



GSX-S1000GX

## GSX-S1000GX+



2026

## OVERVIEW

The 2026 GSX-S1000GX+ bridges the gap between sport touring and adventure riding, offering a unique blend of performance, versatility, and comfort. With longer suspension travel and increased ground clearance, this Luxury Crossover excels on both smooth asphalt and less-than-ideal road surfaces. Advanced electronic features, such as the Suzuki Advanced Electronic Suspension (SAES) and Road Adaptive Stabilization (SRAS) system, provide unmatched comfort and confidence.

Powered by the legendary GSX-R1000-derived engine, the GX+ delivers thrilling performance with a refined ride. Its upright ergonomics, integrated luggage options, and premium styling make it the ultimate machine for riders seeking a sportbike that is ready for long-distance touring. From urban streets to twisty mountain roads and down a long highway, the GSX-S1000GX+ is the pinnacle of Crossover sport touring.



Pearl Brilliant White /  
Metallic Triton Blue

2026

## KEY FEATURES

- The 2026 GSX-S1000GX+ shares its core engine and chassis architecture with the Grand Touring GSX-S1000GT+, adding the ergonomics and stance of the Adventure Touring V-STROM 1050 with advanced features that establish the GX+ as Suzuki's premiere Crossover model. The GX+ provides superbike-level engine performance, confidence-inspiring chassis function, optimized comfort, and connectivity for a premium sport touring experience.
- The GSX-S1000GX+'s chassis delivers extraordinary performance through the introduction of the **Suzuki Advanced Electronic Suspension (SAES)** and by adopting the new, innovative **Suzuki Road Adaptive Stabilization (SRAS)** system. These technologies make the GX+ more comfortable and manageable on roads ranging from urban streets, concrete highways, and uneven, winding mountain roads.
- The GSX-S1000GX+'s **Suzuki Intelligent Ride System (S.I.R.S.)** is a comprehensive suite of advanced electronic rider assist systems. The GX+ is the first GSX-S motorcycle to adopt the **Suzuki Drive Mode Selector Alpha (SDMS-α)** system and includes these other new features:
  - **Smart TLR Control** combines Traction Control with the **Lift Limiter** and **Roll Torque Control**, supporting motorcycle performance during diverse riding conditions.
  - **Active Damping Control** offers four electronically-controlled damping settings – Hard, Medium, Soft, and a customizable User setting to match the SDMS-α riding modes or the rider's chosen preference to the conditions.
  - **Electronic Rear Suspension Preload Settings** provides push-button control to tune the shock absorber's spring setting to match the GX+'s load requirements.
  - **Suzuki Road Adaptive Stabilization** activates automatically when riding on uneven surfaces to provide a smooth ride with an appropriate throttle response.
  - **Smart Cruise Control** continues to operate if the rider uses the Bi-directional Quick Shift system's clutch-free shifting, making the GX+ easier to operate on long rides.
- The GSX-S1000GX+ has a 6.5-inch full-color TFT LCD instrument panel that is easy to see and understand. Using the panel, the rider can easily tune the GX+'s S.I.R.S. settings, including the electronic suspension's Automatic and Manual Suspension Modes, and Active Damping Control Levels. In addition to keeping the rider fully aware of the bike's systems and operating status, the TFT panel uses Suzuki's mySPINTM smart-phone connectivity application to display maps, phone calls, contacts, and music library for excellent convenience and enjoyment.
- A high-performance 999cc, DOHC, liquid-cooled, in-line four-cylinder engine based upon Suzuki's championship-winning GSX-R architecture effortlessly powers the GSX-S1000GX+. Every aspect of its performance and durability has been refined to deliver pure, reliable power. This long-stroke engine particularly shines in the mid- to high-RPM range that benefits a sport touring ride. Surprisingly quick with outstanding rideability, the GSX-S1000GX+ is planet-friendly by complying with worldwide emissions requirements.
- Derived from GSX-R technology, the aluminum, twin-spar frame and swingarm, blend in the innovative Suzuki Advanced Electronic Suspension (SAES) system with the V-STROM 1050's peerless rider ergonomics to create a chassis that is ideal for sport-oriented Crossover use. Suzuki's experience with Sport Touring and Adventure Touring models, coupled with its commitment to innovative engineering, makes the GSX-S1000GX+ Luxury Crossover an easy and enjoyable ride.
- New for the 2026 GSX-S1000GX+ are winglets mounted to the left and right lower cowlings. The position and aerodynamic shape of winglets emphasize the capabilities of Suzuki's high-performance and luxurious Crossover model.

With over ten S.I.R.S. features, the GX+ allows riders to select the settings that best suit their level of skill and experience, the passenger or cargo load, and the road conditions.

## ENGINE OVERVIEW

With a 998cc DOHC, liquid-cooled engine architecture honed and refined through years of road racing championships around the world, the GX+'s engine effortlessly powers this luxury crossover motorcycle. Every single aspect of its performance and durability has been refined to deliver pure, reliable power. The engine particularly shines in the mid- to high-RPM range that benefits a sport touring ride. Surprisingly quick with outstanding drivability, the GSX-S1000GX+ is planet-friendly by complying with worldwide emissions standards.

## ENGINE

- The GSX-S1000GX+'s long-stroke GSX-R engine has been refined to produce a broad, smooth torque curve through the full rev-range, with strong peak horsepower.
  - The GSX-S1000GX+ provides predictable and controllable throttle response, with abundant top-end power to ensure the rider an exciting riding experience.
- Compared to the prior generation GSX-S1000 engine, the GX+'s camshaft profiles decrease lift and valve overlap, not only to improve emissions but balance the engine's performance and rideability.
  - The valve springs are calibrated to the unique camshafts to aid performance and improve durability.
- The cam chain tensioner and tension adjuster were designed with select materials 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.
- Aluminum pistons, engineered with the use of Finite Element Method (FEM) analysis, are cast for 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, helping improve heat transfer and durability.
- The engine case finish presents a strong image of quality, while the design of the engine covers (clutch, stator, and drive sprocket) features a smooth shape and metal-like finish.
- Electronic throttle bodies are employed on the GSX-S1000GX+, so engine response is smoother and more controlled, especially when the rider is applying the throttle to accelerate out of a corner.
  - These Ride-by-Wire throttle bodies help provide precise control for the new Suzuki Drive Mode Selector - Alpha (SDMS-α), Suzuki Road Adaptive Stabilization (SRAS), Smart Cruise Control systems, and more.
  - 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.
  - Compared to the GSX-S1000GT+, the GX+'s Accelerator Position Sensor (APS) play was adjusted to slightly increase the amount of force required to rotate the throttle grip for better feedback to the rider.
- The air cleaner's internal structure contributes to the GSX-S1000GX+'s strong engine performance while producing the exciting intake sound for which the GSX-S1000 models are renowned.
  - The air cleaner's external shape was created to match the large capacity fuel tank (5.0 US gallons).
- The GSX-S1000GX+'s stainless steel, 4-2-1 exhaust system has a centralized mass, under-chassis design with sharp looks, and an exciting note.
  - Behind the header pipes, the mid-chamber contains a 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 Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the muffler, while the sculpted muffler has a pleasing appearance that is uncommon to under-chassis exhausts and creates an exciting, distinctive sound that will not overpower the rider's and passenger's senses.
  - With catalytic converters located in the mid-chamber, GSX-S1000GX+ riders can fit an EPA or CARB-compliant silencer.
- The digital ignition fires iridium-type spark plugs which increase spark strength and combustion efficiency, contributing to increased power, a more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.
- The fairing and 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 warm 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, sport-touring 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-S1000GX+ continue that tradition and include a responsive and precise quick-shift system for the best level of performance in the Sport Touring or Crossover categories.

## TRANSMISSION, CLUTCH & DRIVELINE

- Like a GSX-R1000, the GSX-S1000GX+’s race-proven, six-speed, close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- When shifting with the clutch or using the Bi-directional Quick Shift system, the GX+’s precise shift linkage helps the rider easily and quickly select the best gear for the riding conditions.
  - The gearshift cam, shift shaft, and clutch release cam were designed to support the function of the Bi-directional Quick Shift system and still provide precise shifting action with superb feedback to the rider.
  - A unique shift sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system responds to the rider’s actions, as this design maintains precise shifting feel at the shift lever.
- The latest generation of the Suzuki Clutch Assist System (SCAS) clutch is fitted to the GSX-S1000GX+. 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 and superb friction-point feel.
- The strong, 525 drive chain uses O-rings to preserve internal lubrication, so power is transmitted smoothly and quietly.

## CHASSIS & SUSPENSION OVERVIEW

Because comfort and handling are vital to the Luxury Crossover riding experience, Suzuki placed an emphasis on every aspect of the GSX-S1000GX+’s chassis design. Starting with an aluminum, twin-spar frame and a swingarm derived from GSX-R technology, including the new Suzuki Advanced Electronic Suspension (SAES) system, and mix in the V-STROM 1050’s peerless rider ergonomics, yields the GSX-S1000GX+’s chassis that is ideal for sport-oriented Crossover use. Suzuki’s experience with Sport Touring and Adventure Touring models, coupled with its commitment to innovative engineering, makes the GSX-S1000GX+ Luxury Crossover easy and enjoyable to ride.

## CHASSIS

- Suzuki’s proven, twin-spar aluminum frame helps to ensure nimble handling and great road-holding ability. The main spars are positioned straight from the steering head to the swingarm pivot, which promotes higher chassis rigidity and lighter weight.
- The GX+’s unique sub-frame design provides several benefits. It provides strong and secure attachment points for the side cases. Secondly, the short distance between the upper and lower rails makes it possible to increase the thickness of the rear seat for greater passenger comfort. Additionally, the exposed trellis design adds to the GSX-S1000GX+’s striking looks.
- The sturdy aluminum-alloy swingarm comes straight from the GSX-R1000 and is ruggedly braced, which helps ensure great road-holding ability while enhancing its contemporary superbike looks.
- With more fork stroke and rear wheel travel than the GSX-S1000GT+, the GSX-S1000GX+ has an upright riding position like the V-STROM 1050 and thereby provide greater comfort, even when touring for long distances. The longer suspension can absorb larger bumps when riding over uneven road surfaces.

Model	Fork stroke	Rear wheel travel
<b>GSX-S1000GX+</b>	<b>5.9 in. (150 mm)</b>	<b>5.9 in. (150 mm)</b>
GSX-S1000GT	4.7 in. (120 mm)	5.1 in. (130 mm)
V-STROM 1050	6.3 in. (160 mm)	6.3 in. (160 mm)

See the **Suzuki Advanced Electronic Suspension (SAES)** features section for more information on the GSX-S1000GX+’s electronic suspension and its extraordinary capabilities.

- The taller suspension with its extended travel combines with the seat’s design to increase the distance between the rider’s hip point and foot point by 0.6 in. (15 mm), which increases comfort by reducing the amount of knee bend. This results in a comfortable upright riding position for touring long distances or heading out for a sporty run.

## CHASSIS CONT.

- When developing the GX+'s ergonomically sound Crossover Touring riding position, the design team set the handlebar grips 2.16 in. (55 mm) closer to the rider than on the GSX-S1000GT. This allows the rider a more upright posture, which enhances comfort. Overall, the new cast aluminum handlebars are 2.0 in. (50 mm) wider and feature a 0.55 in. (14 mm) wider grip placement, making them comfortable to grasp while reducing steering effort.
- Unique to GSX-S1000 models, the lightweight TRP six-spoke, cast-aluminum wheels in black look great and contribute to the GSX-S1000GX+'s nimble handling and sporty performance.
- Like the tires fitted to the GSX-S1000GT grand tourer, Dunlop's Roadsport 2 radial tires (120/70ZR17 at the front and a wide 190/50ZR17 at the rear) were custom-engineered to perform optimally on the GSX-S1000GX+, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
- These wheels and tires work in harmony with the front and rear settings for the Suzuki Advanced Electronic Suspension (SAES) to maximize comfort on long rides while helping to achieve the great grip, stability, and agility needed to support both long-distance touring and aggressive sport performance.
- The fuel tank boasts a capacity of 5.0 US gallons (19 L) with a design that makes it appear compact. Its large capacity combines with the engine's excellent fuel efficiency providing the GSX-S1000GX+ with a good riding range per tank of fuel.
- The dual front brakes use a pair of Brembo Monobloc calipers, with four 32mm opposed pistons paired with fully floating 310mm stainless steel discs.
- The rear brake has a 240mm stainless steel disc with a Nissin single-piston caliper.
- The GSX-S1000GX+ is equipped with a compact Anti-lock Brake System (ABS)\*\* to help match stopping force to the available traction.
- The GSX-S1000GX+ is fitted with a sturdy and practical standard-equipment rear carrier constructed of lightweight aluminum. Solid grab bars on each side of the carrier provide the passenger with a good place to grasp the motorcycle.
  - The grab bars were designed to not interfere when removing or installing the side cases.
  - Rear carrier load capacity: 13.2 lbs. (6.0 kg)
- The GSX-S1000GX+ is fitted with a matte black, tapered cast-aluminum floating handlebar. Rubber mounts in the upper fork clamp and handlebar brackets reduce the amount of vibration transmitted to the rider's hands, improving comfort on long rides or when touring.
  - The handlebar was specifically created for the GX+. This handlebar uses a thicker material for greater rigidity and features a 0.5 in. (14 mm) wider grip and an overall handlebar width of 34.5 in. (877 mm).
- The standard-equipment knuckle covers (hand guards) help protect the rider's hands from the elements, including rain, wind, and cold. The angular covers accentuate the visual appeal of the GSX-S1000GX+ as a serious Crossover model ready and capable for any journey.
- The handlebar-mounted mirrors feature rubber bushes to minimize vibration, so the rear view is clearer. The mirror design matches the GX+'s styling.
- The GSX-S1000GX+'s rider and passenger seats have a sporty design that also increases comfort on long rides. Both have a weather-resistant cover material that balances grip with freedom of movement.
  - The rider's seat shape further expands freedom of movement and has a foam cushion 0.6 in. (15 mm) thicker than the seat on the GSX-S1000GT+. With a flatter shape than the GT seat, the foam is also firmer for better support during long rides.
    - Rider seat height: 33.3 in. (845 mm).
  - Stepped to provide an unobstructed view over the rider's shoulder, the GX+'s pillion seat is wider by 1.0 in. (26 mm) and 0.4 in. (10 mm) thicker than the GT+'s seat. The seat's design boosts passenger comfort and integrates well with the rear rack's grab bar design that does not intrude into the passenger's seating area.
- Optional seats are available from Suzuki Genuine Accessories for the GSX-S1000GX+:
  - The Low Seat reduces the rider's seat height by approximately 0.6 in. (15 mm).
    - This low seat option features a sporty and attractive design that maximizes comfort on long rides. The seat is covered in a surface skin that helps provide positive grip and is shaped to offer freedom of movement when enjoying a sporty ride.
  - The Premium Seat features include a sporty and attractive design with a luxurious touch and a double-layer cushion construction that helps maximize comfort. Employing technology being used by Suzuki for the first time as either standard equipment or an accessory on a production model, the seat is constructed from two layers of molded urethane foam that differ in level of firmness.
    - The seat is engineered to let infrared rays penetrate, thereby helping to keep its surface 14% cooler+ compared to the original seat from the sun.
    - Red double-stitching around the upper seam gives the seat a custom handmade look that goes well with the GX+'s body color and further enhances the GX+'s sporty appeal.
- The aluminum pegs of both the rider and passenger footrests are covered with vibration-absorbing rubber. This reduces the vibration transmitted to the feet, which improves comfort, especially on long rides.
  - Both pairs of footrests are positioned lower, reducing bend at the rider's and passenger's knees and ankles, further improving comfort.
  - The rear footrest location provides ample clearance for the passenger's legs when the side cases are installed.
- The black finish on the footrest mounts, gear shifter, rear brake, and both hand levers match the performance nature of the motorcycle.
  - The front brake lever features a multi-step adjuster that permits quick modification of the lever's distance from the grip.
- The standard equipment center stand simplifies machine maintenance while offering another parking option for the GX+.

# SUZUKI ADVANCED ELECTRONIC SUSPENSION (SAES)

- The GSX-S1000GX+ is a remarkable Luxury Crossover model that combines the advantages of a long-stroke suspension with the benefits of electronic suspension performance. In fact, the GX+ is the first Suzuki motorcycle to adopt the Suzuki Advanced Electronic Suspension (SAES). Developed and supplied by SHOWA, the EERA® suspension is an electronic version of the SFF-CATM inverted telescopic fork and BFRC-lite® link-style single shock absorber.
  - The EERA® suspension uses vehicle and speed information from the IMU and wheel speed sensors, plus information from high-precision stroke sensors compactly integrated into both the front and rear suspension to instantly determine optimal damping by the suspension stroke speed and riding conditions. This nearly instantaneous electronic feedback and adjustment yields practically ideal ride quality.
  - Taking advantage of this technology are proprietary programs such as the Suzuki Floating Ride Control (SFRC) and Suzuki Velocity Dependent Control (SVDC) that are tuned to provide the GX+'s suspension mode (Hard/Medium/Soft) settings. This gives an extremely comfortable and controllable riding experience, offering a wide range of electronic control settings suitable for a Crossover motorcycle that can be used for sport riding or long-distance touring.
  - Additionally, SAES operates more intelligently than conventional systems because its basic settings are managed by SDMS-α's integrated riding modes, providing greater comfort that helps any rider to fully leverage the performance potential of the GX+.
- The Differences between Conventional and Electronic Suspension
  - On conventional (mechanical) suspension systems, the amount of damping can only be adjusted manually, and the amount of damping depends entirely on the amount of oil moved by the speed of the suspension's damping piston stroke.
  - In contrast, SAES adds an electronically controlled hydraulic valve to the damping force-generating unit, thereby electronically controlling the damping adjustment mechanism without compromising the basic performance of conventional mechanical suspension systems. This allows a wider range of variable damping force settings to better cover everything from sport riding to comfortable touring, and to better respond to varying load and road surface conditions.
- Suzuki Advanced Electronic Suspension (SAES) – Front
  - The right fork has a Stroke Sensor inside that measures the current piston position to the nearest 1/1000 of a millimeter and adjusts suspension damping 1000 times per second, according to the current stroke volume and stroke speed it senses.
  - The left fork leg contains the damping cartridge. An electronically operated solenoid valve on the left fork cap affects fluid flow to adjust both the rebound and compression damping force. The SAES continually adjusts the fork's damping force by changing the settings on the fly.
  - The fork does not have electronic spring preload adjustment (as does the rear shock absorber). Both the right and left fork legs contain coil springs, and the spring preload setting can be manually adjusted using an adjuster on the right fork axle holder.
- Suzuki Advanced Electronic Suspension (SAES) – Rear
  - Preload adjustment for the rear suspension is electronically controlled as the shock is equipped with a hydraulic spring collar that automatically changes the rear preload setting, allowing the setting for the rear suspension to be changed independently.
    - Visibly mounted under the subframe is a motor unit that can pressurize or release hydraulic fluid at the preload collar, changing the amount of spring preload. A stroke sensor monitors the spring's current position and is key to the shock spring's ability to change preload as directed by the motor unit.
  - An electronically operated solenoid valve on the shock body affects fluid flow to adjust both the rebound and compression damping force. The SAES continually adjusts the shock's damping force by changing the settings on the fly.
- Suspension Control Unit (SCU)
  - Mounted to the sub-frame, the SCU directly controls the fork and shock damping force solenoid valves and the shock spring preload motor unit. Using the information displayed on the TFT panel and adjusted using the left handlebar switch, the rider sends electronic suspension commands to the ECM where they are then influenced by the Internal Measurement Unit (IMU) and other sensors that are then transferred to the SCU that controls the suspension in real-time.
- Original Programs Integrated into SAES
  - There are some SAES functions that are included on the GSX-S1000GX+ due to the addition of an Internal Measurement Unit (IMU):
    - The Suzuki Floating Ride Control (SFRC); a program that further improves tracking and comfort in response to road surface changes.
    - The Suzuki Velocity Dependent Control (SVDC); is a program that monitors vehicle speed and optimizes suspension settings for that speed.
    - Suzuki Deceleration Damping Control (SDDC); a program, which smoothly converges changes in vehicle attitude due to braking and controls damping force to achieve an ideal pitch motion.

## SUZUKI ADVANCED ELECTRONIC SUSPENSION CONT.

- Suzuki Floating Ride Control (SFRC)
  - Input from the IMU plus the front and rear suspension stroke sensors is used to monitor the motion of the motorcycle's sprung weight in relation to an imaginary reference point directly above the motorcycle from which the front and rear are suspended in theory, as though hanging from a hook in the sky. In turn, the SCU (Suspension Control Unit) adjusts the damper settings on the fly to help keep the seat and handlebars stable while the wheels and tires absorb the bumps on the road, helping improve maneuverability and comfort.
  - The advanced system employed by the GSX-S1000GX+ is set to immediately respond optimally to three types of motion, thereby adjusting to accommodate a wide range of riding conditions.
  - Though SFRC is always active, and it is set to intervene only minimally when on smooth surfaces to not impact on-road performance. Its effect becomes stronger when riding over uneven surfaces, but even then, it does not attempt to completely level out the ride. This is because the rider perceives changes in the bike's posture and intuitively uses those movements to control it. Too smooth a ride would inhibit this feeling of connection between the rider, the motorcycle, and the road.
  - SFRC adjusts damping force to match Active Damping Control's (Hard, Medium, or Soft) settings. These settings are SDMS- $\alpha$ 's integrated riding modes (see the Suzuki Intelligent Ride System (S.I.R.S. section for more information).
- Suzuki Velocity Dependent Control (SVDC)
  - SAES also incorporates Suzuki's SVDC program which, under normal operation, helps the front and rear suspension reproduce the damping characteristics of each specified mode according to the suspension stroke speed.
  - However, this program introduces the parameter of vehicle speed data received from the CAN bus to optimize damping control to match the current speed, thereby achieving positive handling at low and high speeds.
- Suzuki Deceleration Damping Control (SDDC)
  - As with SVDC, the SDDC program reproduces the damping characteristics defined by each specified mode under normal operation. However, SDDC applies deceleration G-force as a parameter based on IMU data and then sets optimal damping force so that vehicle attitude changes caused by braking occur smoothly. This provides a moderate pitch motion that does not interfere with the rider's action when braking, helping deliver comfort and confidence.

# SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) OVERVIEW

The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) let GSX-S1000GX+ riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. Using a six-direction, three-axes Internal Measurement Unit (IMU), S.I.R.S. helps keep the GX+ highly agile, controllable, and predictable. Riding effort is therefore reduced, helping make the GX+ less tiring to operate, both when travelling for long distances or during everyday riding. These advanced electronic aids directly benefit riders by instilling greater confidence, allowing them to concentrate on enjoying the ride and sharing the GX+ experience with their passengers.

The GSX-S1000GX+ S.I.R.S. suite includes these specialized features:

1. **Suzuki Drive Mode Selector Alpha (SDMS-α)**
  - A. **Power Mode**
  - B. **Smart TLR Control**
    1. **Suzuki Traction Control System (STCS)**
    2. **Lift Limiter**
    3. **Roll Torque Control**
  - C. **Active Damping Control**
2. **Suzuki Road Adaptive Stabilization (SRAS)**
3. **Automatic Rear Suspension Modes**
4. **Ride-by-wire Electronic Throttle System**
5. **Bi-directional Quick Shift System**
6. **Smart Cruise Control**
7. **Motion Track Brake System**
8. **Slope Dependent Control System**
9. **Suzuki Easy Start System**
10. **Low RPM Assist**

# SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

## 1. Suzuki Drive Mode Selector Alpha (SDMS-α)

- The GSX-S1000GX+ follows Suzuki's flagship sportbike, the Hayabusa; in adopting the **Suzuki Drive Mode Selector Alpha (SDMS-α)** system which provides integrated management of several of the S.I.R.S.' advanced electronic rider assist features.
  - The three integrated, preset riding modes of SDMS-α control power output characteristics, as well as the level of **Traction Control** (with integrated **Lift Limiter** and **Roll Torque Control**) and **Active Damping Control** (with **Suzuki Floating Ride Control**).
    - Additionally, Suzuki's original new **Suzuki Road Adaptive Stabilization (SRAS)** feature works in conjunction with SDMS-α to seamlessly switch between settings that better smooth out the bumps when the GX+ rolls over uneven surfaces, and those that prevent interfering with positive response when riding on good roads.
  - Riders may use the three factory default modes or create customized modes to match the riding condition or their riding preferences. Each of the factory settings was carefully tuned, evaluated, and recommended by Suzuki engineers.
  - The three factory preset modes (A, B, and C) provide the rider with a quick and effortless way to alter the GSX-S1000GX+'s power delivery characteristics to match riding style or adjust to changing weather or road 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 opening the throttle aggressively, such as enjoying a sporty run on clean, winding roads, in clear weather.
  - In Mode A the engine power output mode is set to level "1", the traction control system is set to level "2", and the suspension's active damping control level to "Hard".
- **Mode B (Basic)** is for general, all-around riding, as it features a softer throttle response and a more linear power delivery curve as the rider opens the throttle. Intended to be the ideal setting for touring, this mode aims to make the GX+ more controllable and instill confidence in the rider when accelerating and offers a good fit for a wide range of riding styles and road conditions.
  - In Mode B the engine power output mode is set to level "2", the traction control system is set to level "4", and the suspension's active damping control level to "Medium".
- **Mode C (Comfort)** aims to prioritize comfort and feel by providing a softer throttle response and gentler 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 riding with a passenger and gear, or when the rider desires a relaxing, comfortable ride home after a long outing.
  - In Mode C the engine power output mode is set to level "3", the traction control system is set to level "6", and the suspension's active damping control level to "Soft".
- Using the mode and select switches on the left handlebar, the rider may change SDMS-α modes while riding. The mode settings are clearly displayed on the TFT LCD instrument panel.

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# SUZUKI INTELLIGENT RIDE SYSTEM CONT.

## 1A. SDMS-α: Power Mode

- The **Power Mode** feature lets the rider select between three levels that deliver different engine power characteristics to match the road or weather conditions or the rider's preference.
  - Each level's power delivery characteristic is noticeable when using the throttle. Each level was custom-tuned and thoroughly assessed to make the GX's overall riding experience more enjoyable.
  - Power Mode level 1** provides the sharpest response as the throttle is opened. Tuned to deliver exciting acceleration and fully leverage the engine's power, it is well-suited for enjoying a sporty run on clean, winding roads, in clear weather.
  - Power Mode level 2** produces the same peak power output as level 1 but features a more linear torque curve with softer throttle response. The aim is to deliver a satisfying balance of settings that make a good fit for a broad range of riding styles and road conditions.
  - Power Mode level 3** prioritizes comfort and stability by offering the softest throttle response and more gentle torque characteristics. This setting is a good choice when riding long distances, or when carrying a passenger and gear.

## 1B. SDMS-α: Smart TLR (Traction, Lift, and Roll Torque) Control

### 1B1. SDMS-α: Suzuki Traction Control System (STCS)

- 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, while helping maintain traction and power delivery to the road.
  - Compared to the five-mode system on the GSX-S1000GT+, this seven-mode version of STCS features a wider selection of sensitivity to better accommodate a variety of riding conditions, styles, and rider experience.
    - The higher the mode number, the quicker STCS intervenes to limit rear-wheel spin.
    - The system can also be turned OFF when desired.
  - The STCS modes are displayed on the TFT LCD instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to help prevent wheel spin, the TC icon LED on the right edge of the instrument panel will illuminate and flash.

## 1B2. SDMS-α: Lift Limiter

- The GSX-S1000GX+ includes the **Lift Limiter** system which brings added peace of mind to riders by helping prevent the front wheel from lifting off the ground when accelerating. With its origins in the Suzuki MotoGP effort, Lift Limiter works silently in the background, with its settings being determined by the STCS level setting.
  - The GX's ECM monitors engine speed (RPM), throttle position, gear position, and clutch status (by monitoring the clutch switch) and processes that data along with input from the front and rear wheel speed sensors and the IMU to determine the appropriate amount of engine power to deliver (by electronic throttle valve operation).
  - Thorough development and careful testing went into Lift Limiter feature, so its range of function balances performance and front wheel lift reduction.
  - A flashing "LF" mark appears on the TFT LCD meter panel to inform the rider when the Lift Limiter is functioning.
  - The rider cannot adjust or disable the Lift Limiter feature directly as its response is based upon the Traction Control system settings.

## 1B3. SDMS-α: Roll Torque Control

- Roll Torque Control**, a Suzuki first, is an intelligent feature that adjusts engine power output, so the motorcycle's speed is optimal for a given corner.
  - Using vehicle position data from the IMU and road speed information (from wheel speed sensors) the system calculates the lean angle and speed to predetermine the power output and acceleration that is ideal for the corner.
  - The system reduces engine torque output before the motorcycle exceeds the amount of power the system had calculated was necessary to clear the corner effectively. This additional layer of preemptive action operates silently in the background, as its settings are determined by the STCS sensitivity level.

## 1C. SDMS-α: Active Damping Control

- The **Suzuki Advanced Electronic Suspension** (SAES) for the GSX-1000GX+ offers four electronically controlled damping force settings – "Hard", "Medium", "Soft" plus a customizable "User" setting.
  - Each mode is controlled to reproduce the specified damping characteristics in accordance with the stroke speed of the suspension. This feature will change the damping force in both the front fork and rear shock absorber.
  - The settings change automatically in accordance with the SDMS-α mode chosen by the rider:
    - Hard for SDMS-α's A mode,
    - Medium for SDMS-α's B mode,
    - Soft for SDMS-α's C mode.
  - The rider can also manually change how SDMS-α applies the respective damping force settings. For example, the rider can elect to have SDMS-α A mode use the Medium, Soft or User damping setting rather than the default Hard setting.
    - In addition to the basic User Mode Setting, the rider can independently adjust the front and rear suspension damping force settings by  $\pm 3$  increments after selecting between a base setting of Hard, Medium, or Soft.

**Continued...**

# SUZUKI INTELLIGENT RIDE SYSTEM CONT.

## 2. Suzuki Road Adaptive Stabilization (SRAS)

- The **Suzuki Road Adaptive Stabilization (SRAS)** is Suzuki's original program that detects uneven road surfaces based on input from the IMU and wheel speed sensors. On normal road surfaces, the GX+ uses suspension settings that emphasize responsiveness.
  - When the SRAS detects an uneven road surface, SRAS automatically triggers stronger **Suzuki Floating Ride Control (SFRC)** to help smooth out the ride and adjusts the **Electronic Throttle Valve** settings to deliver a softer, more controllable throttle response.
    - When SRAS is activated, its level of response is based on the Power Mode level, Traction Control level, and the Active damping Control Level.
  - When the GX+ returns to a smooth road surface, SRAS deactivates and SFRC returns to a setting that does not interfere with on-road dynamic performance.
  - The adaptive nature of the SRAS program means it can switch between high and low amounts of ride and throttle adjustments, depending on the road surface.
  - Just as SRAS enables comfortable riding on uneven surfaces, it can enhance sporty riding on normal surfaces. This makes the system unique, as it provides performance only offered by Suzuki.

## 3. Automatic Rear Suspension Modes

- The GSX-S1000GX+'s rear suspension's spring preload settings are electronically controlled, making it easy for the rider to view the setting on the TFT instrument panel and then use a handlebar switch to quickly choose between one of the four available modes they find the one best suited to the conditions or preference.
  - The rear suspension also has a user-friendly AUTO mode that allows the rider to easily enjoy the recommended automatic settings.
    - When set to AUTO, the system calculates the current load weight based on the rear suspension stroke and preload position and automatically adjusts the front and rear damping force settings. This improves the movement of sprung mass under load and further stabilizes ride comfort under load conditions.
      - In addition to the basic AUTO setting, the rider can independently adjust the front and rear suspension spring preload settings by  $\pm 3$  increments.
    - The AUTO mode also features **Auto-Levelling**, which detects changes in chassis posture when a passenger mounts or dismounts, or when gear is added or removed and based on the damper stroke position, responds by automatically adjusting the spring preload to maintain the appropriate posture.
  - Three manual modes:
    - Single rider
    - Single Rider & Gear
    - Tandem (with or without gear)
      - NOTE: Note that damping compensation is not active when using these three manual modes.
      - In addition to the basic Manual Mode Settings, the rider can independently adjust the front and rear suspension spring preload settings by  $\pm 4$  increments.
  - Both the left and right legs of the fork have coil springs, and the fork spring preload can be adjusted manually using a single adjuster on the lower right fork (near the axle holder).

## 4. Ride-by-Wire Electronic Throttle System

- The advanced **Ride-by-Wire Electronic Throttle System** leverages the capability of the GSX-S1000GX+'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- $\alpha$  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.
  - Electronic control of the throttle valves helps produce smooth shifting when using the Bi-directional Quick Shift System and enables the Smart Cruise Control to deliver precise speed control when engaged.

## 5. Bi-Directional Quick Shift System (QS)

- The **Bi-directional Quick Shift System (QS)** allows the GSX-S1000GX+ rider to shift up or down quickly and easily, without operating the clutch or throttle.
  - To ensure smooth upshifts, 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 is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
    - The Bi-directional QS works seamlessly in concert with SDMS- $\alpha$  to bring riders even greater riding enjoyment.
    - Performance of the GSX-S1000GX+'s SCAS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
    - A unique shift position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.

## 6. Smart Cruise Control

- The GSX-S1000GX+'s **Smart Cruise Control** is a convenient system that allows the rider to maintain a set speed without operating the throttle. This helps reduce fatigue when touring long distances, particularly when traveling at constant speed on highways.
- The Smart Cruise Control permits the rider to shift up or down using the Bi-directional Quick Shift System without canceling the cruise control. This makes the GX+ more comfortable, more convenient, and easier to operate on long rides by eliminating the need to reset cruise control after each shift.
  - The main cruise control button is on the right handlebar switch.
  - Cruise control can be set at speeds above 18 mph (30 km/h) when riding in second gear, or higher.
  - The chosen setting appears on the TFT LCD instrument screen in a distinct green font below the digital speedometer reading.
  - Once engaged, the cruising speed can be easily adjusted upward or downward using the (UP or DOWN) select switch on the left handlebar.
  - The handy "resume function" re-engages the system to smoothly accelerate to the most recent speed setting after canceling.

**Continued...**

# SUZUKI INTELLIGENT RIDE SYSTEM CONT.

## 7. Motion Track Brake System

- The Motion Track Brake System combines IMU-measured, spatial information of the GX+'s posture in conjunction with front and rear wheel speeds. This allows the ABS\*\* to not only activate in a straight line but also when the vehicle is leaning or turning.
  - By reducing the impact of sudden braking force, the GSX-S1000GX+ is less likely to try to push itself upright or lose traction while braking in a turn, instead it helps to maintain the turning radius and lean angle to better follow the rider's intended line through the corner.
  - Even if the rider brakes heavily in a corner, the system assists in helping maintain chassis composure while the rider is stopping or slowing the motorcycle.
  - The Motion Track Brake System cannot be switched off - it is always active.

## 8. Slope Dependent Control System

- The Slope Dependent Control System helps reduce rear wheel lift during braking when traveling downhill. The ABS unit continually measures brake pressure while the IMU constantly monitors vehicle posture as the GSX-S1000GX+ is traveling downhill. When the rider operates a brake lever or pedal when riding downhill, the electronic control unit adjusts brake pressure to help prevent rear wheel lift.

## 9. Suzuki Easy Start System

- 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.

## 10. Low RPM Assist System

- 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 operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

## • S.I.R.S. Supporting Technologies

### - Internal Measurement Unit (IMU)

- Marking another first among the GSX-S series, the GX+ adopts an IMU supplied by Bosch. This IMU integrates accelerometers and gyroscopes in a single compact package that measures angular rate and acceleration in six directions (through three axes) to constantly monitor pitch, roll, and yaw movement.
- Advanced features that employ data provided by the IMU include Lift Limiter, Roll Torque Control, Active Damping Control, SRAS, Motion Track Brake System, and Slope Dependent Control system.

### - Controller Area Network (CAN bus)

- Key to the operation of the S.I.R.S., the GSX-S1000GX+ uses an interconnected information network instead of a conventional wiring harness.
- Because it requires fewer wires, this CAN bus wiring lets the GX be lighter and simpler and provides a way for the advanced components to have faster data transmission with the ECM.
- The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.

### - Engine Control Module (ECM)

- The 32-bit, dual-core ECM has a fast processor and specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the GSX-S1000GX+.

## GENERAL ELECTRICAL OVERVIEW

Supporting the Suzuki Intelligent Ride System (S.I.R.S.) features, the Suzuki Advanced Electronic Suspension (SAES), and the motorcycle's full-LED lighting, the GSX-S1000GX's charging system provides stable electrical performance that is essential for a sport-oriented Crossover model. Key motorcycle information on the Thin Film Transistor (TFT) Instrument Panel can be read or adjusted using the GX's multifunction handlebar switches.

## GENERAL ELECTRICAL

- The oil-cooled, three-phase charging system provides ample power for the GSX-S1000GX's maintenance-free battery and ride-enhancing electronics.
  - Charging output: Approximately 375 W at 5,000 RPM
- Located to the left of the TFT instrument panel is a USB outlet that the rider can use to charge a smartphone or power other accessories, like a GPS for navigation.
  - USB port output: 5 VDC @ 2A (10 W)
- An optional Suzuki Genuine Accessory power outlet that mounts under the passenger seat can be obtained from your Suzuki dealer.
  - Optional outlet output: 12 VDC @ 12 W (when idling),  
12 VDC @ 36 W (while riding)
- The GSX-S1000GX+ is equipped with Suzuki's innovative multifunction handlebar switches that are laid out to maximize operating ease and efficiency. A Local Interconnected Network (LIN) wire harness is used for fast and precise communication between the TFT LCD instrument panel and the handlebar switches.
  - The rider can use the TFT LCD panel information and the mode/select switch on the left handlebar to change Suzuki Intelligent Ride System (S.I.R.S.) settings.
  - The right handlebar switch has a poly-function rocker switch that serves as both the engine stop- and start button that activates the Easy Start System. The switch also has a hazard flasher switch and Smart Cruise Control button.
- The TFT LCD screen, ECM, and all other electronics on the GSX-S1000GX+ were rigorously evaluated in an anechoic chamber to help ensure they are not susceptible to magnetic interference from external sources.

# TFT LCD MULTI-INFORMATION DISPLAY OVERVIEW

The GSX-S1000GX+ instrument panel employs a 6.5-inch full-color TFT LCD display designed to be easy to see and understand, and to provide the rider with instant access to the desired information. It accomplishes this, even with the increasing number of functions that come with electronic assist systems and other advances vying for space. The TFT LCD panel is where mySPIN™ information and control are displayed when the connectivity application is installed on the rider's smartphone.

## TFT LCD MULTI-INFORMATION DISPLAY

- This high-quality TFT LCD instrument panel is set into the inner fairing above the handlebars, for good visibility and protection from road debris. The panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider 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 display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light level or manually set to suit the rider's preference.
  - The TFT LCD display uses GSX-S1000GX+ exclusive graphics, including blue background lines that add an extra artistic touch to help convey Suzuki's spirit and brand identity.
  - An additional feature of the TFT LCD screen is a brief custom animation that plays when the ignition key is switched on. This playful presentation is pleasing to the eye and builds excitement for the ride to come.
- The display format of the HOME screen on the TFT panel provides operational information in an easily recognizable way:
  - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately indicates the engine RPM.
  - Near the center of the panel is a digital speedometer, and directly below the speed display is a fuel level gauge. The indicators for the Smart Cruise Control system are also displayed in this area.
  - The right side of the panel is the transmission gear indicator plus the rider interface for the S.I.R.S. features, such as the Suzuki Drive Mode Selector Alpha (SDMS-α), the Suzuki Advanced Electronic Suspension (SAES) system, the Traction Control, or the Bi-directional Quick Shift System settings.
  - The upper portion of the right side of the TFT LCD panel displays status icons for the clock, smartphone battery level, and wireless connection status for smartphones and other rider and passenger Bluetooth devices.
  - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
- Two secondary screens on the TFT panel allow the rider to choose and adjust the settings on certain motorcycle and mySPIN™ features.
  - The MENU screen can access mySPIN™ connection options, trip information, service reminders, and general options.
  - The SETTING screen permits adjustments to the panel brightness, backlighting mode, SAE or metric measurement, date, and time adjustments, and more.
- The TFT LCD readouts include:
  - Speedometer (digital), Tachometer (analog format), RPM indicator (shift light incorporated into the tachometer display), Transmission gear position, Fuel gauge, Coolant temperature, Ambient air temperature, Smart Cruise Control setting, SDMS-α mode, SRAS mode (when active), Traction control mode, Lift Limiter (when active), Quick Shift (ON/OFF), Active Damping Control mode, Automatic Rear Suspension mode, Voltmeter, Clock (12-hour format), Odometer, Dual tripmeter, Average fuel consumption (Trip 1 & 2), Instant fuel consumption, Riding range (per fuel onboard), Smartphone battery level, Smartphone connection status, and Rider-passenger intercommunication status (Bluetooth®).
- The main TFT LCD panel is flanked by LED indicators, including:
  - 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.
- Located to the left of the instrument panel is a USB outlet the rider can use to charge a smartphone or power other accessories, like a GPS for navigation.

## SUZUKI MYSPIN™ CONNECTIVITY OVERVIEW

The 6.5-inch TFT LCD multi-information display was developed to provide smartphone connectivity through the SUZUKI mySPIN™ application. While competitive models use systems originally developed for automobiles, the GSX-S1000GX+ adopts Suzuki hardware and software that was designed specifically for motorcycle use. As such, SUZUKI mySPIN™ works seamlessly on the TFT LCD screen to enrich the functionality of smartphone connectivity. The GSX-S1000GX+'s smart cockpit blends riding and vehicle status updates, such as the speedometer and tachometer readouts, with pertinent information, communication, and entertainment from the rider's smartphone.

## SUZUKI MYSPIN™ CONNECTIVITY

- Available through the Apple App Store or Google Play, riders can install the free SUZUKI mySPIN™ app on their smartphone. Once installed, mySPIN™ provides an array of useful functions from five bundled applications specifically developed for motorcycle use.
- The mySPIN™ applications appear on the TFT LCD panel with similar fonts and display format to the motorcycle's systems, providing the rider a familiar appearance and intuitive operation of the updated left handlebar switch assembly. This familiarity will help when accessing features and content, or to change settings while riding.
- The mySPIN™ system applications include Contacts, Phone, Maps, Music, and Calendar.
  - **Contacts** – the system can access the contacts application on the smartphone and inform the rider who is calling. Calls can also be placed by selecting a contact from the list.
  - **Phone** – conveniently, the system can place phone calls, either dialed directly or from the contacts application, and can display the rider's call history, all without stopping the bike.
  - **Maps** – the rider can view his or her current location on the map without having to download any third-party map application or data. The Suzuki Map can search for destinations and get routing information, all while allowing the rider to easily navigate from screen to screen by using the switches on the left handlebar.
  - **Music** – the rider can use a Bluetooth® headset to listen to music from his or her smartphone's music library; the passenger can listen, as well, if they are wearing a Bluetooth® headset wirelessly connected to the system.
  - **Calendar** – the rider can display calendar entries from his or her smartphone on the TFT LCD screen, checking scheduled events and reminders.
- On occasion, mySPIN™ expands the menu of third-party applications that can add additional functions to the TFT LCD, such as navigation, weather information, and more.

## LIGHTING OVERVIEW

The GSX-S1000GX+ is equipped with highly functional and attractive LED lighting where the light sources are as attractive as they are effective at illuminating the road ahead. Like its sibling GSX-S1000GT+, the GX+ employs a pair of small, but distinctive and bright Mono-focus LED headlights that are set low in the center of the fairing. Outboard of the headlights are a pair of surface-emitting LED position light strips. Also mounted to the upper fairing are arrow-shaped turn signals with bright, amber LEDs. The GSX-S1000GX+'s tail section holds a trim LED combination light with a clear lens plus a pair of LED turn signals.

## LIGHTING

- Matched well to the GSX-S1000GX+'s aerodynamic styling, the compact, stacked LED headlight assembly is centered low within the nose of the fairing.
- Supplied by Koito®, the independent, high- and low-beam headlights use Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
- A pair of surface-emitting LED position light strips flank the headlights along the sides of the front fairing. These LEDs are the same type as those used on luxury cars and feature an upswept angle and narrow slit design that adds to the distinctive look of GX's front face. This helps make the GSX-S1000GX+ more visible to pedestrians and other traffic.
- Front LED turn signals within thin, arrow-shaped housings, extend outward from the upper fairing. At the rear, thin, arrow-like LED rear turn signals combine with an LED combination light to complement the stylish lines of the trim tail section and match well to the bike's unique styling.
- With lower electrical draw than conventional lighting, the LED headlights, position light, turn signals, and taillight complement the GSX-S1000GX+'s sleek body, while improving both visibility and durability.

## BODY & STYLING OVERVIEW

Aerodynamics and wind protection are critically important to achieving the dynamic performance and level of comfort desired when touring for long distances on a large-displacement Crossover model like the GSX-S1000GX+. The GX+'s front fairing, winglets, windscreen, and knuckle covers were all designed through a process that involved both wind tunnel testing and feedback from test riders. The styling boldly presents the GSX-S1000GX+ as Suzuki's luxury Crossover model. The GX's modern, functional design telegraphs superbike-level performance blended with sport touring convenience and the tall, upright riding position and long-legged proportions of an adventure tourer.

## BODY

- Added for the 2026 model, the GSX-S1000GX+ features winglets mounted to the left and right lower cowlings. The presentation and aerodynamic shape of winglets emphasize the capabilities of Suzuki's high-performance Crossover model.
- The aerodynamic design goal was to maximize wind protection and make the rider comfortable by reducing sources of stress such as exposure to the cold and elements. This helps reduce fatigue when touring long distances at speed and frees the rider to concentrate on enjoying the journey
  - Wanting to protect the rider from the effects of wind, Suzuki's stylists developed a layered design for the fairing that greatly reduces the effects of negative air pressure to help prevent head buffeting. In addition, holes placed strategically on the face of the cowl are effective in reducing front lift. The cowl's width was also increased to help better guide the flow of air away from the rider's body, helping minimize discomfort or distraction (such as the rider's jacket billowing or blowing in the wind).
- Development of the windscreen focused on wind protection for the rider to create comfort that minimizes fatigue on long rides. Another design concern was to keep the windscreen as compact as possible and to create an attractive screen that would enhance the motorcycle's appearance.
  - Development involved repeated rounds of wind tunnel testing and analysis as the design was refined until it achieved just the right overall balance of rider comfort and aerodynamic performance.
  - The windscreen's 3-step adjustment capability provides 2.0 inches (50 mm) of travel, which raises or lowers the windscreen height by up to 1.7 in. (43 mm).
  - A measured amount of airflow under the windscreen creates a smooth envelope of air, benefitting both the rider and passenger.
- Designed with spacious storage capacity and the ability to clip on and off the motorcycle in seconds, the GSX-S1000GX+'s standard, large-capacity side cases feature a compact design that integrates seamlessly with the motorcycle's sharp, futuristic styling.
  - With 25.7 L (0.9 cubic ft) of storage space and 5 kg (11 lbs.) weight capacity, each side case can hold most full-face helmets.
  - Painted panels on the side case lids integrate the luggage to the motorcycle, providing a perfect match to the GSX-S1000GX+'s main body color.
  - The side case locks accept the motorcycle's ignition key to open the luggage or disengage the quick-release mechanism.
  - The side case mounting hardware is black and unobtrusive, so when the side cases are not mounted, the mounting hardware does not detract from the motorcycle's sporty appearance.

## STYLING

- When creating the GSX-S1000GX+, Suzuki designers focused on fashioning a distinctive Crossover appearance, one that visually conveys the potential of superbike-level performance plus the physical presence of an adventure tourer that is ready to go anywhere. This blends with Suzuki's attention to detail which results in a premium motorcycle with the sophistication that delivers comfort on long rides, making the ride more important than the destination.
- The fairing features a sharp, protruding nose that culminates at the compact LED headlights. The headlights are flanked by LED position lights with the look of a sharp pair of "eyes" that present a sporty, yet sophisticated image.
  - In pursuit of the optimum aerodynamic form, and to keep the size relatively compact, the shape of the fairing was refined through rounds of analysis and wind tunnel testing until both the designers and engineers were satisfied. This effort helped improve comfort without sacrificing agility.
  - The efforts of the development team also produced a multi-layered expression by which the shape and different coloring of the side panels give the fairing an aggressive look which also complements the GX+'s seating position.
  - Further accentuating the image of a long-legged machine that is ready to go anywhere are the upswept lines on the side panels combined with the matte silver exposed side rails, the gold-anodized forks, and rear suspension motor unit. These stand in contrast to the blacked-out exhaust, engine, and other mechanical parts that ride low on the GSX-S1000GX+.
- The 2026 GSX-S1000GX+ arrives in Pearl Brilliant White / Metallic Triton Blue (BQJ). This new colorway looks fantastic on Suzuki's Crossover model that contrasts white side panels against the sleek blue upper cowl and fuel tank. Riding on blue-matching wheels, the GX+ presents itself with a functional appearance.
- The distinctively styled "GX" logos on the fairing sides lend an intelligent and sophisticated look that befits a luxury Crossover model. Understated SUZUKI logos on the fuel tank also contribute to the sophisticated appearance.
- The custom-designed ignition key sports the special GX logo in gold lettering on its grip to add a luxurious touch and aims to instill pride of ownership in this premium model.
- The standard side cases were styled to match the GSX-S1000GT+ and GX+ motorcycles, so when fitted, they present an integrated appearance.
  - The side case lid garnish panels are color -matched to the bodywork.



## ADDITIONAL

- A variety of Genuine Suzuki Accessories are available, with many items specially designed for the GSX-S1000GX+.
- The accessory offerings include heated hand grips, low and premium seats, fuel tank and engine cover protectors, clip-on tank bags, plus a unique selection of Suzuki logo apparel.
- 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit [www.suzukicycles.com](http://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.*

*+ Temperature reduction varies depending on the ambient air temperature and the sunlight shining upon the seat.*

### Suzuki mySPIN™ related disclaimers:

- Because of electronic device variance and product changes, Suzuki does not guarantee that any smartphone or other device will fully integrate with the mySPIN application or Suzuki motorcycle.
- Headsets sold separately.
- Smartphone screen images in Suzuki-authored documents were prepared using iOS 13.5, so they 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.
- Third-party apps are not under Suzuki's control, and Suzuki is not responsible for their content or privacy policies.
- Suzuki cannot guarantee the proper operation of third-party apps.
- Some third-party offerings are paid apps. Please confirm 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.
- Apple and the Apple logo are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc., registered in the U.S. and other countries.
- iOS is a trademark or registered trademark of Cisco in the U.S. and other countries and is used under license.
- Google Play and the Google Play logo are trademarks of Google LLC.
- Android is a trademark of Google LLC.
- The Bluetooth® word mark and logos are registered trademarks owned by Bluetooth SIG, Inc., and any use of such marks by BOSCH is under license. Other trademarks and trade names are those of their respective owners.

GSX-S1000GX

## 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 SCAS type
Transmission:	6-speed constant mesh, manual or bi-directional quick shift system
Final Drive:	O-ring style drive chain, RK525GSH, 525 x 116 links

### CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped with remote, electronically controlled tuning
Suspension, Rear:	Link type, single shock, coil spring, oil damped with remote, electronically controlled tuning
Brake, Front:	Brembo, radially mounted 4-piston calipers, dual 310mm disc, ABS-equipped
Brake, Rear:	Nissin, 1-piston, single 240mm 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.)

### ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK CR9E1A-9 or DENSO IU27D Iridium-style
Headlight:	Dual Mono-focus LED
Position Lights:	LED x 2
Turn Signals:	LED x 4
Tail Light:	LED x 2

### DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	925 mm (36.4 in.) <i>Dimension excludes mounted side cases</i>
Overall Height:	1350 mm (53.1 in.)
Wheelbase:	1470 mm (57.9 in.)
Ground Clearance:	155 mm (6.1 in.)
Seat Height:	845 mm (33.3 in.)
Curb Weight:	232 kg (511 lb.) <i>Dimension excludes mounted side cases</i>

### WARRANTY

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