



GSX-S 1000

GSX-S1000



OVERVIEW

The 2026 Suzuki GSX-S1000 delivers unrelenting power and street-dominating style, continuing its legacy as the benchmark in naked sportbikes. NEW for 2026, the GSX-S1000 gains a 5-inch full-color TFT display. Its GSX-R1000-based, long-stroke engine provides thrilling acceleration and a broad torque curve. Responsive Suzuki Ride-by-Wire technology combined with the Suzuki Intelligent Ride Systems (S.I.R.S.) deliver the rider modern performance.

Engineered for agility and poise, the GSX-S1000 features a twin-spar aluminum frame and a superbike-derived swingarm, paired with fully adjustable KYB suspension and Brembo brakes. The aggressive styling, stacked LED headlights, and aerodynamic radiator shrouds make a bold statement on the street. The GSX-S1000 is the ultimate choice for riders seeking naked sportbike excellence without sacrificing versatility.



Candy Daring Red



Metallic Triton Blue

2026

KEY FEATURES

- Select from Suzuki's popular Glass Sparkle Black paint scheme or the Metallic Matte Sword Silver with blue accents – each featuring unique logos that help identify this well-crafted naked sportbike.
- The GSX-S1000's new instrument panel uses a full-color, 5-inch TFT LCD screen. This high-quality instrument panel is mounted in front of the handlebars, above the headlight cowl, for good visibility. The TFT panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The GSX-S1000 uses the Suzuki Intelligent Ride System (S.I.R.S.) with a three-mode Suzuki Drive Mode Selector and the five-mode Advanced Traction Control* System plus the popular Easy Start and Low RPM Assist systems.
- The 999cc, GSX-R-based, long-stroke engine produces high peak power with strong torque in the low- to mid-range that is smoothly controlled by Ride-by-Wire electronic throttle bodies for a stimulating sportbike experience.
- The Suzuki Clutch Assist System (SCAS) smooths shifting and engine braking, while shifting has never been easier with the Bi-directional Quick Shift system.
- Upright streetfighter ergonomics, a twin-spar aluminum frame and fully adjustable KYB suspension deliver controlled handling while braking comes from ABS-equipped** Brembo Monobloc brake calipers with dual, 310mm floating brake rotors.
- Led by a stacked mono-focus LED headlight assembly and bold, angular styling that includes MotoGP inspired winglets, the GSX-S1000's aggressive naked sportbike stance speaks of power and performance potential.

ENGINE OVERVIEW

The 2026 GSX-S1000 is propelled by a high-performance 999cc, four-stroke, DOHC, liquid-cooled, inline four-cylinder powerplant based upon Suzuki's championship-winning GSX-R engine architecture. Every aspect of its performance and durability has been refined over the prior generation GSX-S1000. Overall power output is increased and is stronger through the low- to mid-range engine speeds most used in daily riding. A broad, smooth torque curve delivers abundant power throughout the engine's operating range and particularly shines in the mid- to high-RPM range. Quicker than ever before, the GSX-S1000 also complies with worldwide emissions standards.

ENGINE

- The GSX-S1000's long-stroke GSX-R engine is refined to produce a broad, smooth torque curve through the full rev-range with increased peak horsepower.
 - The GSX-S1000 provides a predictable and controllable throttle response with abundant top-end power to provide the rider an exciting, responsive, and rewarding riding experience.
- The camshaft profiles have reduced lift and valve overlap to not only improve emissions but balance the engine's performance and drivability, enhancing rider control.
 - The valve springs are carefully calibrated to the camshafts to aid performance and improve durability.
- The cam chain tensioner and tension adjuster use special 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 with optimal rigidity and weight.
 - Ventilation holes between the cylinders reduce pumping loss within the crankcase so the engine can deliver more power and torque.
 - Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.
- The matte, textured engine finish presents a strong image of quality while the casting design of the engine covers (clutch, stator, and drive sprocket) are updated over the prior generation parts with a new shape and finish.
- Electronic throttle bodies are used on the GSX-S1000, so engine response is smooth and controlled, especially when the rider is applying the throttle to accelerate out of a corner.
 - These Ride-by-Wire throttle bodies provide precise control for the Suzuki Drive Mode Selector (S-DMS), Traction Control* (TC), and Bi-directional Quick Shift system (QS).
 - Long-tip, 10-hole fuel injectors on each throttle body improve fuel atomization, while the ECM's automatic idle speed control improves cold starting and stabilizes the engine idle.

ENGINE CONT.

- The air cleaner has an internal structure that contributes to the GSX-S1000's increased engine performance while maintaining the exciting intake sound that the GSX-S1000 is renowned for.
 - The air cleaner's external shape was changed to accommodate the large capacity fuel tank.
- Retaining the under-chassis design, sharp looks, and exciting engine note of the prior generation's system, the GSX-S1000's stainless steel, 4-2-1 exhaust system was fully redesigned and tuned.
 - Behind the header pipes, the mid-chamber contains a second catalytic converter to help ensure emissions compliance, a low center-of-gravity, and good exhaust flow to help the engine deliver a strong low- to mid-range punch with an exciting rush to redline.
- The effective Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the sculpted muffler that has a pleasing appearance that is not common to under-chassis exhausts while creating an exciting, distinctive sound.
 - With the catalytic converters located in the mid-chamber, GSX-S1000 riders can fit an EPA or CARB-compliant silencer from suppliers such as Yoshimura R & D, USA.
- The digital ignition fires iridium-type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components were designed to last longer than conventional spark plugs.
- The angular 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 motorcycle. Suzuki arguably builds the best gearboxes in the industry, often referred to as the standard other manufacturers should aspire to. The transmission, clutch, and driveline of the GSX-S1000 continue that tradition and include a responsive and precise quick shift system that is considered the best system in motorcycling.

TRANSMISSION, CLUTCH & DRIVELINE

- Like a GSX-R1000, the race-proven, six-speed, close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- The precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - 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. This design creates an exceptionally positive feel at the shift lever on both upshifts and downshifts. This design is also less prone to damage on tip-overs. The transmission's gearshift cam, shift shaft, and clutch release cam were revised to support the function of this Bi-directional Quick Shift system.
- The latest generation of the Suzuki Clutch Assist System (SCAS) clutch is fitted to the GSX-S1000. More than ever before, the SCAS clutch increases plate pressure under acceleration, yet acts as a slipper clutch to smooth the engine response during engine braking and corner entry.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has superb friction-point feel.
- The strong, 525 drive chain uses O-rings to preserve internal lubrication, so power is transmitted smoothly and quietly.

CHASSIS OVERVIEW

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

CHASSIS

- Suzuki's proven, twin-spar aluminum frame helps to ensure nimble handling and great road-holding ability. The main spars are straight from the steering head to the swingarm pivot, which is ideal for achieving high rigidity and light weight.
- The sturdy aluminum-alloy swingarm comes straight from the GSX-R1000. It is ruggedly braced and helps to ensure great road-holding ability, together with superbike looks.
- Connected to the swingarm is a link-type rear suspension, with a single shock absorber that features spring preload, and is seven-way adjustable with rebound damping force adjustment.
- The 43mm inverted KYB forks have adjustable compression and rebound damping, plus spring preload adjustment with a generous 120 mm (4.7 inches) of front wheel travel.
- Unique to GSX-S1000 models, the TRP six-spoke, lightweight, cast aluminum wheels look great and contribute to the bike's nimble handling and sporty performance.
- Dunlop's Roadsport 2 radial tires (120/70ZR17 at the front, and a wide 190/50ZR17 at the rear) are custom-engineered to perform optimally on the GSX-S1000, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
- These wheels and tires work in harmony with refined front and rear suspension settings to help realize the great grip, stability, and nimble handling demanded for sporty performance, while also contributing to a comfortable ride.
- The dual front brakes have fully floating 310mm discs and Brembo Monobloc calipers with four 32mm opposed pistons.
- The front brakes are complemented by a 240mm rear disc brake with a Nissin single-piston caliper.
- Both the front and rear brakes are connected to a compact Anti-lock Brake System (ABS)** controller to help match stopping force to the available traction.
- The GSX-S1000 features an upright riding position for superior comfort and control. This reasonable sporty riding position is the result of a carefully crafted relationship between the handlebar, footrests, and seat.
 - The matte black tapered cast-aluminum handlebar contributes to the excellent riding ergonomics, with great vibration damping and performance-oriented style.
 - This handlebar is 23 mm (0.90 in.) wider than the prior generation model and is rotated slightly upward to raise the grip height in relation to the rider.
 - In addition to increased comfort and a more upright posture, these changes make it easier for the rider to steer the front end with less effort.
- The black finishes on the 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 adjustment of the lever's distance from the grip.

BODY & STYLING OVERVIEW

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

BODY

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

STYLING

- The bodywork displays a sense of athleticism and muscular strength.
 - The development of the bodywork is aimed at creating a strong, athletic sense of a well-built and capable street fighter.
- The styling is meant to convey an aggressive attitude.
 - The radical design of the stacked LED headlight assembly and its minimalist cowlings add sharp lines that are inspired by the latest stealth aircrafts.
 - The fuel tank side cowlings blend into the radiator shrouds that have angular winglets, reminiscent of the aerodynamic foils on Suzuki's World Champion MotoGP race bikes.
 - The bike's compact nose pairs with the short, compact muffler design and slim design of the tail section to establish a clean, agile look that accentuates the muscular appearance of the engine and fuel tank.
 - The result is a mass-forward image that emphasizes the GSX-S1000's aggressive stance and eagerness to perform.
- Straight, sharp lines emphasize a modern motorcycle of high quality.
 - Straight, sharp lines create a modern design with eye-catching appeal.
 - These accent lines and attention-to-detail, like the exposed metal finish of the front fork outer tubes and muffler, convey a look of high quality and premium status.
- The 2026 GSX-S1000 rolls out with two body color choices:
 - Metallic Matte Sword Silver (CSX): is a bright colorway for the GSX-S1000 and includes blue body panels and wheels for a stunning look.
 - Metallic Matte Black No. 2 (YKV): A new variation of basic black for 2026, Suzuki's popular glossy black finish covers the bodywork and is complemented by chassis components with both glossy- and matte-finish finishes.
- Forward-looking model logos and textured surfaces:
 - The understated SUZUKI logos on the fuel tank and the futuristic font for the model's name on the radiator shroud present a mature, sophisticated appearance.
 - Certain body panels use a textured pattern that is strategically applied to the sides of the frame so the rider's legs can better grip the chassis. This pattern also adds a joint appearance of quality and high-performance while enhancing the GSX-S1000's look of quality.
- The custom-designed ignition key sports the GSX-S logo and aims to instill pride of ownership.

LIGHTING OVERVIEW

The GSX-S1000's unique, vertically stacked trio of position and headlights use brilliant LEDs to provide clear, bright illumination and an unmistakable visual impression. Arrow-shaped turn signals employ bright, amber LEDs for a strong visual impact. The GSX-S1000's trim and tapered tail section holds a flat-style LED combination light that promises to be a point of envy for your friends and riding companions.

LIGHTING

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

ELECTRICAL OVERVIEW

Supporting the LED lighting and the Suzuki Intelligent Ride System (S.I.R.S.), the GSX-S1000's charging system, advanced ECM, and lightning-fast CAN-style wiring harness help deliver responsive performance that is unmatched. Providing key information is a new, easy-to-read, full-color TFT instrument panel that features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light. Other features, like Suzuki's Easy Start System and Low RPM Assist systems deliver seamless operation and convenience to the rider.

ELECTRICAL

- The oil-cooled, three-phase charging system provides ample power for the GSX-S1000's maintenance-free battery and ride-enhancing electronics.
- Suzuki's Easy Start System requires just a simple touch of the starter button to fire up the engine (without pulling the clutch lever if the transmission is in neutral).
- The GSX-S1000's Computer Area Network (CAN) style wire harness functions as an interconnected information network, rather than using a more complex and slower conventional wiring harness.
 - The CAN-wiring system enables the motorcycle's various sensors and microcontrollers to communicate instantaneously with each other.
 - With fewer wires, CAN-wiring lets the GSX-S1000 be lighter and simpler and provides a way for the advanced components – like the electronic throttle bodies and Bi-directional quick shifter – to communicate faster with the ECM.
- A 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of the GSX-S1000's electrical and S.I.R.S. components.
- The GSX-S1000's new instrument panel uses a full-color, 5-inch TFT LCD screen.
- This high-quality instrument panel is mounted in front of the handlebars, above the headlight cowl, for good visibility and protection from road debris. The TFT 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 fully aware of all the bike's systems, settings, and real-time operating status.
 - 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 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 shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left-center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, and S-DMS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel can display large pop-up alerts and warnings. These alerts include service reminders or advise of an operational issue.
- The main TFT 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.
- The GSX-S1000 is equipped with Suzuki's innovative multifunction handlebar switches that are laid out to maximize operating ease and efficiency.
 - The rider can use the TFT panel information and the mode/set 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 not only serves as a traditional engine stop- and start-button but also activates the Easy Start System.

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

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

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

- The **Suzuki Drive Mode Selector** (SDMS) provides the rider with a choice of three different engine power output modes. All three modes deliver maximum engine output but provide different throttle response and torque characteristics when accelerating.
 - These three modes (A, B, and C) provide the rider with a quick and effortless way to alter the GSX-S1000's power delivery characteristic to match his or her riding style or adjust to changing weather, road, and other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on clean, winding roads in pleasant weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions and help make the bike controllable in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the LCD instrument panel.
- The advanced **Ride-by-Wire Electronic Throttle System** leverages the capability of the GSX-S1000's 32-bit ECM and CAN-style wire harness to precisely control engine output relative to throttle action.
 - This precision allows the throttle body action to be tuned to best match each of the S-DMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether commuting or enjoying a sporty ride on a winding road.
- The five-mode **Suzuki Traction Control System** (STCS) continuously monitors front- and rear-wheel speed, engine RPM, throttle position, and gear position to adjust engine output to prevent undesired rear wheel spin, helping maintain traction and power delivery to the road.
 - Compared to the three-mode system on the prior generation GSX-S1000, this updated, five-mode version of STCS features a wider selection of sensitivity to accommodate a variety of riding conditions, plus rider experience and style. The system can also be turned off when preferred. The higher the mode number, the quicker STCS intervenes to limit rear wheel spin.
 - The STCS modes are displayed on the TFT instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon in the center of the instrument panel will illuminate and flash.
- The **Bi-directional Quick Shift System** (QS) allows the rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To ensure smooth 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 of this hands-free, automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The Bi-directional QS works seamlessly in concert with SDMS to bring riders even greater riding enjoyment.
 - Performance of the GSX-S1000's SCAS-style assist & 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.
- The **Suzuki Easy Start System** lets the rider start the motorcycle with a simple press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages, the instant the engine fires up.
- The **Low RPM Assist System** seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

**GSX-S 1000**

ADDITIONAL

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

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

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

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
Final Drive:	Chain, RK525GSH, 525 x 116 links

CHASSIS

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

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK CR9EIA-9 or DENSO IU27D Iridium-style
Headlight:	Stacked LED
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

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

WARRANTY

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