PRESS INFORMATION

September 2021

GSX-S 1000 GT

* This photo includes an optional accessory.

INDEX

1. INTRODUCTION

The all-new GSX-S1000GT aims to skillfully blend the winning superbike performance of its 999cm^3 engine and compact, lightweight chassis with the comfort, functionality, luxurious styling and equipment features that distinguish it as a true GT (Grand Tourer).

It is more than an evolution of the GSX-S1000F that launched in 2015. Rather, it represents a total rethinking of what performance-minded touring enthusiasts desire, whether heading out on a long trip with a passenger on board, or enjoying a sporty ride on their own.

* This photo includes an optional accessory.

The GSX-S1000GT product concept is;

“GT Riding Pleasure Personified”

The product concept for the GSX-S1000GT envisions its role in the Suzuki lineup as a true grand tourer. The Suzuki GT combines the right mix of performance, agility, high speed stability, comfort, controllability, connectivity and eye-catching styling to deliver a premium sport-touring experience that riders will find worthy of the “GT” naming.

It describes the pleasure of comfortable and exciting long-distance touring at highway speeds. It reflects the pleasure that advanced control systems bring in terms of controllability, reduced fatigue and an overall enhanced experience. It reflects the enjoyment of taking long rides in the company of a passenger. It reflects the convenience of modern connectivity features and the capacity to bring along all the gear the rider wishes to carry. And it reflects the pride of ownership that all these features instill.

* This photo includes an optional accessory.

KEY PRODUCT FEATURES

Engine features:

- High-performance 999cm^3 four-stroke liquid-cooled DOHC inline-four engine delivers smooth, consistently powerful output throughout its wide power band. This enhances the riding experience both at the low- to mid-range engine speeds commonly used when touring and in daily riding, and through the mid- to high-range used when travelling long distances on the highway. UPDATE
- The engine features a broad, smooth torque curve and power delivery that reduces fatigue when touring at highway speeds, but also combines with electronic control technologies to deliver the excitement of powerful acceleration befitting a sport bike when desired. UPDATE
- Completely redesigned compact 4-2-1 exhaust system introduces a layout behind the collector that positions the Suzuki Exhaust Tuning (SET) system and muffler, catalytic converters and a new chamber design that help satisfy Euro 5 emissions standards. It is tuned to feature powerful resonance while delivering a pleasing exhaust sound. UPDATE
- New electronic throttle bodies help achieve a better balance between idling speed control and power output characteristics, while also contributing to Euro 5 compliance. NEW
- New air cleaner box reduces intake resistance and retains the impressive resonance of the intake sound while enhancing the quality of its note to add to the enjoyment of the riding experience. NEW
- New camshaft with carefully revised exhaust and intake cam profiles helps reduce emissions while achieving a better overall balance of performance and controllability. NEW
- Suzuki Clutch Assist System (SCAS) realizes a lighter touch to clutch lever operation that helps reduce fatigue on long rides, especially when caught in busy traffic. The system also features smoother deceleration and better control when downshifting. NEW

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) features:

- Suzuki Drive Mode Selector (SDMS) offers a selection of three different output characteristic modes to better support the rider in differing conditions, whether enjoying the GT's powerful performance while touring or out for a shorter exciting ride, or when riding on bad roads or when tired after touring for long distances. NEW
- Suzuki Traction Control System (STCS) offers a wider selection of 5 mode settings (+ OFF). Finer incremental control over settings allows the system to better fit the more diverse riding conditions under which a true GT machine is expected to excel, whether riding alone or with a passenger, whether carrying a load of gear, or riding in inclement weather. This in turn instills greater confidence in the rider and reduces stress and fatigue. UPDATE
- New ride-by-wire electronic throttle control system more finely controls the relationship between throttle action and engine output characteristics to match each of the SDMS modes. Simpler, lighter and more compact than the previous mechanical system, it improves controllability while delivering natural response and linear control. NEW

- Bi-directional Quick Shift System (with ON/OFF settings) provides quicker, smoother, more assured upshifts and downshifts without operating the clutch lever. The ease of shifting, reduced fatigue and automatic blipping function when downshifting combine to create a highly satisfying experience. NEW
- Cruise control allows the rider to maintain a set speed without operating the throttle, reducing fatigue when touring for long distances. Settings are easy to make, and this feature is of particular benefit when running at constant highway speeds. NEW
- The Suzuki Easy Start System starts the engine with just one quick press of the starter button.
- Suzuki's Low RPM Assist function is updated to work in conjunction with SCAS and make pulling away from a standing start even smoother and easier. UPDATE

Chassis features:

- Compact, lightweight chassis is engineered for agility, comfort, high-speed stability and reassuring riding pleasure. Every aspect reflects a focus on great handling and control in real-world conditions, on minimizing rider fatigue when touring for long distances, and on supporting the aggressive liter-class performance when out for a sporty run. UPDATE
- The twin-spar aluminum frame is built to deliver nimble handling and great road holding ability that will go the distance. Its new seat rails feature secure side case attachment points and the design allows for a thicker, more comfortable pillion seat. NEW
- The aluminum swingarm, derived from the GSX-R1000, provides great road holding ability, contributes to stability in high-speed corners and other demands of sporty runs, and features the strength to withstand heavy loads. UPDATE
- The wider grip and optimized positioning of the new rubber-mounted floating handlebars combine with a new seat design to achieve a comfortable upright riding position that reduces fatigue when touring or enjoying a sporty ride. NEW
- Fully adjustable ø43mm KYB inverted front forks deliver a smoother ride, whether touring with a passenger or out enjoying a sporty ride. UPDATE
- Adjustable link-type rear suspension contributes to agility and stability. UPDATE
- Attractive 6-spoke cast aluminum wheels contribute to nimble handling and stability.
- New Dunlop SPORTMAX Roadsport2 tires are custom engineered to deliver just the right level of rigidity, while the optimized tread pattern enhances positive grip in wet conditions, faster warm-up and durable wear resistance. NEW
- The stylish new fuel tank with increased 19L capacity combines with the engine's excellent fuel efficiency to bless the GT with superior touring range. NEW
- Antilock Brake System (ABS) helps prevent the wheels from locking and assists in maintaining stability when braking.
- 4-piston Brembo mono-block front brake calipers mated with ø310mm floating-mount dual discs deliver strong, reliable braking performance.
- The aerodynamic form of the full cowling and windscreen combines with the suspension settings, which are custom-tuned for the GT, and the frame to deliver reassuring stability when touring at highway speeds. NEW
- Measures to reduce vibration wherever the rider and passenger make contact with the bike, including the new floating handlebars and rubber-covered footrests, contribute to a more relaxing and less tiring touring experience. NEW

Electric Equipment features:

- The GT adopts a custom new 6.5-inch full-color TFT LCD multi-function display that features a scratch-resistant surface, an anti-reflective coating, and support for displaying smartphone app content. NEW
- Smartphone connectivity in conjunction with the free SUZUKI mySPIN app provides easy access to contacts, maps, music, phone, and calendar functions. NEW
- A selection of third-party apps adds a variety of further content, such as navigation, routing and time to destination functions, weather information and more. NEW
- USB outlet for charging the rider's smartphone is built into the left side of the TFT LCD instrument screen. NEW
- Horizontally aligned LED headlights combine with new LED position lights to create a bold new look inspired by jet fighters. NEW
- The LED rear combination light employs a design that emphasizes the stylish lines of the tail. NEW

Styling features:

- A radical design featuring sharp, sculpted lines creates an aerodynamically efficient front face with a cutting-edge look that takes inspiration from jet fighters. The result is a futuristic design with a striking face that suggests performance and comfort on long-distance high-speed rides when touring. NEW
- The thin tail section design gives the GT a lighter and tougher mass-forward look. NEW
- A lineup of three available body colors lets riders choose the style that best suits their tastes. NEW
- Decals featuring the new "GT" logo highlight the model's appeal and status as a grand tourer. NEW
- A custom-designed ignition key sporting the GT logo in gold lettering adds a touch of luxury. NEW

* This photo includes an optional accessory.

The GSX-S1000GT design concept is;

“A GT Tour de Force”

The goal of the new GT design concept is to visually express the performance potential, comfort and pleasure of this true grand touring motorcycle. At the same time, it aims to convey the refinement and sophistication of a product designed to offer advanced functions such as the intelligent systems of S.I.R.S. and smartphone connectivity, to be aerodynamically efficient, and to be easier to control and more comfortable, whether touring for long distances with a full load and a passenger on the back or popping out for an exciting solo ride. Its sharp lines, radical new front face, and aerodynamic good looks tell the story of the GT riding experience.

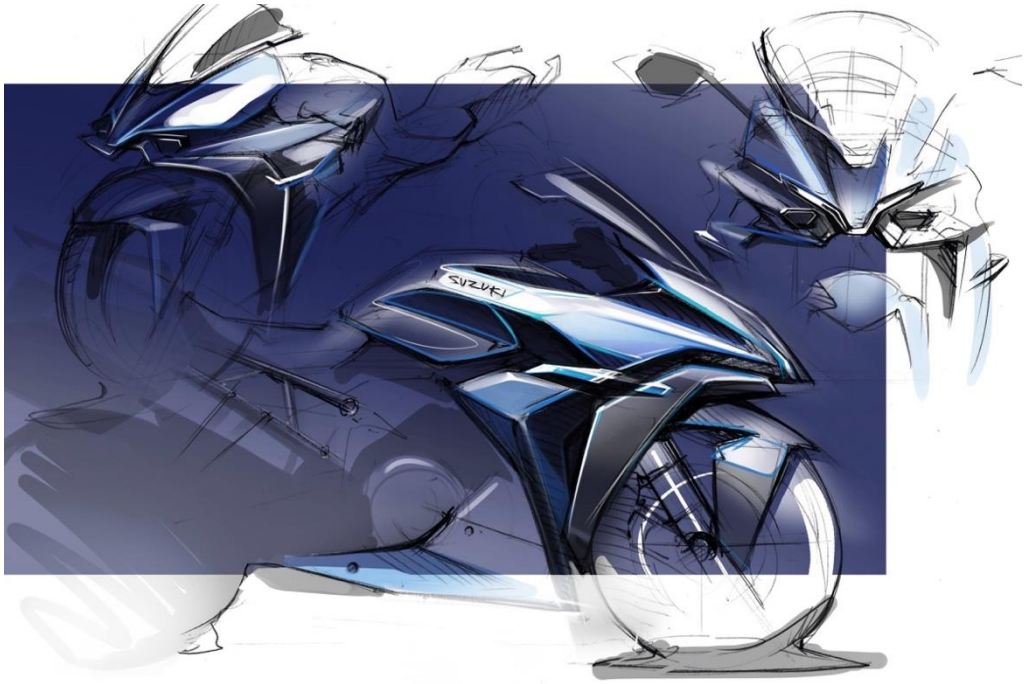


Image sketch

* This photo includes an optional accessory.

Putting a new face on touring performance and comfort NEW

The striking new face of the GT combines the protruding nose, the pair of horizontally arranged LED headlights, new mirror design and side mounted turn signals to create a look of advanced GT styling that proposes a new face for Suzuki motorcycles. These elements combine with the new seat design, slim tail section and short, compact muffler design to create a sleek and luxurious image that emphasizes the new GT's prowess as a grand touring machine built for comfort, speed and thorough enjoyment.

* This photo includes an optional accessory.

A trio of body color choices NEW

Metallic Triton Blue (YSF): Representing Suzuki's brand identity, this color used on Suzuki MotoGP machines features a sporty look that symbolizes performance, speed and agility.
Metallic Reflective Blue (QT8): A dark blue with a luxurious gloss finish that heightens pride of ownership, this color represents the beautiful night skies riders might expect to enjoy when they escape the din of the city and take to the road on long-distance touring runs.
Glass Sparkle Black (YVB): A combination of glossy and flat black that expresses fine finish and luxury.

Metallic Triton Blue (YSF)
MAIN COLOR

Metallic Reflective Blue (QT8)

Glass Sparkle Black (YVB)

New decals NEW

The understated new "GT" decals lend a mature look of sophistication that befits a grand tourer.

Key mascot NEW

A custom-designed ignition key sporting the GT logo in gold lettering on the grip adds a luxurious touch and aims to instill greater pride of ownership in the new model.

* This photo includes an optional accessory.

Introduction

The high-performance 999cm^3 four-stroke liquid-cooled DOHC inline-four engine that powers the GSX-S1000GT has been thoroughly reviewed and updated to perform optimally in all kinds of traffic and riding conditions, whether touring for long distances or out for a sporty run. Changes that include a new camshaft profile, new valve springs, a new clutch and new exhaust system increase power output and achieve an overall better balance of performance, all while satisfying Euro 5 emissions standards.

The satisfaction of pure, reliable power UPDATE

The new engine delivers superbike-level performance and combines it with measures implemented to minimize vibration to make riding more comfortable and less tiring. Smooth, consistently powerful output throughout the engine's wide power band enhances the riding experience both at the low- to mid-range engine speeds commonly used when touring and in daily riding, and through the mid- to high-range used when travelling long distances on the highway.

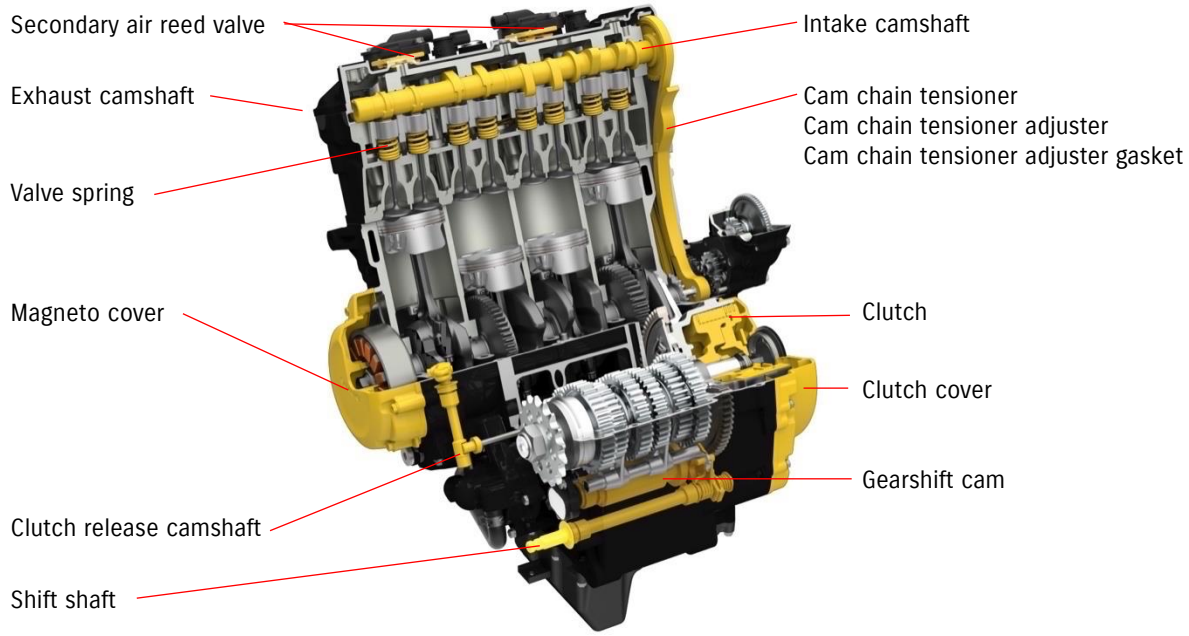
The engine features a broad, smooth torque curve and power delivery that reduces fatigue when touring at highway speeds. This combines with a variety of new electronic control technologies to offer fine control over power output characteristics that enable the rider to match the way torque comes on when opening the throttle to the type of ride or their riding style at any given time. This includes offering the excitement of powerful acceleration and all-round performance to support aggressive sport riding when desired. Combined with the agility and controllability to lean deeply into the corners, even with side cases attached, this performance multiplies the pleasure of riding and expands the variety of ways a rider can enjoy attacking even the same section of road.

Another development goal was to further enhance the durability of an already highly durable engine design. Attention to detail extends to a change from cut threads to rolled threads for the holes in the upper crankcase. Rolled threads are harder and less prone to failing over time due to wear, so help maximize holding strength for the journal bolts that support the crank.

999cm^3 four-stroke liquid-cooled DOHC inline-four engine

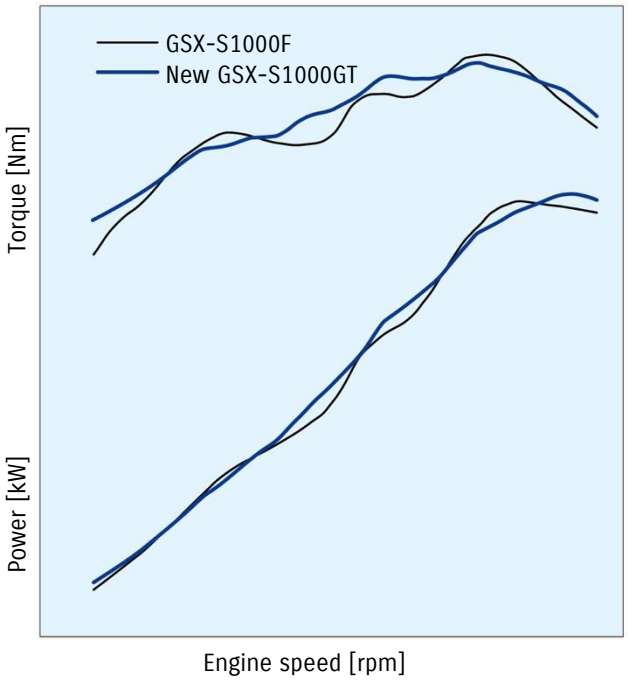
	GSX-S1000F	New GSX-S1000GT
Displacement	999cm^3	
Bore x Stroke	73.4mm x 59.0mm	
Compression ratio	12.2:1	
Maximum power	110kW (150PS)/10,000rpm	112kW (152PS)/11,000rpm
Maximum torque	108N-m/9,500rpm	106N-m/9,250rpm
Acceleration (0-200m)*	6.70sec	6.64sec
Acceleration (0-400m)*	10.25sec	10.15sec
Emissions level	Euro 4	Euro 5

* Suzuki's internal test results

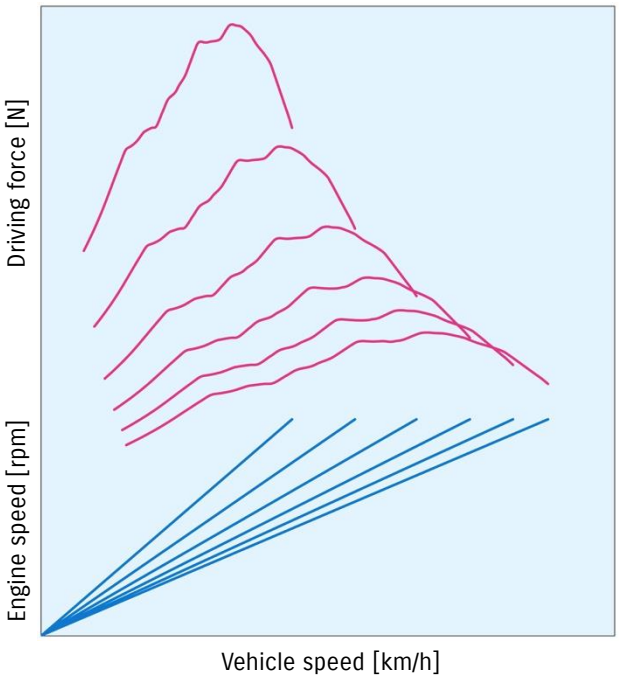


Parts redesigned for the new GSX-S1000GT are shown in yellow.

Engine performance curve



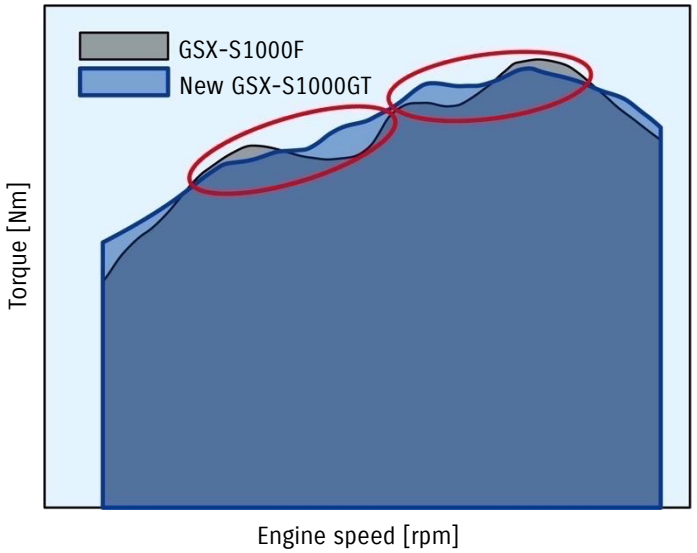
Vehicle performance curve



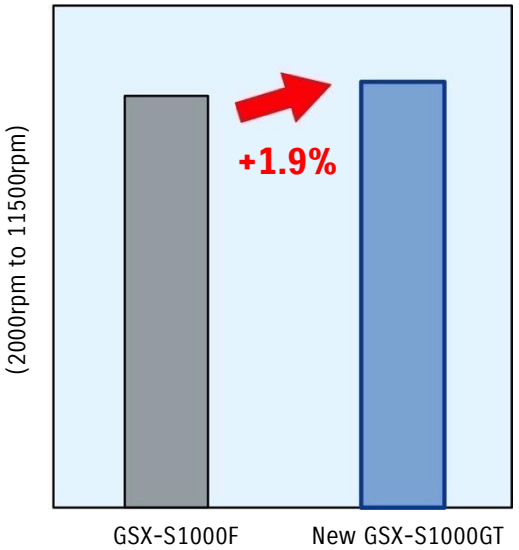
Enhanced torque production UPDATE

The engine delivers a broader, smoother torque curve with fewer peaks and valleys, while also achieving greater average torque when measured cumulatively across its operating range. With abundant torque available from the low end, and that particularly shines in the mid to high rpm range, the new GSX-S1000GT is equally adept at street riding as it is at high-speed long-distance touring, even under load when carrying gear and a passenger on the back. Response is more predictable and controllable and the riding experience more exciting.

Total torque area across the range



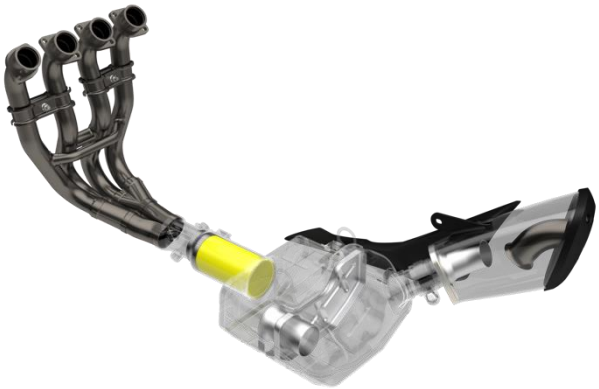
Average Torque



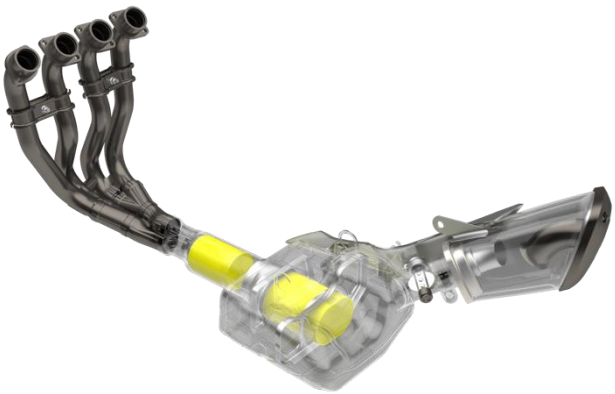
Newly designed parts contribute to increased performance NEW

Exhaust system NEW

The GT's 4-2-1 exhaust system was completely redesigned and tuned to retain the powerful resonance of its predecessor while at the same time producing a gentler note both rider and passenger alike can enjoy on long touring runs. The design also features clean, sharp looks that befit a grand tourer.
Changes to maximize overall performance while satisfying Euro 5 emission standards include a new layout behind the collector, a new chamber structure, and the introduction of a second catalytic converter inside the chamber. In addition, the collector is now marginally longer and the Suzuki Exhaust Tuning (SET) system positioned a little differently.



GSX-S1000F exhaust system



New GSX-S1000GT exhaust system

Electronic Throttle Bodies NEW

The introduction of new electronic throttle bodies helps achieve a better balance between idling speed control and power output characteristics, while their design also contributes to complying with Euro 5 emissions standards. When compared to the previous mechanical type, these new electronically controlled throttle bodies are lighter and more compact.
The bore size is reduced from ø44mm to ø40mm, to help achieve Euro 5 compliance. However, painstaking attention to the design and development process ensured that this could be accomplished while still increasing the GSX-S1000GT engine's power output.
One approach to maintaining or improving power output while working to comply with stricter emissions standards would be to increase engine displacement. Rather than take that route, the development team managed to achieve this while retaining the same 73.4mm x 59.0mm bore and stroke that help deliver the excellent low rpm controllability for which Suzuki's engines have long been known.
One benefit of this new design is more controllable behavior that can be customized to best match the type of ride and preferred riding style for any given outing. Another benefit is that this type of finer control contributes to reducing fatigue on long rides.

Air cleaner box NEW

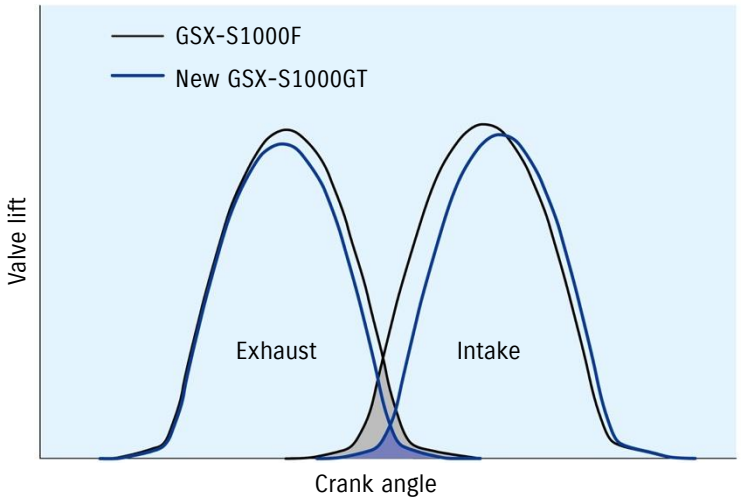
Changes to the internal structure of the new air cleaner box reduce weight and contribute to increasing power output. While the capacity is slightly reduced, the new design made it possible to do away with the separator that slightly narrows the intake area and effectively reduce intake resistance. This combines with the new cam profiles and electronic throttle bodies to realize a significant reduction in intake resistance. As a result, the new GSX-S1000GT retains the impressive resonance of the intake sound that was highly popular on its predecessor, while at the same time a gentler, more refined exhaust note as befits a true grand touring machine.

GSX-S1000F air cleaner box

New GSX-S1000GT air cleaner box

Camshaft NEW

A new camshaft with carefully revised exhaust and intake cam profiles decreases the amount of lift and reduces valve lift overlap. This helps reduce emissions while achieving a better overall balance of performance and controllability across the broad range of engine speeds a rider uses while touring or riding in daily traffic.



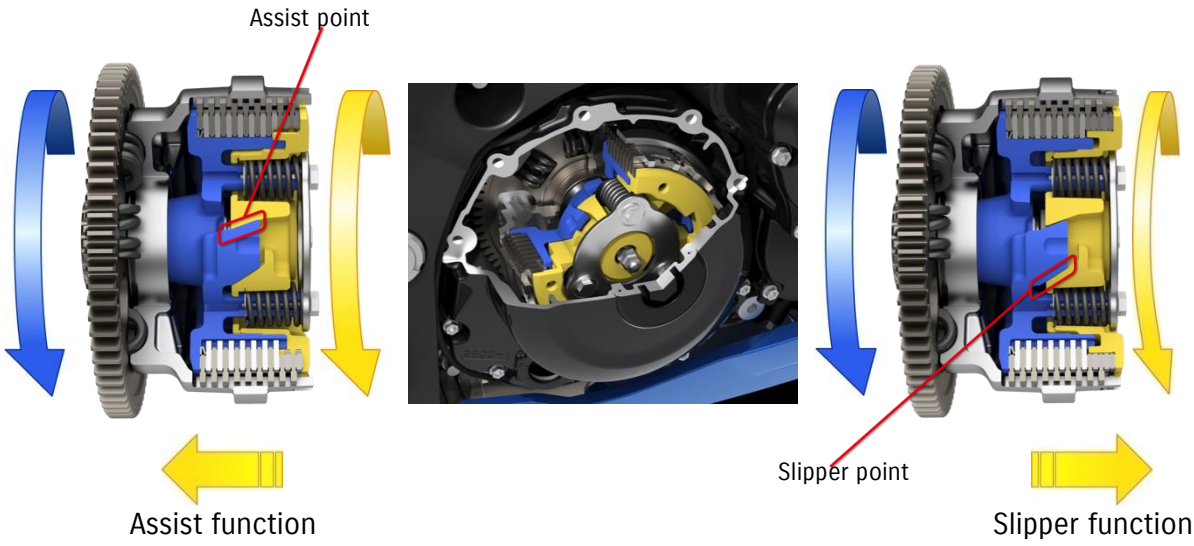
Cam profile

* This photo includes an optional accessory.

Suzuki Clutch Assist System (SCAS) NEW

The new GT adopts the Suzuki Clutch Assist System (SCAS), which introduces an assist function to complement the slipper clutch.
The slipper clutch partially disengages to mitigate the effect of engine braking when downshifting to decelerate. By helping to prevent the rear tire from hopping and providing smoother deceleration, this function enables the rider to shift down with greater confidence and maintain better control when entering corners.
SCAS introduces an assist function that leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfer torque to the rear wheel under acceleration, all while using softer clutch springs. The resulting benefit is the realization of a far lighter touch to clutch lever operation. This reduces fatigue of the left hand when touring or stuck in traffic jams, or in other situations that require frequent clutch lever operation.
These assist and slipper functions work harmoniously with the GT's new Bi-directional Quick Shift system to deliver an additional benefit by bringing the advantages of SCAS to Quick Shift's clutch-free upshifting and downshifting. And the new clutch mechanism is lighter than that of the previous generation.

Suzuki Clutch Assist System cam operation diagram



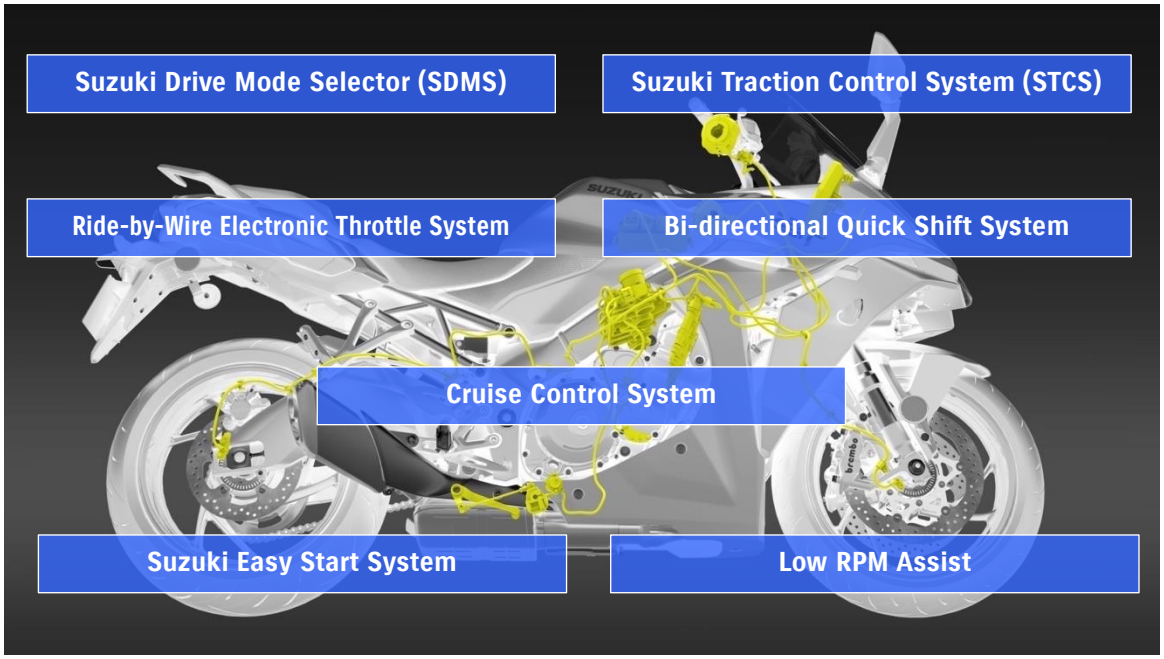
Other features

- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders reduce friction, promote better heat transfer and increase durability.
- Finite-element-analysis techniques were employed to make the pistons light without compromising their rigidity.
- The compact combustion chamber design realizes an optimal compression ratio, a flat-top piston shape, and a broad spread of power throughout the rev range.
- Iridium spark plugs heighten the spark strength and combustion efficiency, thereby contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle.
- 10-hole, long-nosed fuel injectors improve fuel atomization for better combustion efficiency and lower fuel consumption.

Introduction

The new GSX-S1000GT adopts a collection of advanced electronic systems that comprise the Suzuki Intelligent Ride System (S.I.R.S.). These include the Suzuki Drive Mode Selector (SDMS), Suzuki Traction Control System (STSC), Ride-by-Wire Electronic Throttle System, Bi-directional Quick Shift System, Cruise Control System, Suzuki Easy Start System, and Low RPM Assist. The respective systems enable the rider to optimize performance characteristics to best suit riding conditions and varying road surfaces, as well as their level of confidence and experience. By assisting the rider, they help make the GT highly agile, controllable, and predictable, even with the optional side cases attached, and less tiring to operate, both when touring for long distances and in everyday riding. These attributes benefit the rider by instilling greater confidence and allowing them to concentrate on enjoying the GT riding experience.

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



	S.I.R.S.	
	GSX-S1000F	New GSX-S1000GT
Suzuki Drive Mode Selector (SDMS)	–	O
Suzuki Traction Control System (STCS)	3-modes +OFF	5-modes +OFF
Ride-by-Wire Electronic Throttle System	–	O
Bi-directional Quick Shift System	–	O
Cruise Control System	–	O
Suzuki Easy Start System	O	O
Low RPM Assist	O	Update

Suzuki Drive Mode Selector (SDMS) NEW

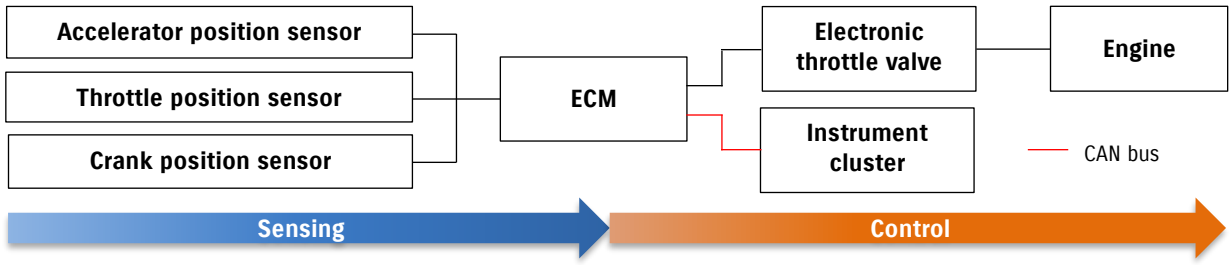
SDMS fully leverages Suzuki's electronic throttle control system to offer a choice between three modes that deliver different power output characteristics to match the conditions of the riding scene, road conditions, or preferred riding style for any given outing. The settings for each of the three modes were custom-tuned and thoroughly tested to maximize the GT's capabilities as a grand touring machine, and to build in the flexibility to adapt well to changing weather, road and riding conditions and make the overall GT experience more enjoyable.

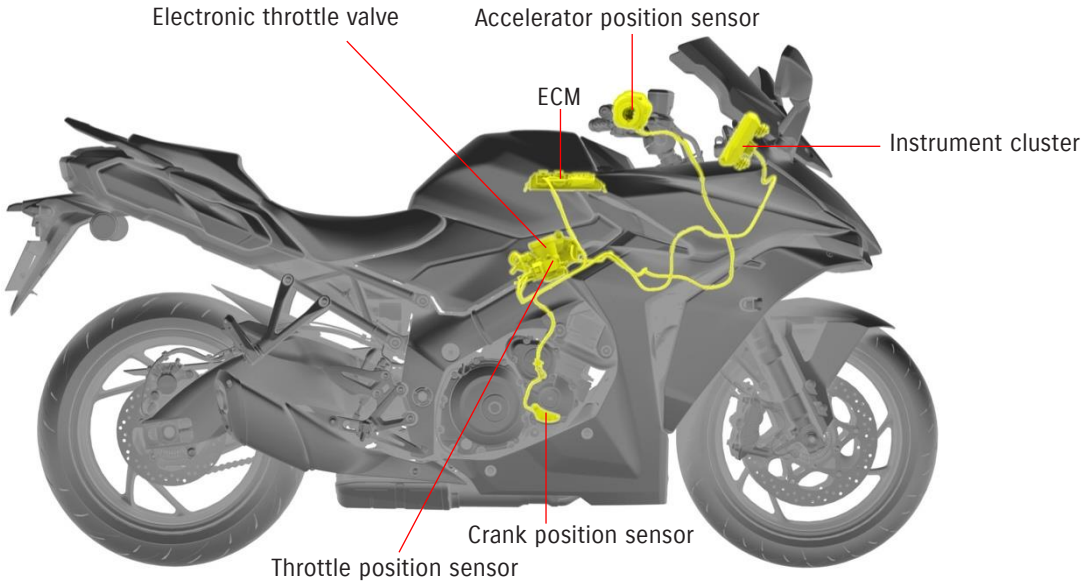
Mode A (Active) provides the sharpest throttle response at low to mid-range speeds and reaches the top of its power curve at lower rpm. Settings for torque characteristics are tuned to deliver exciting acceleration and, true to its super sports heritage, fully leverage the power of its 1,000cm^3 engine. It is well suited for enjoying aggressive runs on winding roads in good weather.

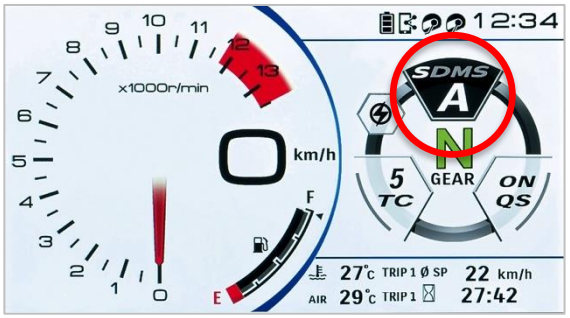
Mode B (Basic) reaches the same level of maximum output, but features a more linear curve with softer throttle response at low to mid-range speeds. Planned as an ideal setting for touring, this mode aims to make the bike more controllable and instill confidence in the rider when accelerating, and to make a good fit for a wide range of riding styles and road conditions.

Mode C (Comfort) provides the softest throttle response and more gentle torque characteristics, while delivering power in a linear fashion that eventually reaches the same level of maximum power output at high rpm. The gentler throttle response and limited torque production at low through mid-range speeds makes the GT more obedient and controllable when touring for long distances, when riding with a passenger, when riding on wet or otherwise slippery surfaces, when road conditions are bad, or even when the rider wants to relax and enjoy a ride home after a long outing.

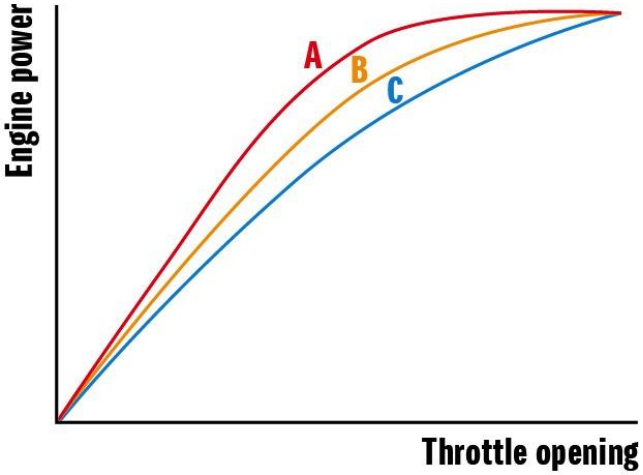
Suzuki Drive Mode Selector overview diagram







Power delivery image by mode

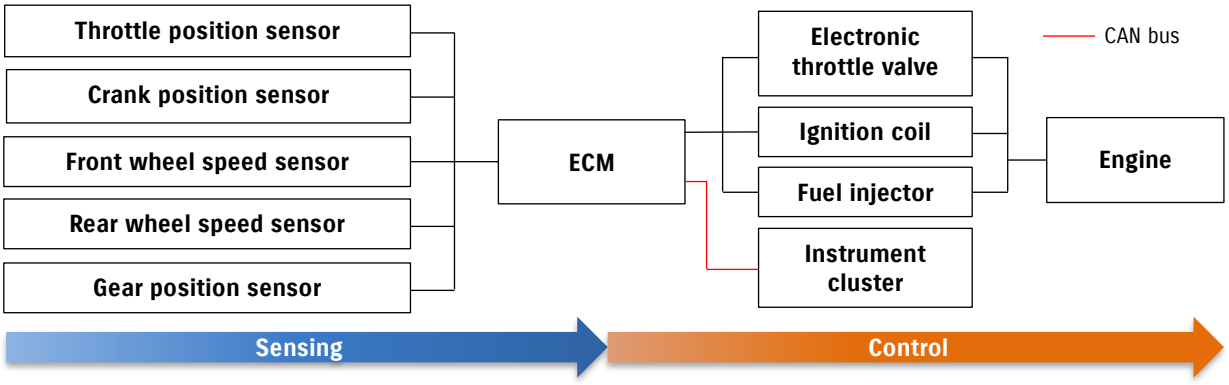


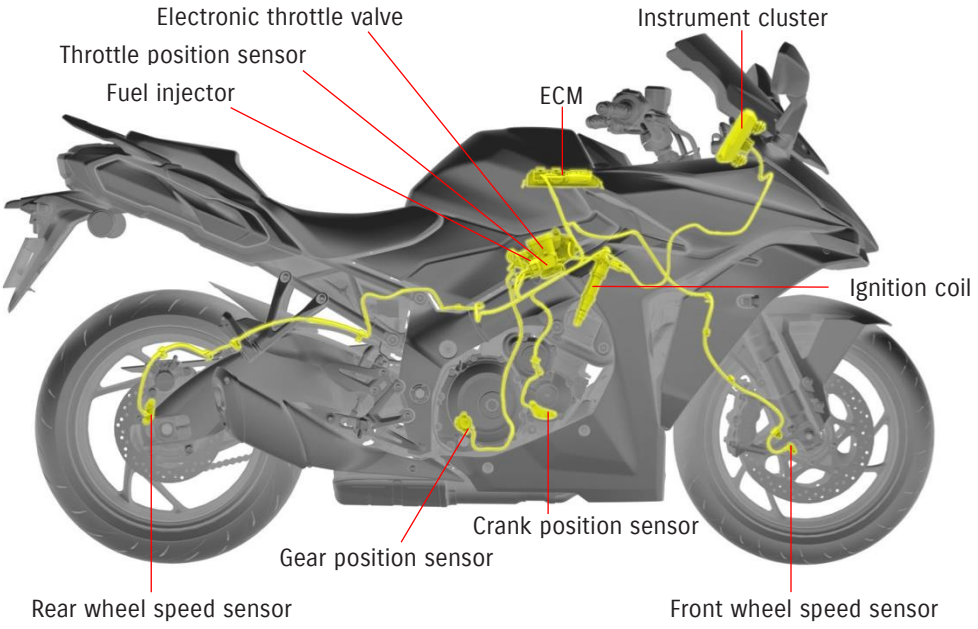
* This photo includes an optional accessory.

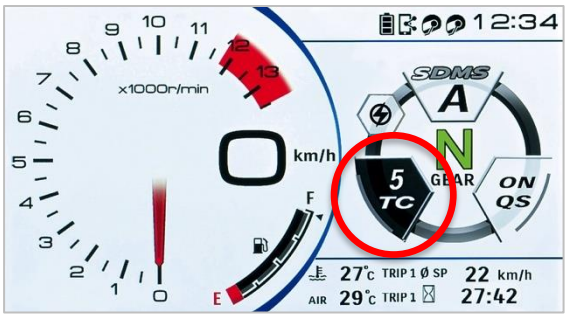
Suzuki Traction Control System (STCS) UPDATE

The GT is equipped with an updated version of STCS with a wider selection of 5 mode settings (+ OFF) . The finer incremental control over settings allows the new 5-mode traction control system to better fit the more diverse riding conditions under which a true GT machine is expected to excel, whether riding alone or with a passenger, whether carrying a load of gear, or riding in inclement weather. This in turn instills greater confidence in the rider, regardless of experience, while reducing stress and fatigue. The higher number the mode, the faster the control takes effect and the more proactive the system is in limiting wheel spin. The system is programmed to continuously monitor front and rear wheel speed, engine RPM (as calculated using data from the crank position sensor), throttle position and gear position. It is designed to immediately limit power and help prevent slipping when an imminent loss of traction is detected by controlling the throttle opening, ignition timing, and fuel injection rate.

Suzuki Traction Control System overview diagram







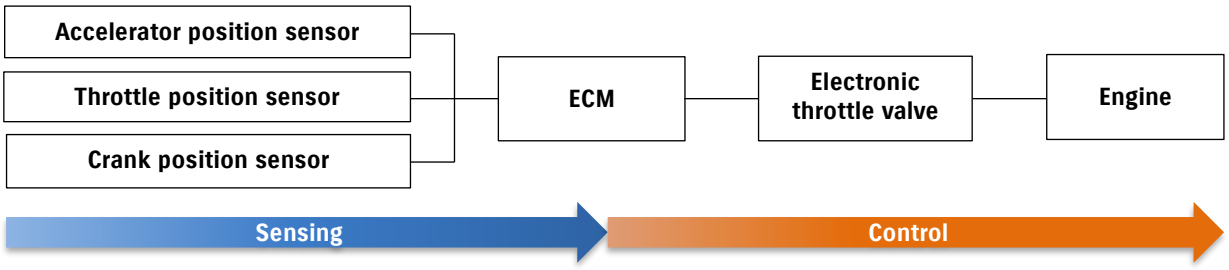
* This photo includes an optional accessory.

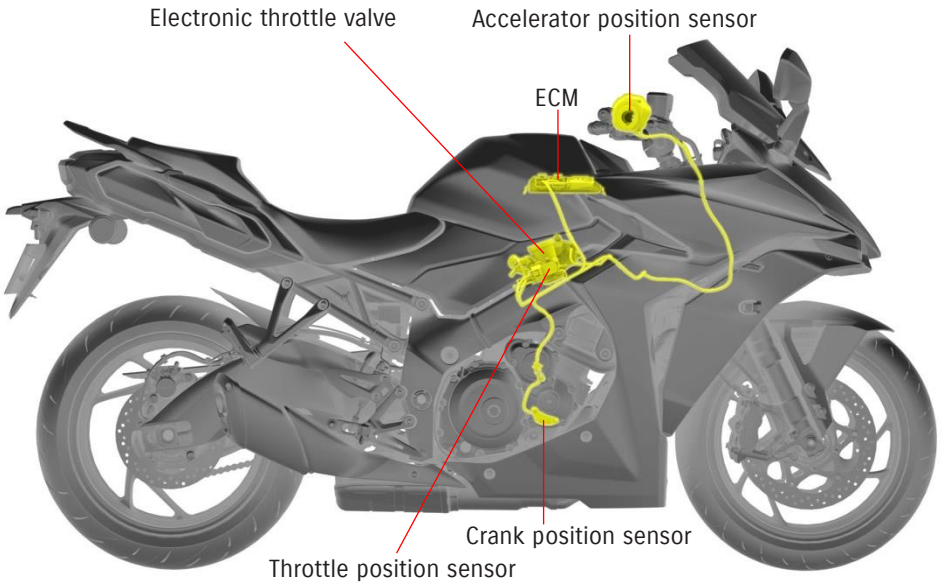
Note: The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

Ride-by-Wire Electronic Throttle System NEW

The GT adopts Suzuki's electronic throttle control system, which takes advantage of the 32-bit ECM to control the action of the throttle valves and make it possible for settings to more finely control the relationship between throttle action and engine output characteristics. The benefit of this is that individual settings can be tuned and thoroughly tested to match each of the SDMS modes. The overall result is throttle action that responds faithfully to the rider's intention across the range of mode settings. It also allows for the introduction of other advanced systems such as the Bi-directional Quick Shift System, which enhance riding ease and controllability.
The new ride-by-wire electronic throttle system gives the rider the added assurance of greater controllability over the powerful 1,000cm^3-class engine at the most commonly used engine speeds, and helps harness that power effectively when carrying a passenger for a load of touring gear. It also benefits the rider by improving controllability when they open the throttle to accelerate out of a corner. Adding to the benefits, the system is simpler and more compact than the previous mechanical system. Moreover, it benefits from natural response and linear control similar to that of conventional throttle operation.

Ride-by-Wire Electronic Throttle System overview diagram

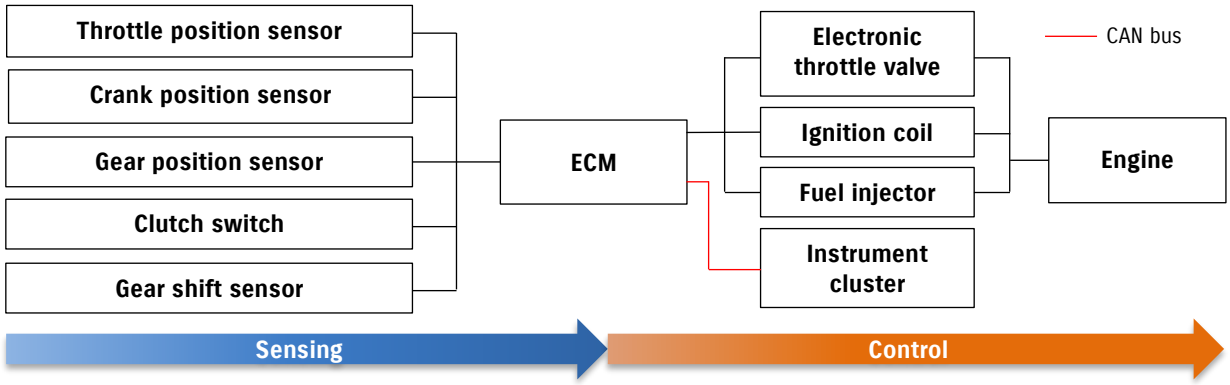


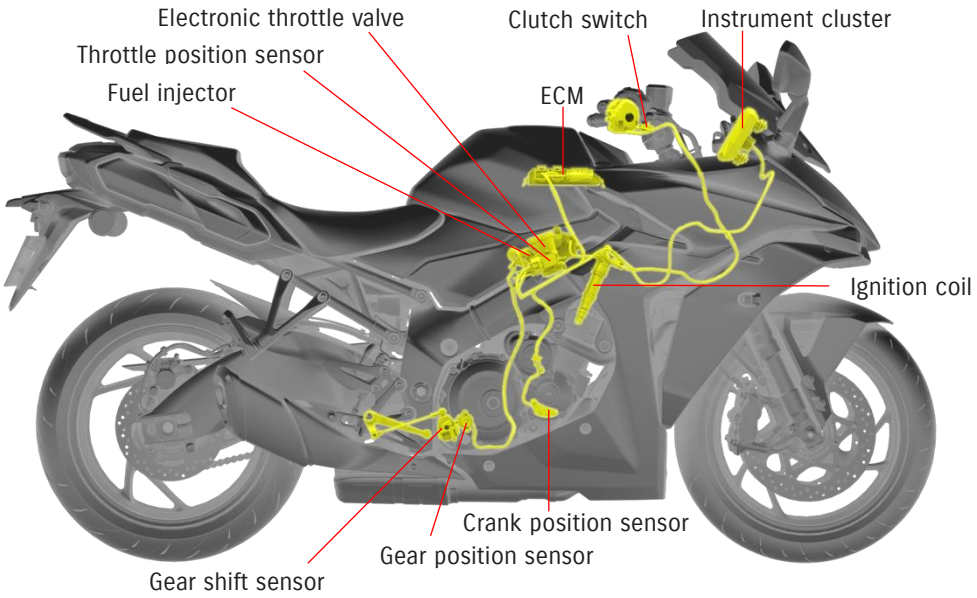


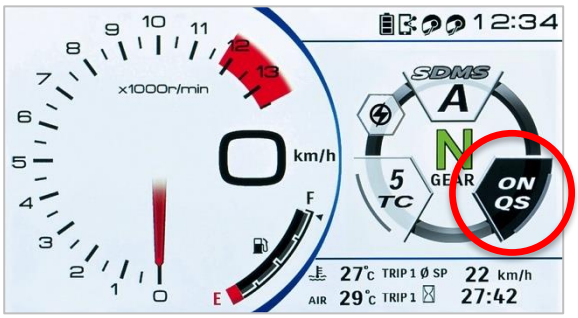
Bi-directional Quick Shift System NEW

The Bi-directional Quick Shift System enables the rider to shift up or down without operating the clutch lever. As standard equipment on the GT, this distinctive feature is one riders will find enhances the riding experience the minute they try it. And they will immediately feel the benefits of not missing shifts and reduced fatigue.
When activated, the system automatically interrupts power delivery when accelerating just long enough to unload the transmission gear dogs, thereby producing smoother, almost uninterrupted acceleration when the rider shifts up. When decelerating, without manually blipping the throttle or using the clutch, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio. The result of this hands-free automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience when the rider downshifts.
The Bi-directional Quick Shift System combines with SDMS to provide greater riding fun with a more linear shift feel when changing gears.

Bi-directional Quick Shift System overview diagram







Without the Bi-directional Quick Shift System, it takes five manual operations to shift up and four to shift down. The GT cuts each to just a single foot movement. This lessens rider fatigue by greatly reducing the number of required operations in situations that call for repeated gear shifts. The rider can take advantage of the system or opt to turn it off when preferring to shift in the conventional manner.

Number of operations to shift gears
(Blue = with system turned on)

Upshift
(When accelerating)

Close Throttle → **Grab** Clutch → **Shift** Up → **Release** Clutch → **Open** Throttle

Downshift
(When decelerating)

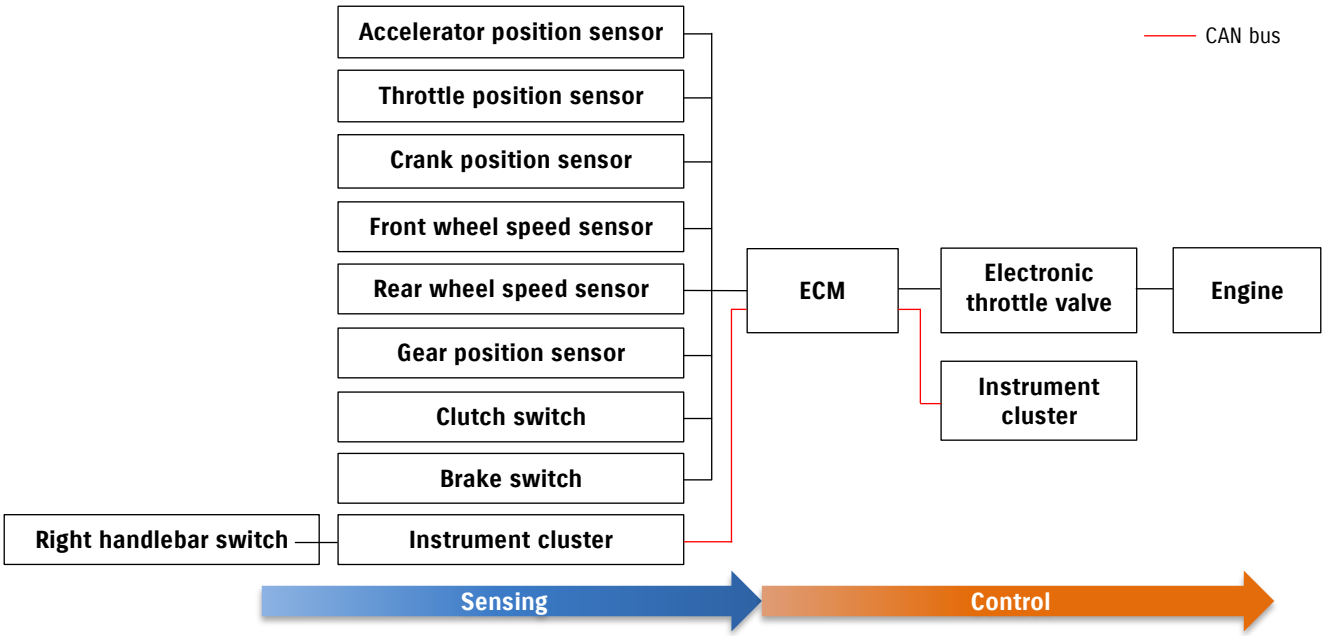
Grab Clutch → **Shift** Down → **Blipping** Throttle → **Release** Clutch

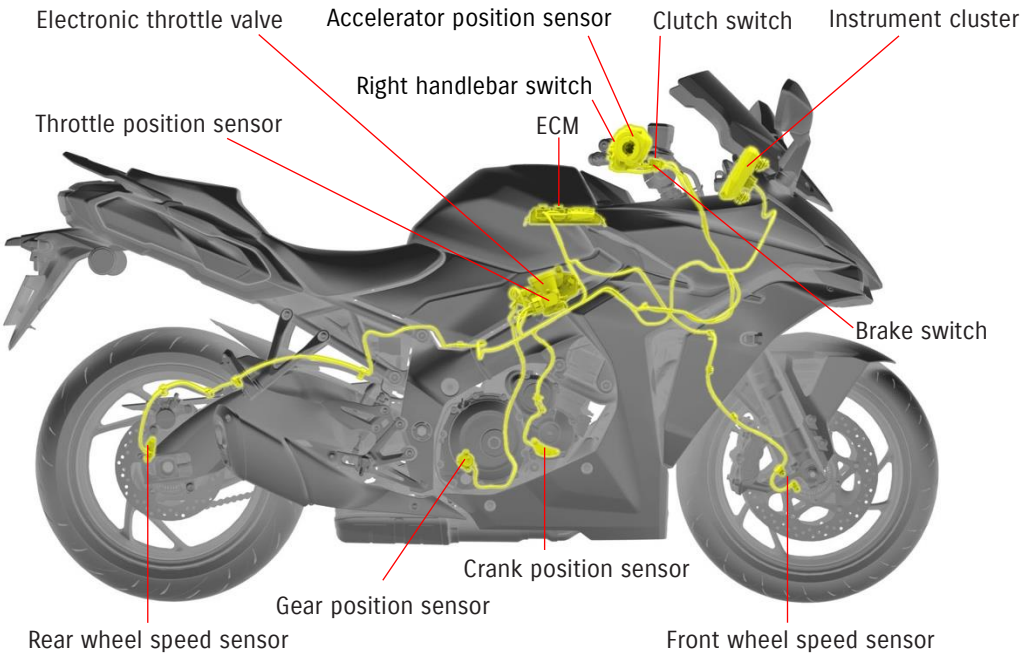
* This photo includes an optional accessory.

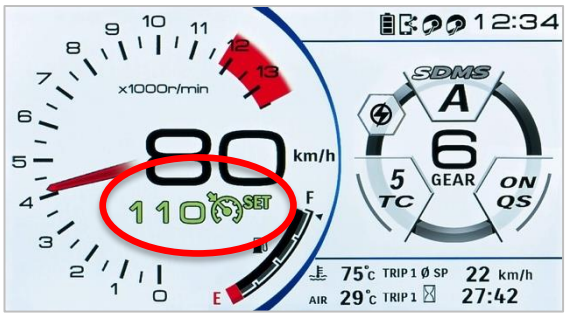
Cruise Control System NEW

Cruise control is a convenient new system that allows the rider to maintain a set speed without operating the throttle. This helps reduce fatigue when touring long distances, particularly when travelling at constant speed on highways. The chosen setting appears on the color TFT LCD instrument screen and the speed can be easily adjusted upward or downward using the (plus or minus) select switch on the left handlebar. Cruise Control can be set at speeds between 30km/h to 180km/h when riding in 2nd gear or higher. The handy resume function re-engages the system and accelerates to the most recent speed setting after canceling.

Cruise Control System overview diagram







Left handlebar switch

Cruise control system switch

* This photo includes an optional accessory.

Suzuki Easy Start System

Lets the rider start the motorcycle with one quick 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. As a function used every time the engine is started, removing the bother of the above operations makes the riding experience all the more pleasurable and convenient.

Low RPM Assist UPDATE

Employs TI-ISC (Throttle-body Integrated Idle Speed Control) to seamlessly boost engine speed when releasing the clutch lever to launch from a standing start or riding at low speeds, thereby suppressing engine stalls and helping ensure better control and operation in stop-and-go traffic. The system is updated for the new GSX-S1000GT and works in harmony with the Suzuki Clutch Assist System (SCAS) to make pulling away from a standing start even smoother and easier.

Supporting technologies

Controller Area Network (CAN bus)

The new GSX-S1000GT adopts a robust CAN bus that enables the ECM to communicate with the 6.5-inch full-color TFT LCD multi-information display. The capabilities it brings to the table help realize the inclusion of advanced control systems.

Engine Control Module (ECM)

A new 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of several critical systems.

Introduction

To achieve the right balance of performance and comfort befitting a grand touring machine demands attention to every aspect of the chassis design. This includes everything from the core structure of the frame and swing arm, to the riding position, the design of the handlebars and seats, the suspension settings, tires, aerodynamic performance and even details such as the mirrors and fuel tank capacity. And it goes further to include achieving a harmonious relationship between the chassis, the engine and the advanced controls of the Suzuki Intelligent Ride System (S.I.R.S.).

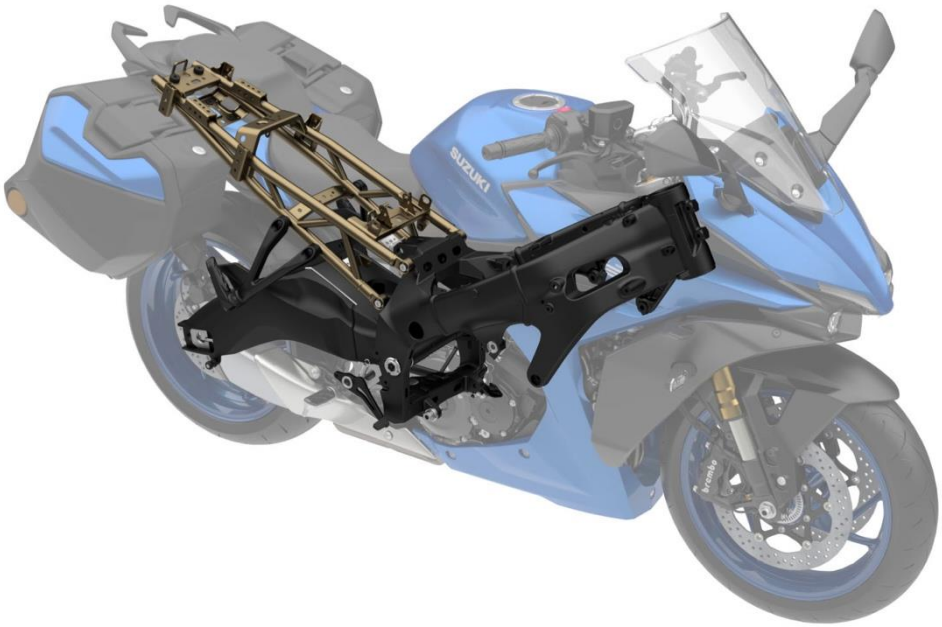
Engineered for a Pure GT Riding Experience

Agility, comfort and reassuring riding pleasure were the design goals for creating a chassis that takes the form of a compact and lightweight package. Every aspect reflects a focus on great handling and control in real-world conditions, such as riding with a passenger on the back or carrying a full load of gear, and to minimize rider fatigue when touring for long distances. Another major goal was to build the chassis to deliver the aggressive performance desired of a 1,000cm^3-class bike when the rider heads out for a sporty ride.


SUZUKI

Twin-spar aluminum frame with new seat rail design NEW

The twin-spar aluminum frame for the new GT is built to deliver nimble handling and great road holding ability that will go the distance, even when carrying a passenger and a full load of gear. When viewed from the side, the main tubes run straight from the steering head to the swingarm pivot. This design helps achieve high rigidity and lighter weight.
Newly designed seat rails serve two benefits. Firstly, they provide more rigid and secure attachment points for the optional side cases. Secondly, the new design lowers the height of the seat rails, making it possible to increase the thickness of the pillion seat for greater passenger comfort.

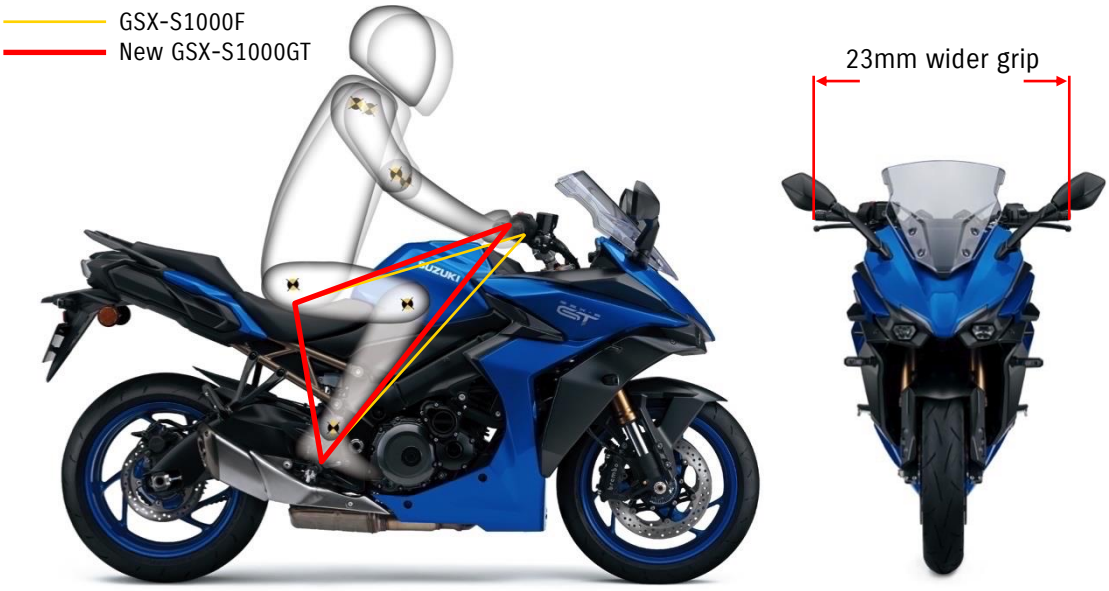


Aluminum swingarm

The sturdy aluminum swingarm comes straight from the GSX-R1000. Ruggedly braced and with the appeal of its superbike looks, this swingarm features great road holding ability and the strength to withstand long rides, heavy loads, and the demands of sporty runs.

Comfortable upright riding position NEW

Research to find the optimum riding position for touring led to angling the handlebar grips 14mm closer to the rider than on the GSX-S1000F. This allows the rider a more upright posture, which enhances comfort. The new tapered handlebars are also lengthened to achieve a 23mm wider grip placement. In addition to making the bars more comfortable to hold, this gives the rider greater control over steering while requiring less effort to steer the bike. The new handlebars combine with a new seat design to realize a comfortable upright riding position that is less tiring, touring long distances or out enjoying a sporty run.



Tandem riding test

* This photo includes an optional accessory.

Rider height: 170cm, Passenger height: 176cm

Suspension UPDATE

The ø43mm KYB inverted front forks give a ride that is sporty yet plush. They have fully adjustable damping, rebound, compression and spring preload. The link-type rear suspension with adjustable rebound damping and spring preload settings contributes to enhancing agility and stability.
A variety of settings tested in relation to changes made to the internal structure of the tires placed emphasis on comfort while also aiming to achieve nimble handling and improved steering into corners. In the end, this testing confirmed the current settings to be a great match for the new GT. From low through high speeds, the handling is neutral and the rider feels an immediate sense of confidence-building stability. At the same time, the GT proves itself highly capable of the sporty performance, responding faithfully under the heavy loads of high speeds.

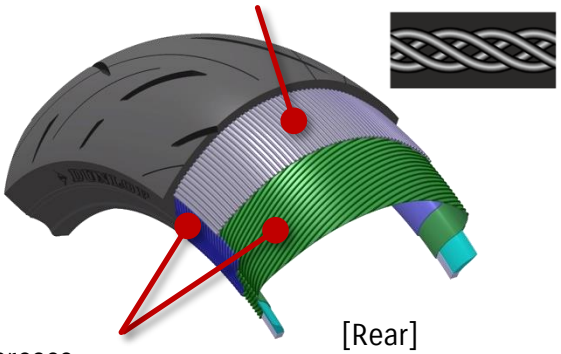
Wheels and tires NEW

The cast-aluminum wheels feature a lightweight, six-spoke designed to look as good as they perform. Dunlop's new Roadsport 2 radial tires (120/70ZR17 at the front; 190/50ZR17 at the rear), custom-designed for the new GT, contribute to further improving on the great grip and other performance characteristics of the D214 tires they replace. They adopt an updated internal construction that differs from the commercially available version. The custom-engineered carcass and High Elongation Steel Jointless Belt are tuned to deliver just the right level of rigidity to match the weight of the GT and the riding conditions under which it will be used. The tread pattern is optimized over the previous model, introducing a brand-new silica compound that enhances positive grip in wet conditions, faster warm-up and durable wear resistance.
These wheels and new tires work in harmony with the front and rear suspension settings to maximize comfort on long rides while helping to achieve the great grip, stability and agility needed to support both touring and sport performance.

SPORTMAX Roadsport 2

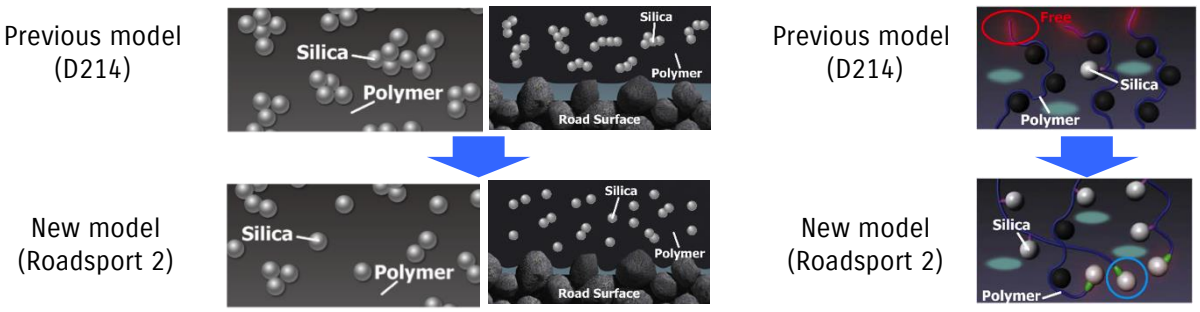
Internal Construction

High Elongation Steel Jointless Belt



Tread Compound Comparison

The Roadsport 2 tire (front and rear) adopts a brand-new silica compound.



Good silica dispersion achieves good wet grip and faster warm-up.

New functionalized polymer achieves good wear resistance.

Fuel tank NEW

The new fuel tank increases capacity to 19L, all without appearing larger. Its large capacity combines with the engine's excellent fuel efficiency to bring the rider greater peace of mind by blessing the GT with superior touring range per tank of fuel.

Antilock Braking System (ABS)

The GSX-S1000GT has the top-of-the-line radial-mount Brembo monobloc calipers. The calipers each have four opposed ø32mm pistons acting on a ø310mm floating-mount disc for strong stopping power.
An antilock braking system (ABS) helps the rider stay in directional control even during hard braking. The system is programmed to monitor wheel speed and match stopping power to the available traction. The ABS control unit has a compact, lightweight design that helps keep the bike nimble.

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.

Because comfort is paramount to the GT riding experience NEW

The new GT is designed to provide maximum comfort for a more relaxing and less tiring touring experience. Attention to detail ranges from measures taken to reduce vibration wherever the rider and passenger make contact with the bike, including the new floating handlebars and rubber footrests. It extends to the comfortable design of the new seats, and to bringing these elements together to position both the rider and passenger comfortably. In combination with features such as the lighter touch to the clutch lever delivered by SCAS, reduced operation of the throttle grip thanks to the introduction of Cruise Control, and of course to the plush ride and tuned settings of the suspension system add up to a true GT experience.

Locations of direct contact between body and bike

Floating handlebars NEW

Rubber mounts introduced in the top bridge and handlebar brackets reduce the amount of vibration transmitted to the rider's hands, thereby contributing to reducing fatigue and improving comfort. It is of particular benefit on long rides or when touring.

Seats and grab bar NEW

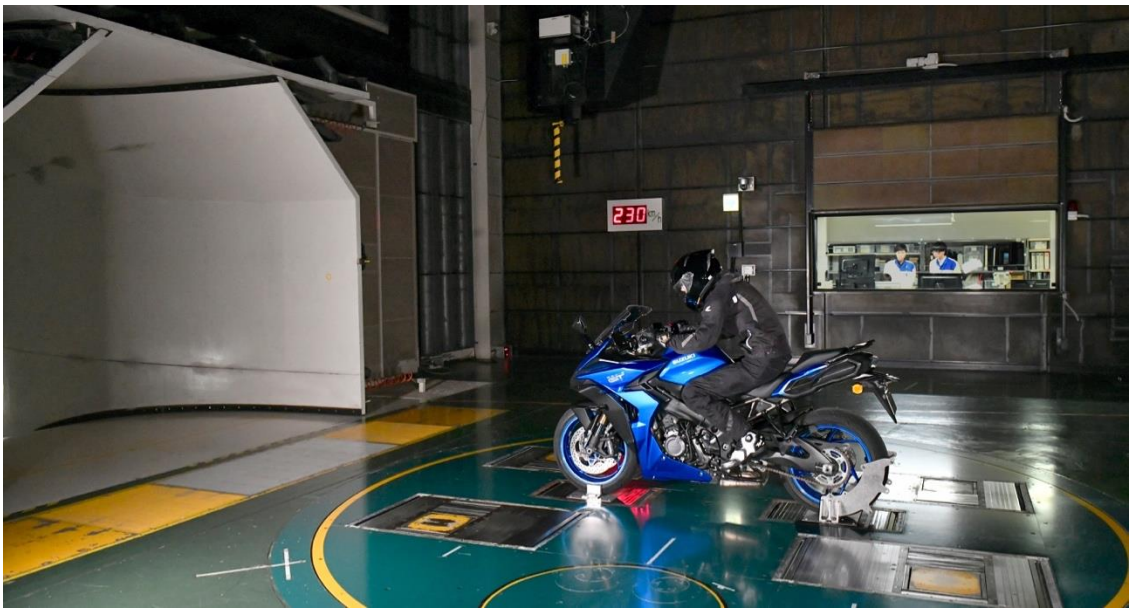
The rider and pillion seats feature a sporty and attractive new design that aims maximize comfort on long rides. Both are covered in a new skin material that provides positive grip. The rider's seat is also shaped to offer freedom of movement when enjoying a sporty ride. Special effort went into designing the thickness, shape and size of the pillion seat to maximize passenger comfort, and into designing the new grab bars at the back of the seat for comfort and ease of use.

Footrest rubber NEW

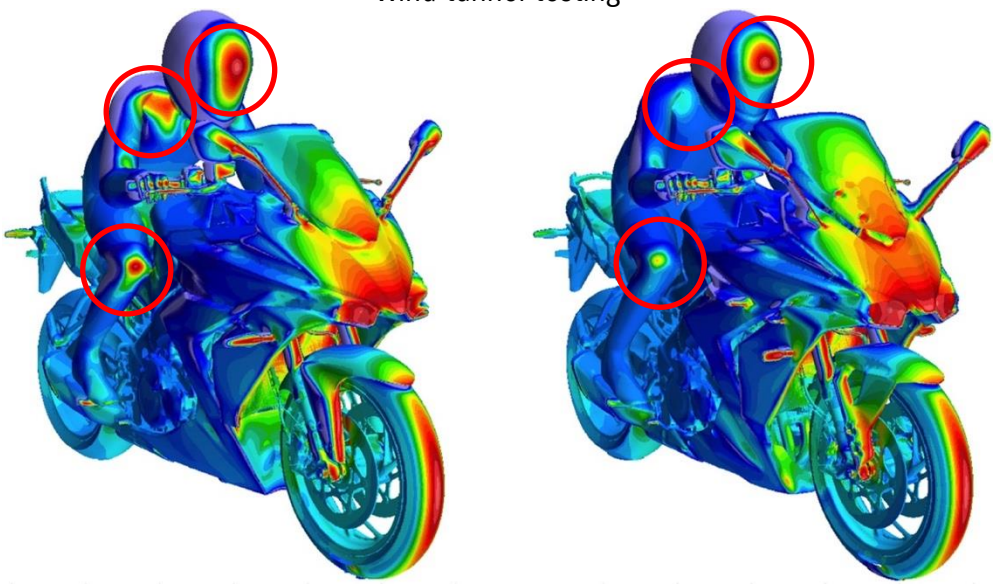
The aluminum pegs of both the rider and passenger footrests are covered with vibration-absorbing rubber. This reduces the amount of vibration transmitted to the feet, which in turn lessens fatigue, especially on long rides. Additionally, the footrests are positioned lower so they require less bending of the knees and ankles and thereby help provide greater comfort.

Wind-cutting aerodynamics

Aerodynamics and wind protection are of critical importance to meeting the high-speed touring demands of a grand tourer, both in terms of dynamic performance and comfort.
The GT's new front cowl, windscreen and mirrors are all meticulously designed to contribute to achieving the requisite level of aerodynamic performance. Each component was analyzed early in the development process to identify any issues. That was followed by repeated cycles of wind tunnel testing, analysis and refinement to ensure that all the pieces work together harmoniously to maximize wind protection and make the rider more comfortable by reducing sources of stress such as exposure to the cold and elements. This reduces fatigue when touring at high speeds and frees the rider to concentrate on enjoying the experience.

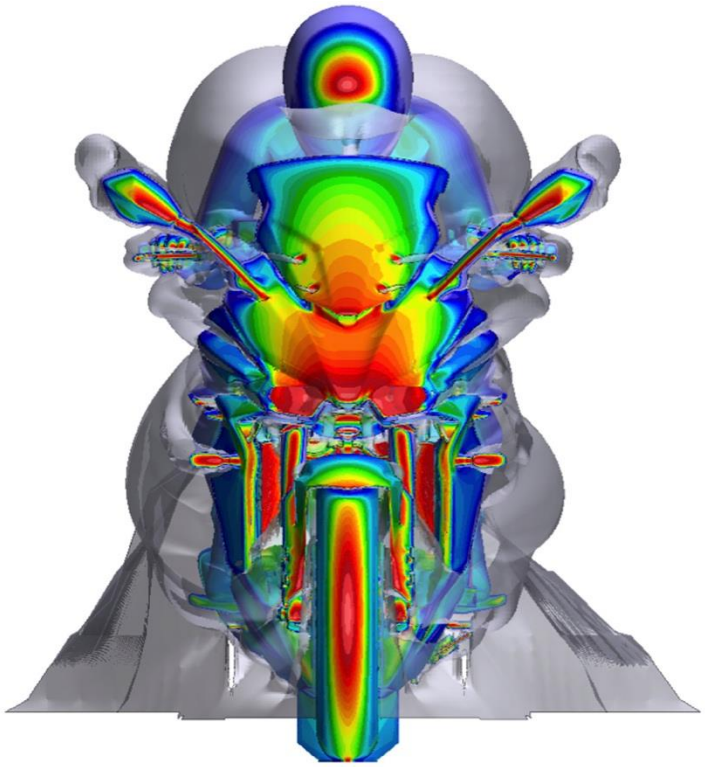


Wind tunnel testing

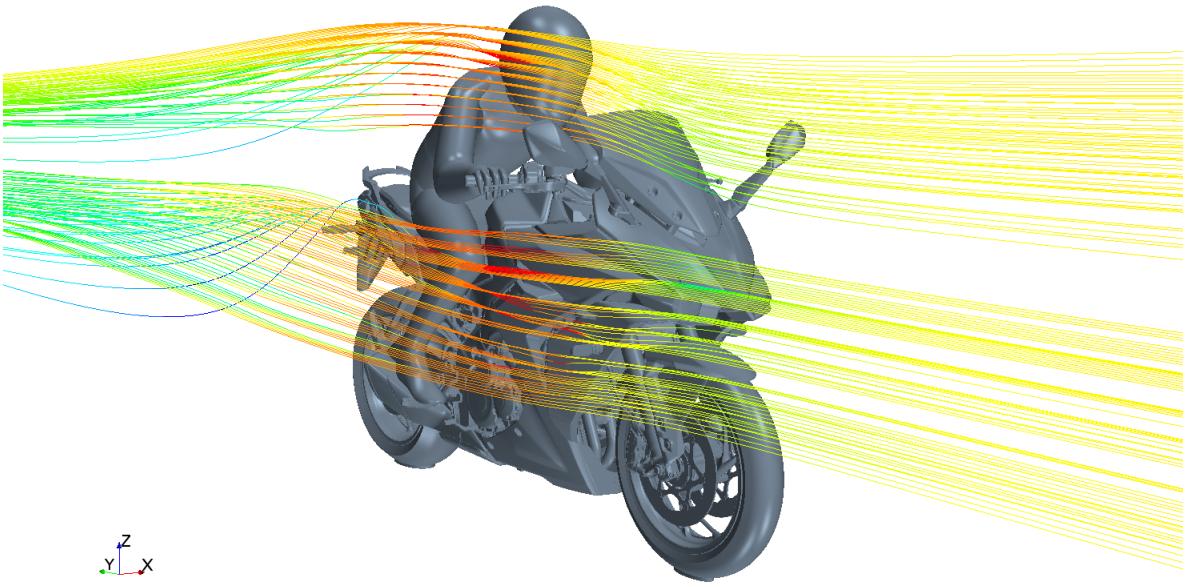


Initial stage Final stage

Simulation analysis (pressure distribution)



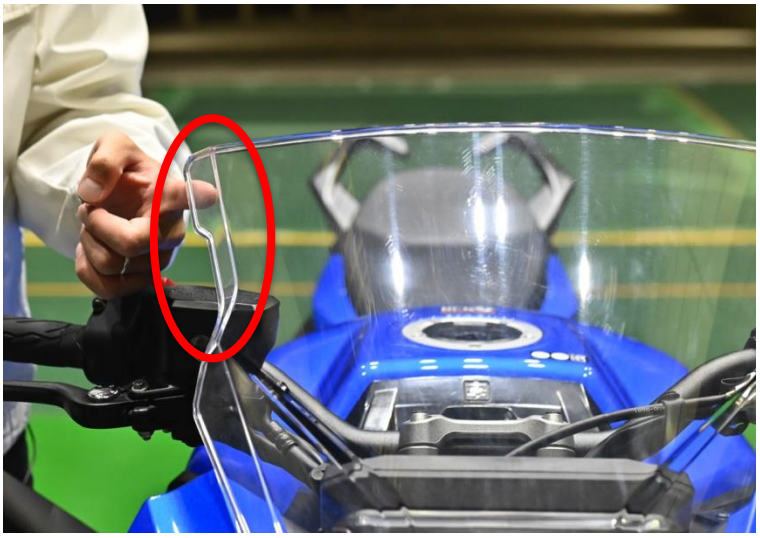
: Simulation of wind protection coverage



Simulation analysis (wind flow at shoulder and knee)

Windscreen NEW

While aerodynamic performance was a given, design priorities for the GT's new windscreen focused keenly on maximizing wind protection to deliver relaxing comfort worthy of a grand touring riding experience. At the same time, the designers were also concerned with keeping the form as compact as possible and making the screen attractive. Development involved repeated rounds of wind tunnel testing and analysis, with the design begin refined at each stage until it achieved just the right overall balance to satisfy the development team's goals.
In addition to deflecting wind away from the rider's head, folds introduced along the sides also help shield the rider's shoulders from the wind. The result is greater comfort, reduced stress from exposure to the cold and other elements, and reduced fatigue on long rides.



The folded edges reduce fatigue by mitigating the force of wind that hits the rider's shoulders.

Mirrors NEW

Aerodynamic performance and wind protection are of great importance given the demands of high-speed touring on a grand touring machine. As this extends to the design of the new cowl-mounted mirrors and mirror stays, a concerted effort was dedicated to streamlining the flow of air across the mirrors and softening the force of wind that strikes the rider's knuckles. Every detail was meticulously designed and then subjected to repeated rounds of wind tunnel testing to refine the shape and construction. All of this was accomplished while maintaining the structural strength of the components. The result is an attractive aerodynamic design that also contributes to greater rider comfort and protection.
As an additional benefit, the mirrors reduce the amount of eye movement required for viewing, so help make long-distance touring even more relaxing and less tiring.

Lower bracket cover NEW

Wind tunnel testing and feedback from the test riders led to a redesign of the small cover that was originally fitted above the front tire. It was extended as far as possible to protect the rider by deflecting wind that would otherwise whirl up in front of the instrument screen.

6.5-inch full-color TFT LCD Multi-information display NEW

*All lights and indicators are illuminated in the photo for illustrative purposes.

The GT's instrument cluster adopts a new-generation 6.5-inch full-color TFT LCD screen. 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, as well as the ability to connect to smartphones.
Not only does it keep the rider fully aware of all the bike's systems, settings and real-time operating status, when connected to the rider's smartphone it can also display maps, incoming and outgoing phone calls, contacts, and music for even greater convenience, functionality and fun. The look is one of high quality that helps instill pride of ownership.

LCD readouts include:
- Speedometer
- Tachometer
- Riding range
- Cruise control setting
- Odometer
- Dual trip meter
- Gear position
- Water temperature
- Ambient temperature
- Smartphone battery level
- Voltmeter
- RPM indicator
- Average fuel consumption (1&2)
- Instant fuel consumption
- SDMS mode
- Traction control mode
- Quick Shift (ON/OFF)
- Fuel gauge
- 12-hour clock
- Rider-passenger intercommunication (Bluetooth®)
- Smartphone connection status

LED indicators flanking the display include the left turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light. All are designed for easy recognition.

The screen features a custom display with exclusive graphics, including blue background lines that add extra flavor and convey the appeal and spirit of the Suzuki brand identity. It also offers manual or automatic switching settings for the day (white) and night (black) display modes that maximize visibility at any hour and in any riding situation. An additional feature of the LCD screen is a brief custom animation that plays when the ignition key is turned on. This playful presentation is pleasing to the eye and heightens anticipation of the ride to come.

Day mode

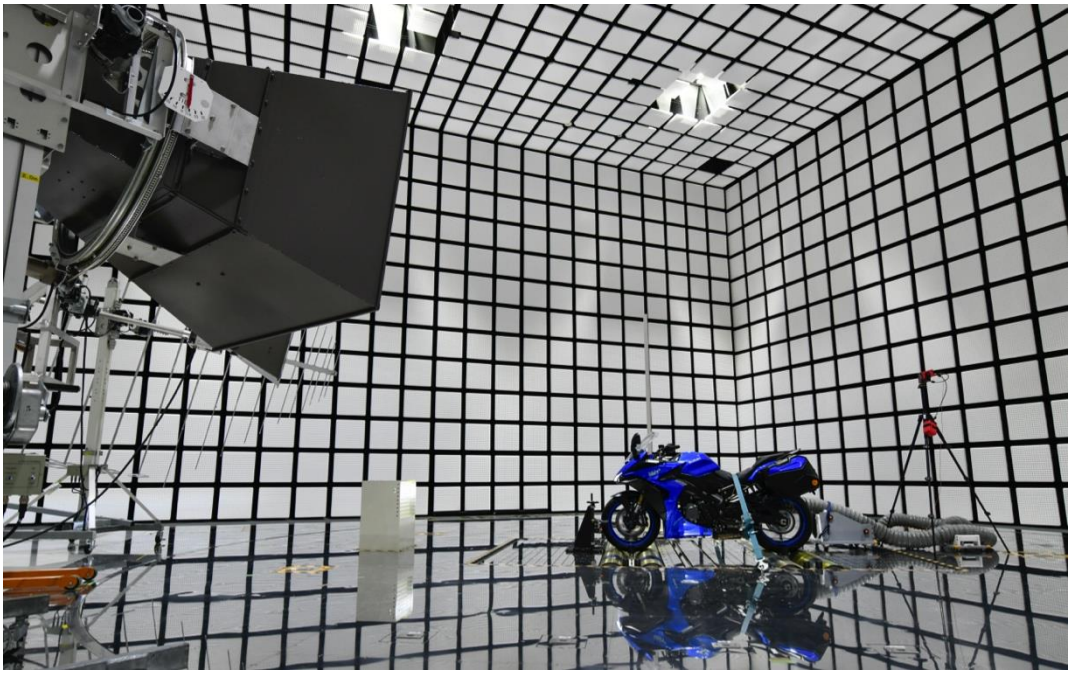
Night mode

MENU screen

SETTING screen

*All lights and indicators are illuminated in the photo for illustrative purposes.

The TFT LCD screen, ECM and all other electronics are rigorously tested in an anechoic chamber to help ensure they are not susceptible to magnetic interference from external sources.



* This photo includes an optional accessory.

Anechoic chamber testing

Smartphone connectivity NEW

The rider can connect a smartphone running iOS or Android™ using Wireless LAN and Bluetooth®, and can charge their smartphone using the dedicated USB outlet on the left side of the LCD screen.

USB outlet

* In order to prevent draining the battery, do not use when the engine is not running. Please refer to the owner's manual for other usage conditions.

The 6.5-inch TFT LCD multi-information display is designed to support the smartphone connectivity features of the SUZUKI mySPIN app. In contrast to competing products that employ systems developed for use in cars, the GT adopts hardware and software designed specifically for motorcycle use. As such, SUZUKI mySPIN works seamlessly on the TFT LCD screen to enrich the functionality of smartphone connectivity. The result is a smart cockpit environment that blends riding and vehicle status updates, such as the speedometer and tachometer readouts, with pertinent information, communication and entertainment from the rider's smartphone.

By installing the free SUZUKI mySPIN app on their phone, the rider can access an array of useful functions from the five bundled apps. The apps used are developed for motorcycles, with the screen mirrored on the cluster's TFT LCD screen to present a familiar look and intuitive feel to the switches on the left handlebar when accessing features and content, or to change settings while riding. Functions supported by the included apps are as follows.

SUZUKI mySPIN

Download on the App Store

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.

GET IT ON Google Play

Google Play and the Google Play logo are trademarks of Google LLC.

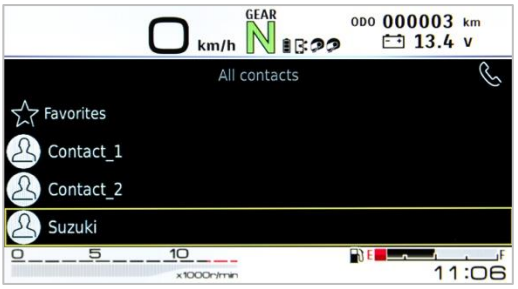
Left handlebar switch

SUZUKI mySPIN app home screen display
(as seen with smartphone connected)

SUZUKI mySPIN's five core functions

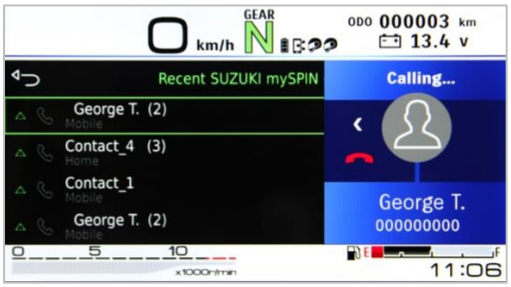
Contacts

The system can access the contacts app on the smartphone and inform the rider who is calling on the phone. Calls can also be placed by selecting a contact from the list.



Phone

The system can place phone calls, either dialed directly or from the contacts app, and can display the rider's call history. This can be done without stopping the bike, so is very convenient.

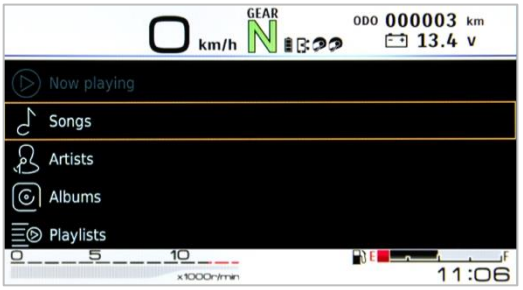


Maps

The rider can view their current location on the map without having to download any third-party map data, and can search for destinations and get routing information while zooming in and out using the switches on the left handlebar.

Music

The rider can use a Bluetooth® headset to listen to music from their smartphone's music library, and the passenger can listen along provided they too are wearing a Bluetooth® headset connected to the system.



Calendar

The rider can display calendar entries from their smartphone on the LCD screen and check scheduled events and reminders.

Third party apps open a world of further functionality and fun. Downloading these third-party apps within SUZUKI mySPIN adds features such as navigation, routing and time to destination functions, weather information and more. The combination of SUZUKI mySPIN and the TFT LCD screen makes for a richer and more pleasant riding experience that brings the rider and their GT even closer.

*Source: Bosch
*The app icons are representative images and are not those of any specific products.
*The icons do not necessarily depict functions or content that is actually available.

* Headsets sold separately.
* Smartphone screen images in this document were prepared using iOS 13.5, 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 to ensure safe operation.
* All lights and indicators in the images on pages 48 to 52 are illuminated for illustrative purposes.

* Third-party apps are not under our control, and we are not responsible for their content or privacy policies.
* Suzuki cannot guarantee proper operation of third-party apps.
* Some third-party offerings are paid apps. Please confirm that before installing new 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.

Highly functional and attractive lighting

New LED headlights NEW

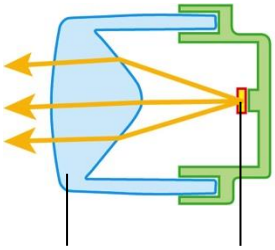
A pair of newly developed Koito LED headlights is mounted horizontally to the body on the right and left of the cowl face. Compact and light compared to other LED lights, these new headlights adopt a mono-focus LED light source that shines straight through the relatively thick outer lens. The lens's convex interior surface gathers the light to illuminate the road ahead and make the GT clearly visible to pedestrians and other traffic at night. The horizontal layout combines with the protruding nose of the cowl to create a look of advanced styling inspired by the wind-cutting nose of a stealth fighter that proposes a new face for Suzuki motorcycles.

Headlights OFF

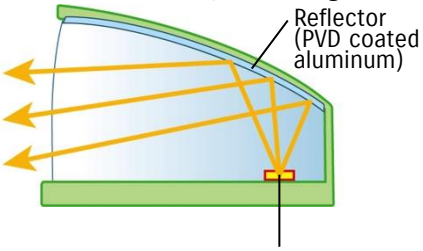
Low beam

High beam

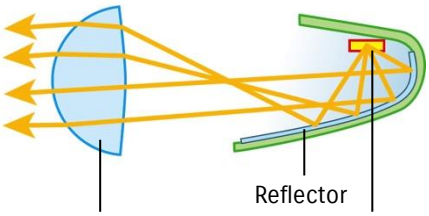
GSX-S1000GT
Mono-focus type headlight



Other types – Example 1
Reflector-type headlight



Other types – Example 2
Projector-type headlight



LED front turn signals NEW

The front turn signals adopt LEDs in thin bar-shaped housings that extend from the side cowling.

LED rear combination light and turn signals NEW

The rear combination light and new turn signals use LEDs for high visibility and long life. With a clear lens covering the LEDs, the design of the rear combination light conveys a premium feel that emphasizes the stylish lines of the compact tail section. The GSX-S1000GT also adopts a new LED license plate light.

LED rear combination light & LED rear turn signals

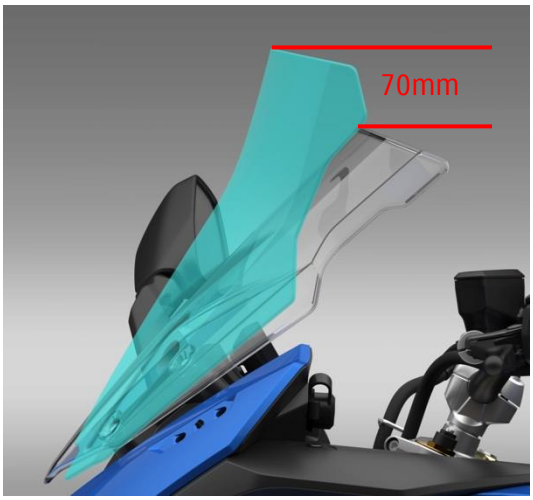
* This photo includes an optional accessory.

8. GENUINE ACCESSORIES

Genuine accessories represent a fun and practical way to customize and personalize the GSX-S1000GT. Riders can freely choose from a rich lineup of 36 available items to achieve their desired look and level of enhanced touring comfort, utility and protection.
The latest addition to the lineup is the new custom-designed side case set born of Suzuki's successes on other touring models. With 36L of storage space and a load capacity of 5kg, each case can accommodate a full-face helmet.* The set is available with trim in each of the three body color offerings.
Other new accessories that aim to better protect and enhance the GT's sporty good looks while providing the rider with greater comfort include new anodized billet brake and clutch levers, which are inspired by a design popular in the racing scene and stamped with the GSX-S logo. New frame sliders accented by the Suzuki logo help instill greater confidence by protecting the frame and other vulnerable parts in the event the bike tips over.
The lineup of accessories also includes carbon front and rear fenders, a carbon magneto cover, carbon clutch cover and carbon crankshaft cover. These accessories feature a matte finish that lends a sense of quality, performance and urban sophistication. The touring windscreen option, 70mm taller than the stand equipment screen, improves comfort, reduces fatigue and instills greater rider confidence by delivering great protection against wind, rain and other elements.
A new design for the protective fuel tank pads features the Suzuki logo, as do the attractive wheel/rim decals.

* Helmets of certain shapes may not fit inside.

* These photos include optional accessories.



1 Touring screen

While the standard equipment screen provides perfectly adequate wind protection balanced with aerodynamic performance, this optional touring screen was developed alongside it as a genuine accessory carefully designed to look great and offer a significantly higher level of wind protection that enhances comfort on long rides. The touring screen arches upward to culminate at a height that is 70mm taller than the standard screen. While large windscreens are typically hot-stamped, this accessory is injection molded because injection molding affords greater freedom in achieving the desired shape.

2 Side case set *1, *2, *3

Despite their spacious storage capacity, these large-capacity side cases feature a compact design that integrates seamlessly with the GT's sharp, futuristic looks. Each is capable of accommodating a full-face helmet and features a quick-release key mechanism for easy mounting and removal. (Note: The Side case bracket set, Lock set and Side case garnish set must also be purchased in order to mount and use the side cases.)


Metallic Triton Blue (YSF)


Metallic Reflective Blue (QT8)


Glass Sparkle Black (YVB)

Helmets confirmed to fit within the side cases

SHOEI	
Products	Size
GT-Air II	XXL
GT-Air	XXL
X-Spirit III / X-Fourteen	XXL
X-Spirit II / X-TWELVE	XXL
NXR2 / Z-8 / RF-1400	XXL
NXR / Z-7 / RF-1200	XXL
NEOTEC	XXL

* Suzuki's internal test results.
* The outer dimension of helmets differ by the country or region, even when the model name and size shown to the left appears the same. As such, some of the helmets listed here may not fit in the side cases.

3 Lock set
Cases lockable with ignition key
In combination with side case set

4 Side case bracket set
For attaching side case set
In combination with side case set

5 Side case garnish set
Metallic Triton Blue (YSF)
In combination with side case set

6 Side case garnish set
Metallic Reflective Blue (QT8)
In combination with side case set

7 Side case garnish set
Glass Sparkle Black (YVB)
In combination with side case set

8 Grip heater
With three different heat settings
Entire surface is heated

9 Handlebar balancer
Made of stainless with plastic end, silver with black contrast and Suzuki logo

10 Billet brake lever (Anodized)
Made of high-end billet aluminum

11 Billet clutch lever (Anodized)
Made of high-end billet aluminum

12 Brake lever guard
Made of high-end billet aluminum and resistant plastic

13 Clutch lever guard
Made of high-end billet aluminum and resistant plastic

14 Stylish rider seat
Features GSX-S GT logo

15 Color Brembo calipers
OE replacement / Red (W/O Pads)

16 Frame slider
Helps mitigate damage, made of aluminum and POM (polyacetal)

17 Front axle slider
Helps mitigate damage, made of aluminum and POM (polyacetal)

18 Rear axle slider
Helps mitigate damage, made of aluminum and POM (polyacetal)

19 Carbon front fender
OE replacement / Matt finish
* Not available for US/Canada

20 Carbon rear fender
OE replacement / Matt finish
* Not available for US/Canada

21 Carbon alternator cover
Matt finish
* Not available for US/Canada

22 Carbon clutch cover
Matt finish
* Not available for US/Canada

23 Carbon starter cover
Matt finish
* Not available for US/Canada

24 Textile fuel tank bag (Large) *4
Durable nylon, volume 11 liters expandable to 15 liters.
In combination with ring for fuel tank bag

25 Textile fuel tank bag (Small) *4
Durable nylon, volume 5 liters expandable to 9 liters.
In combination with ring for fuel tank bag

26 Ring for fuel tank bag
Required for installing tank bag

27 Fuel tank pad
For tank scratch protection, features new GSX-S logo

28 Fuel tank pad
For tank scratch protection, features new GSX-S logo

29 Fuel tank pad
For tank scratch protection, features new GSX-S GT logo

30 Fuel tank protection foil (Transparent)
Protects against tank scratches

31 Fuel tank protection foil (Black)
New design foil for tank protection

32 Wheel decals
Red/Black decal with Suzuki logo

33 Wheel decals
Red decal with Suzuki logo

34 Wheel decals
Yellow decal with S logo

35 Rim decals
New rim decal with GSX-S logo

36 Rim decals
New rim decal with GSX-S1000GT logo

*1 Max loading 5kg and case capacity 36L each
*2 Helmets of certain shapes may not fit inside
*3 Helmets are shown for illustrative purposes only
*4 Max speed 130km/h (Please use this item at speeds below 130km/h.) Maximum load capacity: 2.5kg

Note: SUZUKI MOTOR CORPORATION reserves the right to add any improvement to change the design or to discontinue any Suzuki Genuine Accessories at any time without notice. Some Suzuki Genuine Accessories might not be compatible with local standards or statutory requirements. Please check with your local AUTHORIZED SUZUKI DEALER for details at the time of ordering.

Metallic Triton Blue (YSF) **MAIN COLOR**

Metallic Reflective Blue (QT8)

Glass Sparkle Black (YVB)

Overall length		2,140 mm (84.3 in.)
Overall width		825 mm (32.5 in.)
Overall height		1,215 mm (47.8 in.)
Wheelbase		1,460 mm (57.5 in.)
Ground clearance		140 mm (5.5 in.)
Seat height		810 mm (31.9 in.)
Curb weight		226 kg (498 lbs.)
Engine type		4-stroke, 4-cylinder, liquid-cooled, DOHC
Bore x stroke		73.4 mm x 59.0 mm (2.9 in. x 2.3 in.)
Engine displacement		999 cm^3 (61.0 cu. in.)
Compression ratio		12.2:1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Wet sump
Transmission		6-speed constant mesh
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail		25° / 100 mm (3.9 in.)
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/50ZR17M/C (73W), tubeless
Ignition system		Electronic ignition (transistorized)
Fuel tank capacity		19.0 L (5.0/4.2 US/Imp gal)
Oil capacity (overhaul)		3.4 L (3.6/3.0 US/Imp qt)

* European Spec. shown