

 **SUZUKI**

GSX-S1000SX



The Ultimate Sports Crossover

Imagine having the superbike-level performance, confidence-inspiring controllability, optimised comfort, functionality, connectivity and attention to detail one expects of a premium sport-touring experience. Combine that with the versatile capabilities of an adventure bike, a comfortable upright riding position, long travel suspension, increased ground clearance and new technologies that include Suzuki's first electronic suspension. What you get is the GSX-S1000GX – The Ultimate Sports Crossover that introduces an exciting new expression of premium equipment and looks, a high performance engine, dynamic chassis and all-day riding comfort.





CONTENTS

Styling Design	3
Suzuki Intelligent Ride System (SIRS)	5
Performance	11
Comfort	13
Instrumentation and Connectivity	15
Genuine Accessories	16
Colour Variations / Specifications	18

Aggressive Sports Styling

From the sharp lines and multi-layered accents of its aggressive supersport styling to its tall, upright riding position and long-legged proportions, the “GX” carries itself regally as a fresh new expression of crossover potential. Keen attention to every detail reflects a level of elegance, sophistication and functional beauty that is sure to satisfy your desire to travel far and wide in comfort.



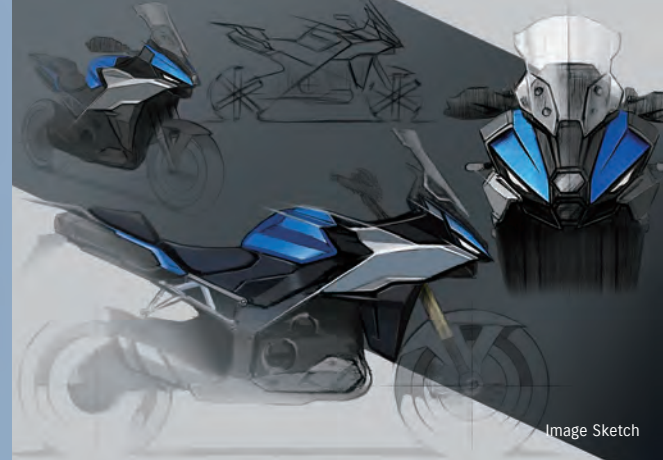
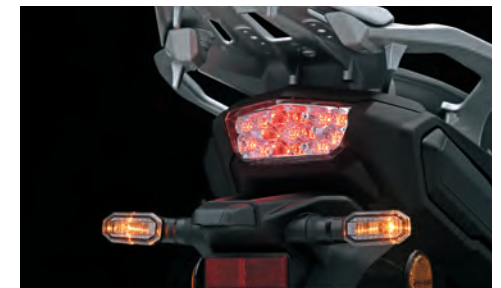


Image Sketch



LED Headlights and Position Lights

The vertically stacked pair of compact hexagonal LED headlights creates a sharp look with unique character that makes the front end look light and ready for action. They are flanked by surface emitting LED position lights that feature an upswept angle and narrow slit design that adds to this distinctive front face.



LED Rear Combination Light

The LED rear combination light design, with a clear lens covering the LEDs, conveys a premium state-of-the-art feel that complement the stylish lines of the compact tail section.

Suzuki Intelligent Ride System (SIRS)

Winding Road

The Suzuki Intelligent Ride System (SIRS) for the GSX-S1000GX applies the latest high-spec technologies in a manner that makes its collection of advanced electronic rider assist systems easy for you to fully enjoy. You choose an integrated riding mode or individual settings to best suit your level of experience, your riding style, and the conditions of the moment. In turn, SIRS frees you to concentrate on riding with greater confidence by making the GX more controllable, more predictable, and less tiring to ride, no matter how far your journey takes you.

Motion Track Brake System

This system works in conjunction with the IMU to help you better trace your intended line by providing proper ABS performance while braking through corners.



Slope Dependent Control System

Supports more stable braking when riding downhill by using input from the IMU to monitor the angle of inclination and make continuous adjustments to prevent rear wheel lift accordingly.



IMU/6-directions, along 3-axis, pitch, roll and yaw



SDMS- α : Power Mode

Three selectable output characteristic modes make it easy to match performance to your preferences or needs in adapting to changing weather, road, and riding conditions.



SDMS- α : Smart TLR (Traction, Lift and Roll Torque) Control

Suzuki Traction Control System (STCS) with integrated Lift Limiter and Roll Torque Control enables you to better control the bike under diverse and varying conditions.



SDMS- α : Active Damping Control

Offers four electronically controlled damping modes – Hard, Medium, Soft and the customisable “U” (User) setting – from which you can choose for use with each of the SDMS- α riding modes.



Cobblestone Road

Ride-by-wire Electronic Throttle System 4

Gives you better control over the GX's powerful engine at the most commonly used speeds, and helps harness that power effectively.

Suzuki Easy Start System 9

Starts the engine with just one quick press of the starter button, and there is no need to pull in the clutch lever.

Bi-directional Quick Shift System 5

Provides quicker, smoother, more assured upshifts and downshifts without operating the clutch lever. The benefits of reduced fatigue and more assured shifting are tangible on every ride.

Low RPM Assist 10

Helps ensure smoother starts and prevent stalling when pulling away from a standing start or riding at low speeds.



2

Suzuki Road Adaptive Stabilisation (SRAS)

SRAS activates automatically when riding on cobblestones or other uneven surfaces, triggering stronger Suzuki Floating Ride Control (SFRC) to help smooth out the ride and adjusting the Electronic Throttle Valve settings to deliver softer, more controllable throttle response.

Urban Road

Selectable Automatic Rear Suspension Modes

Electronic control over the spring preload settings means you can use a handlebar switch to change them quickly and easily to match your needs.



3

Cruise Control

This new system supports the Bi-directional Quick Shift system's clutch-free shifting without having to reset cruise control afterward, reducing fatigue and making the GX easier to operate on long rides.



6



Suzuki Intelligent Ride System (SIRS)

This photo includes optional accessories

1 Suzuki Drive Mode Selector Alpha (SDMS-α): Integrated Riding Modes

The GX follows Suzuki's flagship Hayabusa model in adopting its own application of SDMS-α, which features integrated management of multiple advanced electronic control systems that make the GX more controllable. Its three integrated riding modes control power output characteristics, as well as the level of Traction Control (with integrated Lift and Roll Torque Control) and Active Damping Control (with Suzuki Floating Ride Control). Using SDMS-α can be as easy as choosing the factory default settings for any of the three modes shown below. Each is carefully tuned, tested and recommended by Suzuki's engineers. You can also opt to customise some settings to suit the riding conditions of the moment and match your specific needs or preferences more closely.

A (Active) mode is designed for the more aggressive riding style of a sporty run on good roads.

B (Basic) mode is set up to deliver a satisfying balance of settings good for a broad range of riding situations.

C (Comfort) mode aims to prioritise comfort and controllability, particularly when riding long distances or carrying a passenger and gear.

SDMS-α mode factory default settings and SRAS activation control scheme

	SDMS-α : Integrated Riding Modes	A (Active)	B (Basic)	C (Comfort)	No. of levels	Notes
Riding on normal road surfaces	Power Mode level 1-1	1	2	3	3	*1
	Smart TLR Control level 1-2	2	4	6	7 + OFF	*2
	Active Damping Control level (with SFRC set to not interfere with performance) 1-3	Hard	Medium	Soft	3 + "U" (User)	*2, *3

When transitioning from a normal road surface to cobblestones and uneven surfaces

	SDMS-α : Integrated Riding Modes	A (Active)	B (Basic)	C (Comfort)	No. of levels	Notes
Riding on cobblestones = SRAS active 2	Power Mode level + ETV control for gentler throttle response	1	2	3	3	*1
	Smart TLR Control level	2	4	6	7 + OFF	*2
	Active Damping Control level (with SFRC set for smoother ride)	Hard with SRAS	Medium with SRAS	Soft with SRAS	3 + "U" (User)	*2, *3

*1 Power Mode settings are fixed, (e.g.: Riding mode A sets power mode to level 1 and this cannot be changed)

*2 The rider can select different Smart TLR Control and Active Damping Control level settings, (e.g.: ADC can be set to "Soft", even when using riding mode A.)

*3 ADC's "U" (User mode) setting offers adjustments of ±3 increments for both the front and rear suspension.

1-1 SDMS-α: Power Mode

You can select between three modes that deliver different power output characteristics. The effect is particularly noticeable when first opening the throttle. The settings for each mode are thoroughly tested and finely tuned to maximise the GX's capabilities, to build in the flexibility to adapt well to changing weather, road, and riding conditions, and to make the overall riding experience more enjoyable.

Mode 1	Provides the sharpest response as the throttle is opened. Tuned to deliver exciting acceleration and fully leverage the engine's power, it is well suited for enjoying aggressive runs on good pavement.
Mode 2	Reaches the same level of maximum output, but features a more linear curve with softer throttle response. The aim is to deliver a satisfying balance as a good fit for a broad range of riding styles and road conditions.
Mode 3	Aims to prioritise comfort and controllability by offering the softest throttle response and more gentle torque characteristics. This setting is a good choice when riding long distances, or when carrying a passenger and gear.

1-2 SDMS-α: TLR (Traction, Lift and Roll Torque) Control

Suzuki Traction Control System (STCS)

Suzuki Traction Control System (STCS) enables you to better control the bike, whether riding alone or with a passenger, and regardless of weather or road conditions. This reduces stress and fatigue, and helps you ride with greater confidence. STCS for the GX is designed to support SDMS-α's integrated riding modes. In addition to the default settings, you can choose from one of seven selectable level settings to match your preferences and the riding conditions of the moment, or opt to turn the system off. The higher number the mode, the faster the control takes effect and the more proactive the system is in limiting wheel spin.

Note: The Suzuki Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when entering turns, or while braking. Nor can it prevent the front wheel from losing traction.

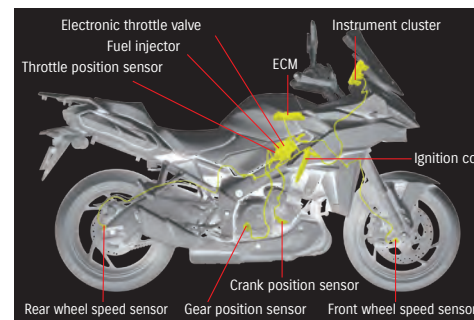
Lift Limiter

Lift Limiter brings added peace of mind by helping prevent the front wheel from lifting off the ground when accelerating. It operates silently in the background, with the STCS level setting determining the level of intervention. This ranges from a low setting that prioritises performance to a high setting that takes effect before the front wheel begins to lift. Thorough testing went into tuning this intelligent control scheme to provide the benefit of anti-lift, but only while still delivering the powerful acceleration expected of a GSX-S series motorcycle.



Roll Torque Control

A Suzuki first, this intelligent system provides an extra layer of preemptive slide protection that operates silently in the background, with its settings being determined by the STCS level setting. It operates by leveraging roll movement (lean angle) and wheel speed data to predetermine what level of power output and acceleration is optimal for a given corner, and reduces torque output before the GX exceeds that level.



1-3 SDMS-α : Active Damping Control (ADC)

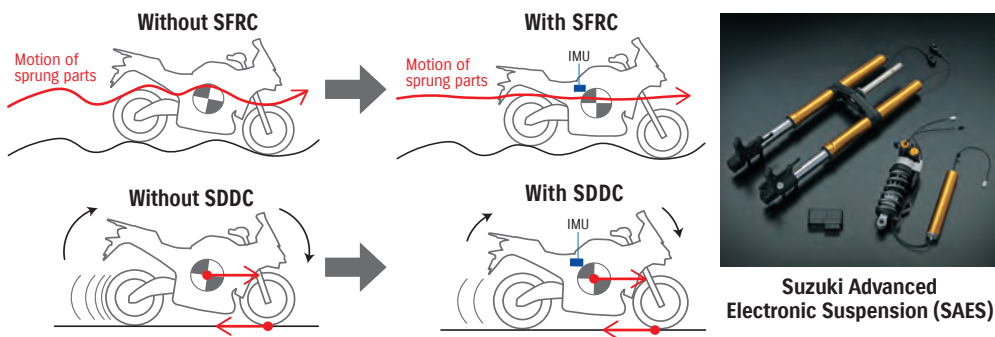
The GX leverages the new Suzuki Advanced Electronic Suspension (SAES) to offer four electronically controlled damping modes—“H” (Hard), “M” (Medium), “S” (Soft) and the customisable “U” (User) setting. The damping automatically adjusts on the fly to match the riding conditions of the moment in accordance with your selected mode, and you can opt to change the default settings for each of the SDMS-α riding modes as suits your needs or preferences. In addition, when customising User mode, you can independently adjust the front and rear settings by ± 3 increments after selecting between a base setting of Hard, Medium or Soft.

H (Hard mode)	M (Medium mode)	S (Soft mode)	U (User mode)
Fixed Front 0 / Rear 0	Fixed Front 0 / Rear 0	Fixed Front 0 / Rear 0	Customizable Front ± 3 / Rear ± 3 * *The default setting is Front 0 / Rear 0

Suzuki Advanced Electronic Suspension (SAES)

The GSX-S1000GX is the first Suzuki motorcycle to adopt Suzuki Advanced Electronic Suspension (SAES), which offers a broad range of settings that ably support everything from aggressive sport riding to long-distance touring. The suspension features a long 150mm front fork stroke and 150mm of rear wheel travel that provides greater comfort, even when touring for long distances. The longer suspension also makes the GX capable of absorbing larger bumps when riding over cobblestones and other uneven surfaces. SAES builds on a custom-tuned version of SHOWA EERA® series suspension, which employs electronically controlled versions of the SFF-CA™ inverted telescopic front forks and a BFRC-lite® link-type monoshock rear shock. In accordance with SDMS-α's management over its integrated riding modes, SAES's versatile settings automatically adjust damping force on the fly to match the conditions of the moment. The result is a smoother, more consistent and more stable ride you will find easy to control, whatever your skill level or amount of riding experience.

Moreover, SAES operates more intelligently than conventional electronic suspension systems by realising advanced features. SAES for the GX is equipped with original programs such as Suzuki Floating Ride Control (SFRC), which uses Skyhook theory to further improve tracking and comfort in response to changing road surfaces, Suzuki Velocity Dependent Control (SVDC), which detects vehicle speed and optimises the suspension setting for that speed, and Suzuki Deceleration Damping Control (SDDC), which smoothly converges changes in vehicle attitude due to braking and controls damping force to achieve an ideal pitch motion. This state-of-the-art electronically controlled suspension not only absorbs road surface irregularities to improve maneuverability and comfort, but also achieves both good handling performance at low speeds and reassuring stability at high speeds.



2 Suzuki Road Adaptive Stabilisation (SRAS)

Suzuki's original new Suzuki Road Adaptive Stabilisation (SRAS) program works in conjunction with SDMS-α to seamlessly switch between settings that emphasise responsiveness when riding on normal road surfaces, and those that better smooth out bumps when riding over cobblestones or other uneven surfaces. When SRAS detects a change to cobblestones, it automatically triggers stronger Suzuki Floating Ride Control (SFRC) to help smooth out the ride and adjusts the Electronic Throttle Valve settings to deliver softer, more controllable throttle response. When the GX returns to a smooth surface, SRAS is disabled and SFRC returns to a setting that does not interfere with on-road dynamic performance.



3 Selectable Automatic Rear Suspension Modes

Electronic control over the rear suspension's spring preload settings lets you quickly and easily select among four available modes designed to suit your preferences or the immediate needs of the situation. AUTO mode is a user-friendly mode that allows anyone to easily enjoy the recommended automatic settings. This mode features auto-levelling, which detects changes in chassis posture when a passenger mounts or dismounts, or when gear is added or removed, and based on the damper stroke position, responds by automatically compensating to maintain the appropriate posture. When you prefer to use a specific dedicated setting, you can select from one of three manual modes: Single Rider, Single Rider + Gear, or Tandem (with or without gear).

Another feature of AUTO mode is that it automatically adjusts both the front and rear damping force on the fly to match the current load weight, thereby reducing the movement of sprung mass under load and contributing to a more comfortable ride.

In addition, you can adjust the AUTO mode setting by ± 3 increments and the manual modes by ± 4 increments to further tune the preload settings to satisfy your needs.



Suzuki Intelligent Ride System (SIRS)



These photos include optional accessories.

4 Ride-by-wire Electronic Throttle System

Suzuki's electronic throttle control system gives you better control over the GX's powerful engine at the most commonly used engine speeds, and helps effectively harness that power. It not only demonstrates high controllability when the throttle is opened to accelerate out of a corner, but also offers the benefit of natural response and linear control similar to that of conventional throttle operation.

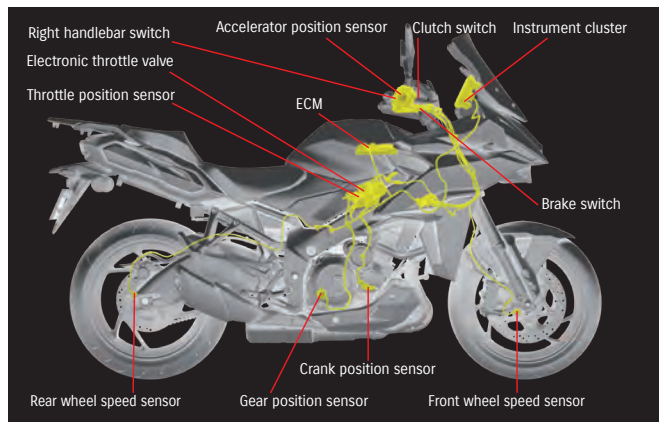
5 Bi-directional Quick Shift System

This distinctive feature lets you shift up or down without operating the clutch lever. This reduces fatigue while delivering assured shifts that will make you feel more confident in controlling the power of the GX. When activated, the system delivers clean, smooth upshifts with almost uninterrupted acceleration. Downshifts are also quick and smooth, thanks in part to the harmonious interplay of automatic hands-free blipping and engine braking.

6 Cruise Control

Cruise Control helps reduce fatigue when touring long distances, particularly when travelling at constant speed on motorways, by letting you maintain a set speed without operating the throttle. And it does this while allowing you to perform clutch-free gear shifts using the Bi-directional Quick Shift System without cancelling cruise control. This makes the GX more comfortable, more convenient and less tiring to operate on long rides.

When you do need to temporarily disengage the system, you can use the handy resume function to re-engage it and accelerate to the most recent speed setting. You can easily adjust the speed setting using the (+/-) select switch on the left handlebar, and the chosen setting appears on the colour TFT LCD instrument screen.



7 Motion Track Brake System

This system enhances control by supporting ABS activation not only when travelling in a straight line, but also when leaning into corners. By controlling brake pressure while braking through corners, it helps you better trace your intended line. Even if you panic and brake heavily in a corner, the system assists in maintaining stability while you slow down. The Motion Track Brake System supports the rider during braking in various riding situations, both when riding straight and when cornering. That is why the GX is the first bike in the GSX-S series to adopt the system.

Note: ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.



cruise control switch



This photo includes optional accessories.

8 Slope Dependent Control System

This system helps support more stable braking by preventing rear wheel lift when braking while riding downhill. The ABS unit uses input from the IMU to monitor the bike's posture and, when you apply the brakes, its hydraulic unit controls brake pressure to deliver the optimum setting to match the current slope angle.



This photo includes optional accessories.

9 Suzuki Easy Start System

You can start the engine with one quick press of the starter button. There is no need to pull in the clutch lever and the starter motor automatically disengages the instant the engine fires up. As a function used every time the engine is started, this system makes every ride all the more pleasurable and convenient.

10 Low RPM Assist

This function is programmed to help prevent engine speed from dropping excessively as you pull away from a standing start or ride at low speeds. It also promotes more confident riding by helping counteract drops in engine speed when riding in stop-and-go traffic, or when doing U-turns.

Dynamic Performance



Superbike Derived Performance

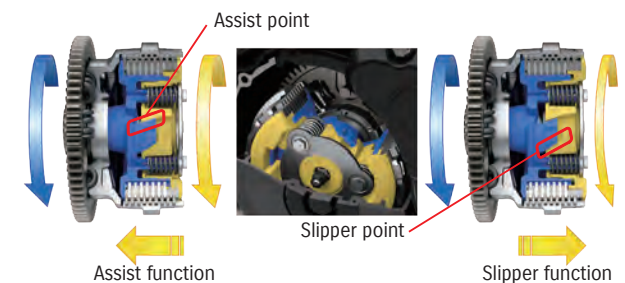
The GX is powered by a 999cc liquid-cooled DOHC inline-four engine engineered to perform optimally under diverse riding conditions. Derived from the engine that helped carry the GSX-R1000 supersport machine to countless racing championship titles, this street-tuned powerplant benefits from a fusion of race-proven engineering and the latest in technological advances to achieve the durability and balanced performance needed to support both long-distance touring and aggressive sport riding, while also satisfying Euro 5 emissions standards. Features include superbike-level performance and a broad, smooth torque curve throughout the engine's operating range. Vibration is also minimised to make riding more comfortable and less tiring. This combines with a variety of electronic control technologies that enable you to match torque output to the type of ride or your preferred riding style at any given time, and includes the excitement of powerful acceleration to support aggressive sport riding when desired.



Suzuki Clutch Assist System (SCAS)

The slipper clutch partially disengages when downshifting, mitigating the effect of engine braking and contributing to smoother deceleration that lets you shift down confidently and helps you maintain better control. This is complemented by an assist function that increases the clutch's clamping force under acceleration and thereby allows the use of softer springs, realises 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



A Chassis Engineered for a Superior Crossover Riding Experience

Every aspect of chassis development focused on achieving the right balance of agility, controllability and comfort needed to realise a superior crossover riding experience. The GX delivers satisfying sportbike performance that reflects the heritage of Suzuki's GSX-R1000, while also providing the real-world comfort, convenience and handling ease demanded of an adventure bike.

Core strength is provided by a lightweight yet ridged frame and swing arm that ably support the engine's superbike-level performance. Long wheel travel in both the front and rear helps smooth out rougher surfaces, while Dunlop SPORTMAX Roadsport 2 tyres provide sure grip. In addition, the GX is the first Suzuki motorcycle to introduce Suzuki Advanced Electronic Suspension (SAES), which automatically adjusts damping force on the fly and offers versatile level settings to match the riding conditions of the moment. Other details include an upright riding position, floating handlebars that contribute to reducing fatigue and improving comfort by reducing the amount of vibration transmitted to the rider's hands, and an exceptionally comfortable seat. The harmonious mating of the chassis with the engine and advanced control systems of the Suzuki Intelligent Ride System (SIRS) also contributes to the realisation of a new crossover riding experience that is both exciting and highly comfortable.



High Performance Wheels and Tyres

Lightweight, six-spoke cast aluminium wheels contribute to positive handling and sporty performance. They are shod with the latest generation of Dunlop SPORTMAX Roadsport 2 radial tyres (120/70ZR17 at the front; 190/50ZR17 at the rear). Engineered to perform optimally and provide sure grip, the tyres have been fine-tuned to match the weight and performance characteristics of the GX and deliver the right combination of agility and stability. Their proven tread pattern employs a silica compound that delivers solid grip, contributes to nimble handling, and features durable wear resistance. These tyres are a perfect match for Suzuki's sports crossover performance.

**SPORTMAX
Roadsport 2**



Comfort Without Compromise



Comfortable Upright Riding Position

Research to find the optimum crossover riding position led to angling the handlebar grips relatively close to your body and positioning them a little higher. This realises a comfortable upright posture. The new handlebars also feature wider grip placement, which makes them comfortable to hold and gives you greater control over steering. Long suspension travel and the new seat design also contribute to a comfortable riding experience.



Rear Carrier With Integrated Grab Bars

As standard equipment, the GX is fitted with a handy and practical rear carrier made of lightweight aluminium. Solid grab bars on each side provide your passenger with a firm grip, and are designed to not interfere when removing the optional side cases. As a key visual accent at the rear, the carrier was also designed to convey the impact and presence of this premium sports crossover.

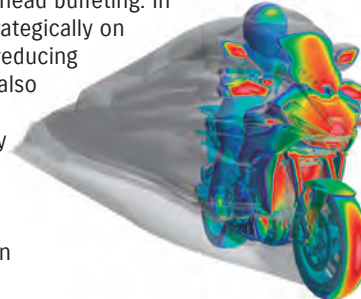
*Maximum load capacity: 6kg



Aerodynamics And Wind Protection

The GX's front cowl, height-adjustable windscreen and standard-equipment knuckle covers were all carefully developed and their designs realised through a process that involved both wind tunnel testing and feedback from test riders. The goal was to provide the level of aerodynamic performance and comfort desired on long rides, while at the same time paying keen attention to achieving attractive styling. Maximised wind protection makes your ride more comfortable by reducing sources of stress such as exposure to the cold and elements. This reduces fatigue when touring for long distances at speed and frees you to concentrate on enjoying the ride, regardless of weather or road conditions.

Attention to detail extends to the front cowl, where a new layered design that suppresses the generation of negative air pressure to help prevent head buffeting. In addition, holes placed strategically on the face are effective in reducing front lift. The sides were also widened to help better guide the flow of air away from the area of the abdomen so it doesn't cause the discomfort of, say, your jacket blowing in the wind.



Simulation of wind protection coverage
*Measured with windscreen in highest position



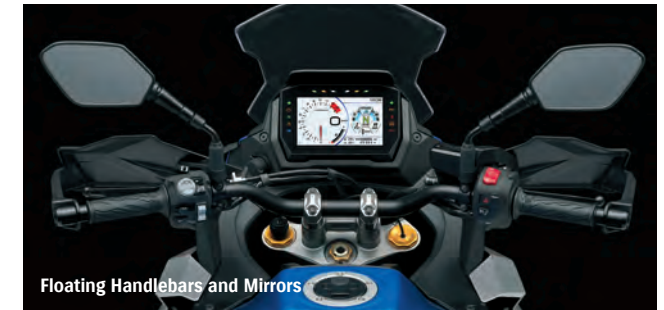
Windscreen



Knuckle Covers

Minimising Vibration To Maximise Comfort

The GSX-S1000GX is designed to isolate you and your passenger from vibration that might otherwise be transmitted from the engine or chassis. Details include the use of floating handlebars, floating mirror mounts and rubber footrests that reduce vibration wherever you or your passenger come into contact with the bike. These efforts to maximise comfort for a more relaxing and less tiring ride also extend to an optimised new design for both the rider and pillion seats. The seat cushion is thick yet stiff enough to support you well. Its relatively flat top surface means there is more area supporting your weight for greater comfort. And it is tapered at the front to provide you with freedom of movement when enjoying a more aggressive sporty run.



Floating Handlebars and Mirrors



Seat



Footrests



This photo includes optional accessories.

Colour TFT Dash With Connectivity

6.5-inch Full-color Multi-information display

The GSX-S1000GX instrument cluster employs a 6.5-inch full-color TFT LCD screen with custom graphics and readouts designed to provide you with instant access to a rich variety of information. Developed specifically for use on motorcycles, this large multi-information display features a scratch-resistant surface, an anti-reflective coating that improves visibility in bright light, and manual or automatic switching between the day (white) and night (black) display modes. Another standout feature is smartphone connectivity, which gives you access to a variety of convenient apps and functions that bring greater functionality and fun to your ride.



Day mode



Night mode



SUZUKI mySPIN

Simply install the free SUZUKI mySPIN app and connect your smartphone to transfer its display to the GX's large TFT LCD screen where you can access its phone, contacts, calendar, music and map functions. You can also install a selection of supported third-party apps optimised for use by motorcycle riders and take advantage of additional services that bring yet convenience and fun when out for long runs. SUZUKI mySPIN is compatible with iOS and Android™.



SUZUKI mySPIN's five core functions



Contacts

Accesses the contacts on your smartphone to show you who is calling on the TFT LCD screen. Contacts can also use your contact list to place calls.



Phone

You can place or receive phone calls using a Bluetooth® headset. Adding to the convenience, there is no need to pull over and stop to use the phone functions.



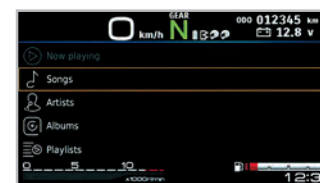
Maps

Display your current location on the TFT LCD screen and zoom in or out using the switches on the left handlebar. You can also search for destinations and display simple routing suggestions.



Music

You can listen to music from your smartphone's music library through a Bluetooth® headset. Select tracks and control audio (volume, play/pause, skip forward or skip backward) via switches on the GX's left handlebar. There is no need to directly access the phone. You can also add a level of fun to touring by sharing audio playback with your passenger.



Calendar

Display your calendar on the TFT LCD screen and check scheduled events and reminders.



Keeping You Connected

Connect your smartphone (iOS or Android™) via USB, Wireless LAN and Bluetooth®, and charge it using the dedicated USB outlet on the left side of the instrument panel. Switches on the left handlebar realise easy, intuitive control over apps and functions.



* Headsets are sold separately.

* Screen images in this document were prepared using iOS 16.2, so may differ visually when using a different OS or system version.

* App operation was confirmed under specific conditions. Depending on the OS and system version, some apps may not operate properly or functions may be limited.

Genuine Accessories

Genuine accessories represent a fun and practical way to customise and personalise the look and functionality of your GSX-S1000GX. You can choose freely from a rich lineup of items to achieve their desired look and level of enhanced touring comfort, utility and protection.

Side Case Set

Despite their spacious storage capacity, these large-capacity side cases feature a compact design that integrates seamlessly with the sharp, futuristic looks of the GSX-S1000GX. Each is capable of accommodating a full-face helmet and features a quick-release key mechanism for easy mounting and removal. The side cases are thoroughly tested to be extremely rigid, durable and watertight.



This photo includes optional accessories.



Side Case Garnish Set

Metallic Triton Blue (YSF)

Glass Sparkle Black (YVB)

Pearl Matt Shadow Green (QU5)



Premium Seat

This seat features a new double-layer cushion construction that helps maximise comfort while providing firm support and positive grip, a surface that stays approx. 14% cooler* in the sun, and premium finishing that includes red double-stitching and an embroidered GSX-S logo.

*The effectiveness varies depending on conditions.



Short Screen (Smoked tint)

No effort was spared in engineering this optional screen to combine maximum wind protection and visibility with smart design sense, all within a more compact form factor that is 55mm lower in height than the standard equipment windscreen.



Low Seat

Reduces the height of the rider's seat by 15mm.



Centre Stand

Provides a stable standing position for easier maintenance, repairs, and cleaning. It also offers enhanced stability when parking on unstable or soft ground surfaces.

*The Side case bracket set, Lock set, Side case adaptor and Side case garnish set must also be purchased in order to mount and use the side cases.

*The maximum load capacity for each case is 36L/5kg.

*Helmets of certain shapes may not fit in the cases.

*Helmets are shown for illustrative purposes only.

Grip Heater

Ring For Fuel Tank Bag

Colour Brembo Calipers

Textile Fuel Tank Bag (Large)

Frame Slider

Textile Fuel Tank Bag (Small)

Front Axle Slider

Fuel Tank Pad

Rear Axle Slider

Fuel Tank Protection Foil

Billet Brake Lever

Wheel Decals

Billet Clutch Lever

Rim Decals

The Ultimate Sports Crossover

The Suzuki GSX-S1000GX carefully combines the best attributes of a liter-class sport tourer with those of an adventure bike to deliver a premium sports crossover riding experience. The "GX" offers you the versatility of a bike built to be comfortable and easy to control, while ably satisfying your every need and mood, whether enjoying an aggressive sporty run or touring long distances.



COLOUR VARIATIONS



Metallic Triton Blue (YSF)



Glass Sparkle Black (YVB)



Pearl Matt Shadow Green (OU5)

SPECIFICATIONS

Overall length	2,150 mm (84.6 in.)
Overall width	925 mm (36.4 in.)
Overall height	1,350 mm (53.1 in.)
Wheelbase	1,470 mm (57.9 in.)
Ground clearance	155 mm (6.1 in.)
Seat height	845 mm (33.3 in.)
Kerb weight	232 kg (511 lbs.)
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine displacement	999cc (61.0 cu. in.)
Bore x Stroke	73.4 mm x 59.0 mm (2.9 in. x 2.3 in.)
Compression ratio	12.2 : 1
Power	112kW @ 11,000rpm (152PS)
Torque	106.0Nm @ 9,250rpm (78.18lb. ft)
Transmission	6-speed constant mesh
Suspension	Front Inverted telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Rake / Trail	25.5° / 97 mm (3.8 in.)
Brakes	Front Disc, twin Rear Disc
Tyres	Front 120/70ZR17M/C (58W), tubeless Rear 190/50ZR17M/C (73W), tubeless
Ignition system	Electronic ignition (transistorised)
Fuel tank capacity	19.0 L (4.2 Imp gal)
Oil capacity (overhaul)	3.4 L (3.0 Imp qt)
Fuel consumption	16.1 km/L (6.2 L/100km) in WMTC
CO ₂ emissions	144 g/km in WMTC



*Apple and the Apple logo are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc., registered in the U.S. and other countries.
 *IOS is a trademark or registered trademark of Cisco in the U.S. and other countries and is used under license.
 *Google Play and the Google Play logo are trademarks of Google LLC.
 *Android is a trademark of Google LLC.
 *The Bluetooth® word mark and logos are registered trademarks owned by Bluetooth SIG, Inc. and any use of such marks by BOSCH is under license. Other trademarks and trade names are those of their respective owners.

*Only third-party apps designated for use with SUZUKI mySPIN are supported.
 *Suzuki cannot guarantee proper operation of third-party apps.
 *Please refer to the respective terms of use when installing and using third-party apps.
 *Some third-party apps may not be installable or may appear differently depending on the country or region, or on the OS or system version.
 *Third-party apps are not under our control, and we are not responsible for their content or privacy policies.
 *Some third-party offerings are paid apps. Please confirm that before installing new apps.



Suzuki GB PLC

Steinbeck Crescent, Snelshill West, Milton Keynes MK4 4AE



Specifications, appearance, colours, (including body colour), equipment, materials and other aspects of the "SUZUKI" products shown in the brochure 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 enquire at your local dealer for details of any such changes. All images of professional riders in controlled conditions. All details and information correct at time of publication November 2023.

- Always wear a helmet, eye protection and protective clothing.
- Enjoy riding safety.
- Read your Owner's Manual carefully.
- Never ride under the influence of alcohol or other drugs.