopping performance
- Aggressive street-fighter styling with a comfortable, sporty riding position



GSX-S1000 ABS COLOR



Metallic Triton Blue/Glass Sparkle Black

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As much as a GSX-R1000 owns the racetrack, the 2018 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 4-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 more powerful engine for 2018, 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

ENGINE FEATURES

- The strong, 4-stroke, liquid-cooled, DOHC, 999cc inline-four engine is designed to provide smooth throttle response and controlled acceleration.
- New ventilation holes between the cylinders reduce pumping loss within the crankcase so the engine can deliver more power and torque.
- 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 44 mm throttle body improve 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 and creates an exciting, distinctive sound.
- Suzuki's Advanced Traction Control System* lets the rider 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 is their sensitivity to rear wheel spin. The rider can adjust the traction control's sensitivity to match the road conditions.
 - Mode 1 is the 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 the 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).

TRANSMISSION FEATURES

- The race-proven 6-speed close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- The new SCAS clutch increases plate pressure under acceleration yet acts as a slipper clutch to smooth the engine response during engine braking and corner entry.
- This large-diameter, wet multi-plate clutch uses a precise cable-activated release providing 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.

CHASSIS FEATURES

- 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 43 mm inverted KYB forks have adjustable compression and rebound damping, and spring preload with a generous 120 mm (4.7 in.) of front wheel travel.
- Link-type rear suspension, with arched aluminum swingarm and a single shock absorber that features spring preload, is 7-way adjustable with rebound damping force adjustment.
- Dual front brakes with fully floating 310 mm discs and BREMBO monobloc calipers with four 32 mm opposed pistons provide strong and consistent stopping power.
- The front brakes are complemented by a 240 mm rear disc brake with a Nissin single-piston caliper to help make sure you can have controlled stops.
- New brake hose for 2018 yields improved stopping performance with better feel at the lever.
- 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.
- New black finish on the shifter, rear brake, and both hand levers matches the performance nature of the motorcycle.
- 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 ABS's naked roadster bodywork is designed to look wild, rugged, and aggressive – and to keep the rider comfortable at all times.

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GSX-S1000 ABS FEATURES

ELECTRICAL FEATURES

- The GSX-S1000 is equipped with 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.
- The lightweight and compact instrument set uses an LCD display that includes speedometer, tachometer, odometer, dual trip meters, gear position, coolant temperatures, driving range, average fuel consumption, instantaneous fuel consumption, traction control, and 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, ABS, plus coolant temperature and oil pressure alerts.

ADDITIONAL FEATURES

- 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.

* 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.

** The Advanced 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.

GSX-S1000 ABS SPECS

Engine:	999cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	73.4 x 59.0 mm (2.890 x 2.323 in.)
Compression Ratio:	12.2: 1
Fuel System:	Suzuki Fuel Injection with SDTV
Starter:	Electric
Lubrication:	Wet sump
Transmission:	6-speed constant mesh
Clutch:	Wet, multi-plate SCAS type
Final Drive:	Chain, RK525GSH, 116 links
Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brakes, Front:	Brembo 4-piston, disc, twin, ABS-equipped
Brakes, Rear:	Nissin, 1-piston, disc, single, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/50ZR17M/C (73W), tubeless

Fuel Tank Capacity:	17.0 L (4.5 US gallons)
Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK CR9EIA-9 or DENSO IU27D
Headlight:	12V 60/55W (H4)
Taillight:	LED
Overall Length:	2115 mm (83.3 in.)
Overall Width:	795 mm (31.3 in.)
Wheelbase:	1460 mm (57.6 in.)
Ground Clearance:	140 mm (5.5 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	209 kg (461 lbs.) 210 kg (463 lbs.) California model