

Features & Specifications

2022 GSX-S1000

GSX-S 1000



GSX-S1000RQM2 YSF: Metallic Triton Blue

Overview

The GSX-S1000 launched in 2015 as a new model developed to bring the fun of sport riding to riders on the street. At its heart was a street-tuned version of the powerful long-stroke engine that carried the GSX-R1000 to countless superbike and endurance race victories. This engine was skillfully paired with a compact and light-weight chassis, state-of-the-art running gear and a comfortable upright riding position. Just as the GSX-R1000 was built to “own the racetrack”, the GSX-S1000 was created to “own the street”.

The new 2022 GSX-S1000 now aims to deliver greater controllability, agility, and power for an even more exciting riding experience, while complying with worldwide emissions standards. A multitude of updates hone the GSX-S1000’s physique into an even tighter and more striking package that is ready to turn heads and own the streets.

Styling immediately draws your attention to the 2022 GSX-S1000. Tight, angular styling makes it clear that this light and muscular, naked sportbike is a serious contender. It’s hard not to stare at the new stacked LED headlights housed in a minimalistic cowl that resides between a pair of MotoGP-inspired winglets protruding from the angular radiator shrouds.

The GSX-R-based engine is exposed as a warning to others that this new Suzuki makes more peak power with a boosted torque curve that delivers street-dominating power. Riders can keep that power under control with the new electronic Ride-by-Wire throttle bodies and the latest version of the Suzuki Clutch Assist System (SCAS) that smooths shifting and engine braking.

There’s more GSX-R DNA in the chassis with its aluminum, twin-spar frame design and superbike-braced swingarm. The suspension features a fully adjustable, inverted KYB fork and easy-to-adjust rear shock. Stopping performance is stellar via the dual, ABS-equipped**, radial-mounted, four-piston Brembo front brake calipers and 310mm floating rotors. Wider than ever before, the cast-aluminum handlebar provides a comfortable reach and the proper leverage to hustle the GSX-S1000 through the corners.

The 2022 GSX-S1000 now has the Suzuki Intelligent Ride System (S.I.R.S.) in its corner. Make this bike your own using the three-mode Suzuki Drive Mode Selector and the updated, five-mode (and OFF) Advanced Traction Control System*. Give your clutch hand a rest with the new Bi-directional Quick Shift system. Suzuki’s popular Easy Start and Low RPM Assist systems get the fun started without any hassle.

Three available body colors, including Suzuki’s hero Metallic Triton Blue, new Metallic Matte Mechanical Gray, and the ever-popular Glass Sparkle Black combine with new logos to help position the 2022 GSX-S1000 as the sport’s dominant naked sportbike.



GSX-S1000RQM2

YVB: Glass Sparkle Black



GSX-S1000RQM2

QT7: Metallic Matte Mechanical Gray

Key Features

- Lead by a new stacked LED headlight assembly and bold, angular styling that includes MotoGP inspired winglets, the GSX-S1000's aggressive naked sportbike stance speaks of power and performance potential.
- The 999cc, GSX-R-based engine has more peak power with strong torque in the low- to mid-range that's smoothly controlled by new, Ride-by-Wire electronic throttle bodies for stimulating sportbike experience.
- Upright streetfighter ergonomics, a twin-spar aluminum frame and fully adjustable KYB suspension deliver controlled handling while ABS-equipped** Brembo Monobloc brake calipers with dual, floating brake rotors provide controlled stopping power.
- The latest version of the Suzuki Clutch Assist System (SCAS) smooths shifting and engine braking or give your clutch hand a rest with the new Bi-directional Quick Shift system.
- Now supplied with the Suzuki Intelligent Ride System (S.I.R.S.) that includes the three-mode Suzuki Drive Mode Selector and the updated, five-mode Advanced Traction Control System* and the popular Easy Start and Low RPM Assist systems.
- Select from Suzuki's hero Metallic Triton Blue, new Metallic Matte Mechanical Gray, or the ever-popular Glass Sparkle Black paint scheme – each featuring new logos for the sport's dominant naked sportbike.

Engine Overview

The 2022 GSX-S1000 is propelled by a high-performance 999cc, four-stroke, DOHC, liquid-cooled, inline four-cylinder powerplant based upon Suzuki's championship-winning GSX-R engine architecture. Every aspect of its performance and durability has been refined. Overall power output is increased and is stronger through the low- to mid-range engine speeds most used in daily riding. A broad, smooth torque curve delivers abundant power throughout the engine's operating range and particularly shines in the mid- to high-RPM range. The new GSX-S1000 is quicker than ever before while satisfying worldwide emissions standards.

Engine Features

- The GSX-S1000's long-stroke GSX-R engine has been refined to produce a broad, smooth torque curve through the full rev-range with increased peak horsepower.
 - The GSX-S1000 provides predictable and controllable throttle response with abundant top-end power to provide the rider an exciting riding experience.
- New camshaft profiles decrease lift and valve overlap not only to improve emissions, but balance the engine's performance and driveability, enhancing rider control.
 - New valve springs are calibrated to the new camshafts to aid performance and improve durability.
- The cam chain tensioner and tension adjuster are updated to reduce friction and improve durability.
- Suzuki's legendary Twin Swirl Combustion Chamber (TSCC) design is machined into the cylinder head that, with the flat-top pistons, achieves an optimal 12.2:1 compression ratio that helps deliver a broad spread of power throughout the entire rev range.



Engine Features (continued)

- Aluminum pistons, engineered with use of Finite Element Method (FEM) analysis, are cast with optimal rigidity and weight.
 - Ventilation holes between the cylinders reduce pumping loss within the crankcase so the engine can deliver more power and torque.
 - Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.
- The engine finish is revised to present an even stronger image of quality while the design of the engine covers (clutch, stator, and drive sprocket) are updated with a new shape and finish.
- New electronic throttle bodies are used on the GSX-S1000, so engine response is smooth and controlled, especially when the rider is applying the throttle to accelerate out of a corner.
 - These new Ride-by-Wire throttle bodies provide precise control for the Suzuki Drive Mode Selector (SDMS), Traction Control (TC), and Bi-directional Quick Shift system (QS).
 - Long-tip, 10-hole fuel injectors on each throttle body improve fuel atomization, while the automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle.
- The air cleaner has a new internal structure that contributes to the GSX-S1000's increased engine performance while maintaining the exciting intake sound that the GSX-S1000 is renowned for.
 - The air cleaner's external shape is changed to accommodate the larger capacity fuel tank.
- Retaining the under-chassis design, sharp looks and exciting note of the prior generation's system, the GSX-S1000's new stainless steel, 4-2-1 exhaust system is completely redesigned and tuned.
 - Behind the header pipes, the redesigned mid-chamber contains a second catalytic converter to help ensure emissions compliance, a low center-of-gravity, and good exhaust flow to help the engine deliver a strong low- to mid-range punch with an exciting rush to redline.
- A refined Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the sculpted muffler that has a pleasing appearance that's not common to under-chassis exhausts while creating an exciting, distinctive sound.
 - With the catalytic converters located in the mid-chamber, GSX-S1000 riders can fit an EPA or CARB-compliant silencer from suppliers such as Yoshimura R & D, USA.
- 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 restyled radiator shrouds efficiently guide cooling air to the high-capacity curved radiator.
 - A thermostatically controlled cooling fan helps ensure lower coolant temperatures when riding in slow moving traffic. The design also deflects hot air away from the rider at speed.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on certain GSX-R models).

Transmission, Clutch & Driveline Overview

Getting engine power to the road in a sure, controlled way is essential for a high-performance motorcycle. Suzuki arguably builds the best gearboxes in the industry, often referred to as the standard other manufacturers should aspire to. The transmission, clutch, and driveline of the GSX-S1000 continue that tradition and now include a responsive and precise quick shift system that brings a new level of performance to the naked sportbike category.

Driveline Features

- Like a GSX-R1000, the race-proven, six-speed, close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- The precise shift linkage helps the rider easily and quickly select the best gear for the riding conditions.
 - A new rotary sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions. This new design eliminates situations where previous designs incorporated into the shift rod could cause a vague feeling at the shift lever or could be easily damaged in a tip-over.
 - The gearshift cam, shift shaft and clutch release cam were also revised to support the function of the new, bi-directional Quick Shift system
- The latest version of the Suzuki Clutch Assist System (SCAS) clutch is fitted to the GSX-S1000. More than ever before, the 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 a light pull that also has superb friction-point feel.
- The strong, 525 drive chain uses O-rings to preserve internal lubrication, so power is transmitted smoothly and quietly.



Chassis Overview

To achieve the right balance of performance, agility, stability, and controllability, Suzuki designers focused attention on every aspect of the GSX-S1000's chassis design. Starting with the core structure of the aluminum, twin-spar frame, and swingarm, then moving to suspension settings and tires, and on to rider ergonomics, each facet of the GSX-S1000 chassis was studied and then refined. Suzuki's practical experience with sportbikes and its dedication to quality results in a harmonious relationship between the chassis, the engine, and the Suzuki Intelligent Ride System makes the GSX-S1000 agile and fun to ride.

Chassis Features

- Suzuki's proven, twin-spar aluminum frame helps to ensure nimble handling and great road holding ability. The main spars are straight from the steering head to the swingarm pivot, which is ideal for achieving high rigidity and light weight.
- The sturdy aluminum-alloy swingarm comes straight from the GSX-R1000. It is ruggedly braced and helps to ensure great road holding ability, together with superbike looks.
- Connected to the swingarm is a link-type rear suspension, with a single shock absorber that features spring preload, and is seven-way adjustable with rebound damping force adjustment.
- The 43mm inverted KYB forks have adjustable compression and rebound damping, plus spring preload adjustment with a generous 120 mm (4.7 inches) of front wheel travel.
- Unique to GSX-S1000 models, the TRP six-spoke, lightweight, cast aluminum wheels look great and contribute to the bike's nimble handling and sporty performance.
- Dunlop's new Roadsport 2 radial tires (120/70ZR17 at the front and a new, wider sized 190/50ZR17 at the rear) are custom-engineered to perform optimally on the GSX-S1000, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
- These wheels and new tires work in harmony with revised front and rear suspension settings to help realize the great grip, stability and nimble handling demanded for sporty performance, while also contributing to a comfortable ride.
- 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 ensure controlled stops.
- Both the front and rear brakes can be modulated by a new, compact Anti-lock Brake System (ABS)** controller to match stopping force to the available traction.
- The GSX-S1000 features an upright riding position for greater comfort and control. This reasonable sport riding position is the result of a carefully crafted relationship between the handlebar, footrests, and seat.
 - A new, matte black tapered cast-aluminum handlebar contributes to the excellent riding ergonomics, with great vibration damping and performance-oriented style.
 - The new handlebar is 23 mm (0.90 in.) wider than the prior generation model and is rotated slightly upward to raise the grip height in relation to the rider.
 - In addition to increased comfort and a more upright posture, these changes make it easier for the rider to steer the front end with less effort.
- The black finish on the shifter, brake pedal, and hand levers match the GSX-S1000's performance nature.
 - The front brake lever features a multi-step adjuster that permits quick adjustment of the lever's distance from the grip.

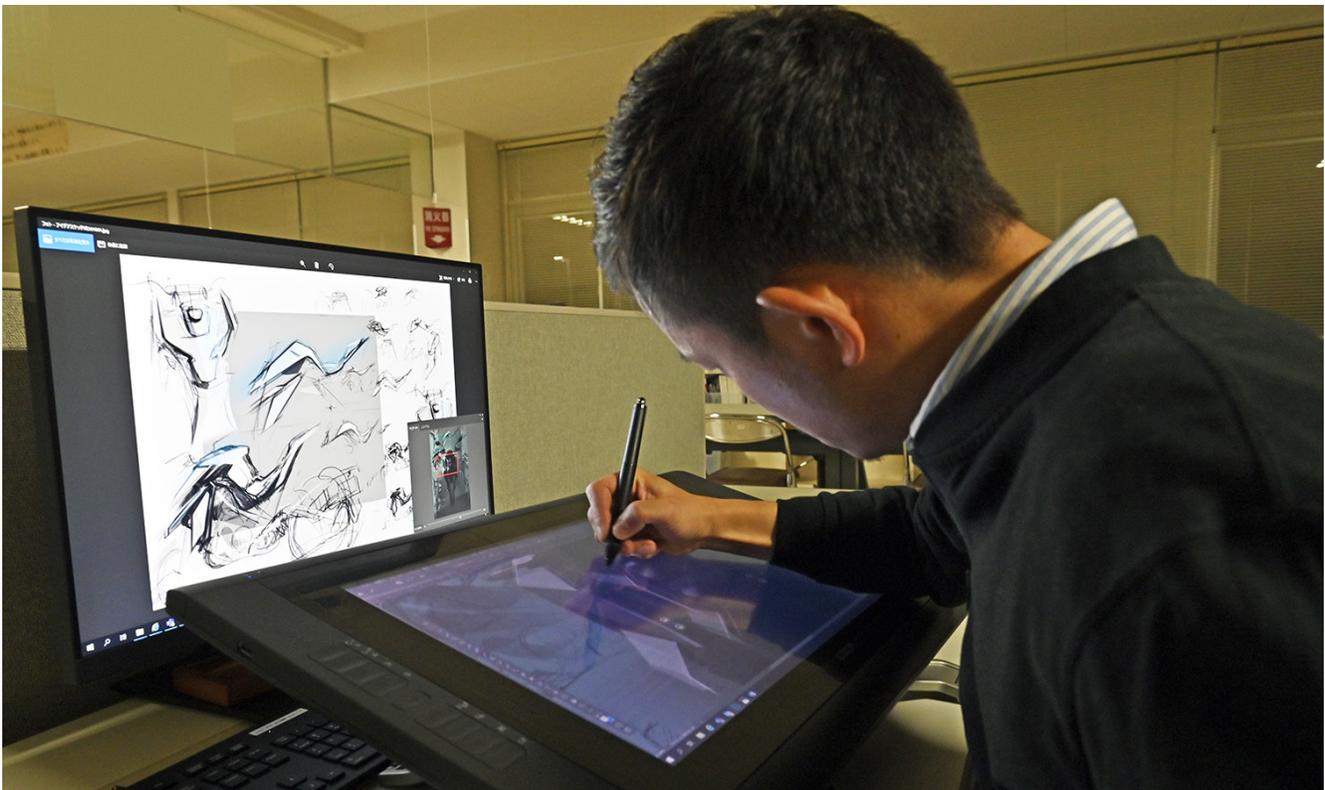


Body & Styling Overview

The GSX-S1000's naked design concept is "*Razor Sharp and Ready to Strike*". The goal is to visually express the potential of a motorcycle capable of superbike-level performance, and to convey the refinement and sophistication of a product designed to handle more predictably and provide greater controllability on any type of ride. Its sharp lines, radical new headlight design, and slim front and rear sections highlighting the muscular mid-section, combine to create an aggressive stance that speaks of power and performance potential.

Body Features

- The GSX-S1000's new fuel tank increases capacity up to 19 L (5.0 US Gal.) to reduce the frequency of gas stops while commuting or on long rides.
 - Prior GSX-S1000 fuel tank capacity was 17.0 L (4.5 US gal.).
- The new front seat is designed for comfortable sport riding that includes a foam shape change to provide great support at the back of the seat while offering excellent freedom of movement for the rider.
 - The seat is now lower, with a height of 810 mm (31.9 inches), and contributes to the sporty, yet upright riding position and aids rider confidence at stops.
 - Positioned on the motorcycle higher so the passenger can see over the rider's shoulder, the rear seat has a new shape to match the GSX-S1000's angular styling but retains ample padding and a grab strap.
 - Both seats are covered in a rugged, weather-resistant cover that provides a good balance between grip and smooth movement.



Styling Features

- The body work displays a sense of athleticism and muscular strength.
 - The development of the body work is aimed at creating a strong, athletic sense of a well-built and capable street fighter.

Styling Features (continued)

- The styling is meant to convey an aggressive attitude.
 - The radical design of the new stacked LED headlight assembly and its minimalist cowling adds sharp lines that are inspired by the latest stealth aircraft.
 - The fuel tank side cowling blends into the radiator shrouds that have angular winglets, reminiscent of the aerodynamic foils on Suzuki's World Champion MotoGP race bikes.
 - The bike's compact nose pairs with the short, compact muffler design and slim design of the tail section to establish a clean, agile look that accentuates the muscular appearance of the engine and fuel tank.
 - The result is a mass-forward image that emphasizes the new GSX-S1000's aggressive stance and eagerness to perform.
- Straight, sharp lines emphasize a modern motorcycle of high quality.
 - Straight, sharp lines create a modern design with eye-catching appeal.
 - The new lines and attention to detail, like the exposed metal finish of the front fork outer tubes and muffler, convey a look of high quality and premium status.
- The new GSX-S1000 rolls out with a trio of new body color choices:
 - Metallic Triton Blue (YSF): the main color and brand symbol for Suzuki's on-road sports identity.
 - Metallic Matte Mechanical Gray (QT7): A new theme color inspired by jet fighters, this solid matte gray with a hint of a blue, expresses a cool and sophisticated urban vibe.
 - Glass Sparkle Black (YVB): This traditionally popular combination of glossy and flat black expresses fine finish and luxury, with a hint of street savvy.
- New model logos and textured surfaces:
 - New understated SUZUKI logos on the fuel tank and a fresh font for the model name on the radiator shroud present a mature, sophisticated appearance.
 - A new, carbon fiber-like textured pattern is strategically applied to the sides of the frame so the rider's legs can better grip the chassis. This pattern also adds a joint appearance of quality and high-performance while enhancing the GSX-S1000's look of quality.
- A new, custom-designed ignition key sporting the GSX-S logo on the hilt aims to instill pride of ownership.

Lighting Features Overview

The GSX-S1000's unique, vertically stacked trio of position and headlights use brilliant LEDs to provide clear, bright illumination and an unmistakable visual impression. Arrow-shaped turn signals employ bright, amber LEDs for a strong visual impact. The GSX-S1000's trim and tapered tail section holds a new flat-style LED combination light that promises to be the most common thing riders on the competition will see.

Lighting Features

- A perfect complement to the GSX-S1000's razor-sharp styling, the new compact vertically stacked LED headlight assembly is trim, tight with the front fork.
- Supplied by Koito®, the independent, polygon-shaped, high- and low-beam headlights feature a new Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
- The dual hexagonal shaped LED headlights are topped by a single LED position light that creates a clean new face that's unlike any other motorcycle, making the GSX-S1000 clearly visible to pedestrians and other traffic. It's a light, nimble look that emphasizes the new GSX-S1000's aggressive stance and eagerness to perform.
- New front LED turn signals in thin, arrow-shaped housings, extend outward from the steering mount and emphasize the extraordinary appearance of the vertically stacked headlights.
- The thin, arrow-like LED rear turn signals combine with a flat rear LED combination light to complement the stylish lines of the svelte tail section and match the bike's unique advanced styling.
- With lower electrical draw than conventional lighting, the new LED headlights, position light, turn signals and taillight compliment the GSX-S1000's sharp, angular styling while improving both visibility and durability.



Electrical Features Overview

Supporting the LED lighting and the Suzuki Intelligent Ride System (S.I.R.S.) is the GSX-S1000's charging system, advanced ECM, and lightning-fast CAN-style wiring harness. This advanced electrical system helps the GSX-S1000 deliver responsive performance no other naked Sportbike can match. Providing key information is a new, easy-to-read, full-LCD instrument panel, while features like Suzuki's Easy Start System deliver seamless operation and convenience to the rider.

Electrical Features

- The oil-cooled, three-phase charging system provides ample power for the GSX-S1000's maintenance-free battery and ride-enhancing electronics.
- Suzuki's Easy Start System 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 GSX-S1000's Computer Area Network (CAN) style wire harness functions as an interconnected information network, rather than using a more complex and slower conventional wiring harness.
 - The CAN-wiring system enables the motorcycle's various sensors and microcontrollers to communicate instantaneously with each other.
 - With fewer wires, CAN-wiring lets the GSX-S1000 be lighter and simpler and provides a way for the advanced components – like the electronic throttle bodies and bi-directional quick shifter – to communicate faster with the ECM.
- A new 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of the GSX-S1000's electrical and S.I.R.S. components.
- Using a high-visibility LCD display, the GSX-S1000's brightness-adjustable instrument cluster, packs a wide range of useful information into a compact module positioned at the center of the large-diameter handlebars.
- The instrument's exclusive graphics and blue backlighting create a high-quality appearance that will instill pride of ownership, and the fresh, new information format readouts are easy for the rider to recognize.
 - The LCD panel plays a brief custom animation when the ignition key is turned on, celebrating the GSX-S legacy, and providing anticipation of the ride to come.
- The LCD readouts include:
 - Speedometer and tachometer, odometer with twin tripmeters, gear position, fuel gauge, clock, battery voltage and service reminder
 - Specialized information includes real-time fuel consumption, average fuel consumption, riding range, and lap timer functions

Electrical Features (continued)

- The LCD panel also provides S.I.R.S. related information includes the Suzuki Drive Mode Selector (SDMS) setting, Quick Shift (ON/OFF) and Traction Control mode
- The main LCD panel is flanked by LED indicators for the turn signals, high beam, malfunction, traction control*, ABS**, plus coolant temperature and oil pressure alerts.
- The GSX-S1000 is equipped with Suzuki innovative multifunction handlebar switches that are laid out to maximize operating ease and efficiency.
 - o The rider can use the LCD panel information and the mode/set switch on the left handlebar to change Suzuki Intelligent Ride System (S.I.R.S.) settings.
 - o The right handlebar switch has a poly-function rocker switch that is the engine stop- and start-button that activates the Easy Start System.



Suzuki Intelligent Ride System (S.I.R.S.) Overview

The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) lets GSX-S1000 riders optimize performance characteristics to best suit their riding style, level of experience, and the riding conditions. This makes the GSX-S1000 more controllable, more predictable, and more enjoyable on a spirited ride or on a longer trip, and it adds up to a more exciting, confident, and fun riding experience.

Suzuki Intelligent Ride System (S.I.R.S.) Features

- The **Suzuki Drive Mode Selector (SDMS)** provides the rider a choice of three different engine power output modes. All three modes deliver maximum engine output but provide different throttle response and torque characteristics when accelerating.
 - o These three modes (A, B, and C) provide the rider a quick and easy way to alter the GSX-S1000's power delivery characteristic to match his or her riding style, or adjust to changing weather, road and other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on clean, winding roads in good weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions, and to help make the bike more controllable in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
 - o Using the mode and select switches on the left handlebar, the rider can change SDMS modes while riding. The mode settings are clearly displayed on the LCD instrument panel.

Suzuki Intelligent Ride System (S.I.R.S.) (continued)

- The advanced **Ride-by-Wire Electronic Throttle System** leverages the capability of the GSX-S1000's 32-bit ECM and CAN-style wire harness to precisely control engine output relative to throttle action.
 - This precision allows the throttle body action to be tuned to best match each of the SDMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether commuting or enjoying a sporty ride on a winding road.
- The five-mode **Suzuki Traction Control System (STCS)** continuously monitors front- and rear- wheel speed, engine RPM, throttle position and gear position to adjust engine output to prevent undesired rear wheel spin, helping maintain traction and power delivery to the road.
 - Compared to the three-mode system on the prior generation GSX-S1000, this updated, five-mode version of STCS features a wider selection of sensitivity to better accommodate a variety of riding conditions, styles, and rider experience. The system can also be turned off when preferred. The higher number the mode, the quicker STCS intervenes to limit rear wheel spin.
 - The STCS modes are displayed on the LCD instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon in the center of the instrument panel will illuminate and flash.
- The **Bi-directional Quick Shift System (QS)** allows the rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To ensure smooth up-shifts QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear. The result of this hands-free, automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The bi-directional QS works seamlessly in concert with SDMS to bring riders even greater riding enjoyment.
 - Performance of the GSX-S1000's new SACS-style assist & slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - A new style rotary sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The **Suzuki Easy Start System** lets the rider start the motorcycle with a simple press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages, the instant the engine fires up.
- The **Low RPM Assist System** seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

Additional Features & Information

- A variety of Genuine Suzuki Accessories are available, such as a solo seat cowl, meter visor (acts as a sport screen), billet clutch and brake levers, fuel tank and engine cover protectors, clip-on tank bags, plus a selection of GSX-S logo apparel.
- 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
- 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.*

2022 Suzuki GSX-S1000 Specifications

Engine

Engine	999cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke	73.4 mm x 59.0 mm (2.890 in. x 2.323 in.)
Compression Ratio	12.2:1
Fuel System	Fuel injection with Ride-by-Wire electronic throttle bodies
Starter	Electric
Lubrication	Wet sump

Drivetrain

Clutch	Wet, multi-plate type, SCAS-equipped
Transmission	6-speed constant mesh
Final drive	Chain, O-ring style, 525 x 116 links

Chassis

Suspension, Front	Inverted telescopic, coil spring, oil damped
Suspension, Rear	Link type, single shock, coil spring, oil damped
Brake, Front	Brembo, 4-piston, twin disc, ABS-equipped
Brake, Rear	Nissin, 1-piston, single disc, ABS-equipped
Tire, Front	120/70ZR17M/C (58W), tubeless
Tire, Rear	190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity	19.0 L (5.0 US gal.)
Colors	Metallic Triton Blue, Metallic Matte Mechanical Gray, or Glass Sparkle Black

Electrical

Ignition	Electronic ignition (transistorized)
Spark plugs	NGK CR9EIA-9 (or DENSO IU27D) iridium-style
Headlight	Dual, stacked LED
Tail light	LED
Turn signals	LED

Dimensions

Overall Length	2115 mm (83.3 in.)
Overall Width	810 mm (31.9 in.)
Overall Height	1080 mm (42.5 in.)
Wheelbase	1460 mm (57.5 in.)
Ground Clearance	140 mm (5.5 in.)
Seat Height	810 mm (31.9 in.)
Curb Weight	214 kg (472 lb.)

Warranty

12-month unlimited mileage limited warranty
Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).

Note

Specifications are not final and are subject to change

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