



GSX-S 1000 GT

Press information

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1. Introduction

Based on the exciting new GSX-S1000 platform, the new GSX-S1000GT aims to blend the high level of performance from its superbike-derived 999cc engine and agile, lightweight chassis with the comfort, functionality, and luxury associated with a true sports tourer.

It represents a total rethinking of what performance-minded touring enthusiasts desire, whether embarking on a solo journey or with a pillion, or enjoying a sporty weekend ride.



2. Product concept

The GSX-S1000GT product concept is:

'GT riding pleasure personified'

The product concept for the GSX-S1000GT reflects its position in the Suzuki lineup as a true sports tourer. It combines the perfect blend of performance, agility, stability, comfort, control, connectivity, and style to deliver a premium experience worthy of the GT tag.

It describes the comfort afforded the rider on long-distance tours, as well as the pleasure, reduced fatigue, and overall enhanced experience that comes from advanced riding controls and a sophisticated electronics package. The concept reflects the convenience and practicality of phone and media connectivity features, optional luggage capacity, pillion comfort, and pride of ownership.



2. Product concept

Key product features

Engine features:

- High performance 999cc four-stroke, liquid-cooled DOHC inline-four cylinder engine that delivers smooth, consistent power throughout the rev range. This enhances the riding experience in the low-to-midrange engine speeds more commonly used in everyday riding, all the way to the higher rev range used on long motorway journeys and sporty riding.
- The engine features a broad, smooth torque curve and a power delivery that reduces fatigue when touring at motorway speeds, allied to an electronics package that enables sportsbike levels of performance and acceleration.
- A compact 4-2-1 exhaust system positions the Suzuki Exhaust Tuning (SET) system behind the collector, along with catalytic converters and stylish exhaust that not only meets Euro 5 emissions standards, but also delivers an exciting exhaust note.
- Electronic throttle bodies help achieve a fine balance between idling speed control and power output characteristics, while also contributing to Euro 5 compliance.
- The airbox is designed to reduce intake resistance while delivering an impressive resonance that enhances the enjoyment of the riding experience.
- Exhaust and intake cam profiles help reduce emissions while achieving a balance of performance and controllability.
- Suzuki Clutch Assist System (SCAS) gives a light clutch lever operation, reducing rider fatigue especially when negotiating busy traffic. It also mitigates aggressive downshifts from sportier riding styles, too.

Suzuki Intelligent Ride System (SIRS) features:

- Suzuki Drive Mode Selector (SDMS) offers a selection of three different power output modes to better support the rider in differing conditions or to suit their personal preference.
- Suzuki Traction Control System (STCS) comes with five modes (plus the option to turn it off), and offers incremental control over the level of intervention, depending on the road and riding conditions, instilling greater confidence in the rider.
- A ride-by-wire electronic throttle more finely controls the relationship between throttle action and engine output to match each of the SDMS modes. It offers controllability and delivers a natural, linear response.
- A bi-directional quickshifter and autoblipper (that can be turned off) provides quicker, smoother upshifts and downshifts, without the need to operate the clutch lever, providing superbike-levels of performance while also reducing rider fatigue on longer rides or while touring.
- Cruise control allows the rider to maintain a set speed without operating the throttle reducing fatigue on long journeys. Speed is easy to set and adjust.
- The Suzuki Easy Start System starts the engine with just one quick press of the starter button.
- Suzuki's Low RPM Assist function is updated to work in conjunction with SCAS and make pulling away from a standing start even smoother and easier.

2. Product concept

Chassis features:

- A compact, lightweight chassis is engineered for comfort, agility, and high speed stability, designed to perform in real-world conditions, over long distances, and support the performance delivered by its superbike-derived engine on sporty rides.
- The twin-spar aluminium frame is built to deliver agile handling and great road holding ability that will go the distance. Its new seat rails feature secure side case attachment points and the design allows for a thicker, more comfortable pillion seat.
- The superbike-derived aluminium swingarm aids agility and stability, under a range of riding styles and conditions, whether the new GSX-S1000GT is ridden solo or laden with pillion and luggage.
- Wide-set, rubber-mounted floating handlebars, combined with a plush seat make for a comfortable riding position, upright to reduce fatigue when touring but with high levels of control and feel for sportier riding.
- Fully adjustable 43mm KYB inverted front forks deliver a smooth ride, whether touring with a passenger or out enjoying a sporty ride.
- Adjustable link-type rear suspension contributes to agility and stability.
- Attractive six-spoke cast aluminium wheels contribute to agile handling and stability.
- Dunlop SPORTMAX Roadsport2 tyres are custom engineered to deliver just the right levels of rigidity, while the optimised tread pattern enhances grip in wet conditions, delivers faster warm-up time and durable wear resistance.
- A 19 litre fuel tank, combined with the GSX-S1000GT's fuel efficiency, enables plenty of touring miles between fill-ups.
- Two four-piston Brembo monobloc front brake calipers bite 310mm floating discs to deliver strong, reliable braking performance and plenty of feel.
- An aerodynamic full fairing and screen deliver ample weather and wind protection, while contributing to the GT's stability at motorway speeds.

Electric Equipment features:

- The GSX-S1000GT uses a new 6.5-inch, full-colour TFT multi-function display that also features a scratch resistant surface and anti-reflective coating, and supports smartphone app content.
- Smartphone connectivity in conjunction with the free SUZUKI mySPIN app provides easy access to contacts, maps, music, phone, and calendar functions.
- A selection of third-party apps adds a variety of further available content, such as navigation, route planning, and time to destination functions, weather information, and more.
- USB outlet for charging the rider's smartphone is built into the left side of the display.
- Horizontally aligned LED headlights combine with new LED position lights to create a bold look inspired jet fighters.
- The LED rear combination light employs a design that emphasises the stylish lines of the tail.

2. Product concept

Styling features:

- A radical, futuristic design featuring sharp, sculpted lines creates an aerodynamically efficient front face with a cutting edge look.
- The thin tail section design gives the GT a lighter and tougher mass-forward look.
- The GSX-S1000GT is available in three colour options.

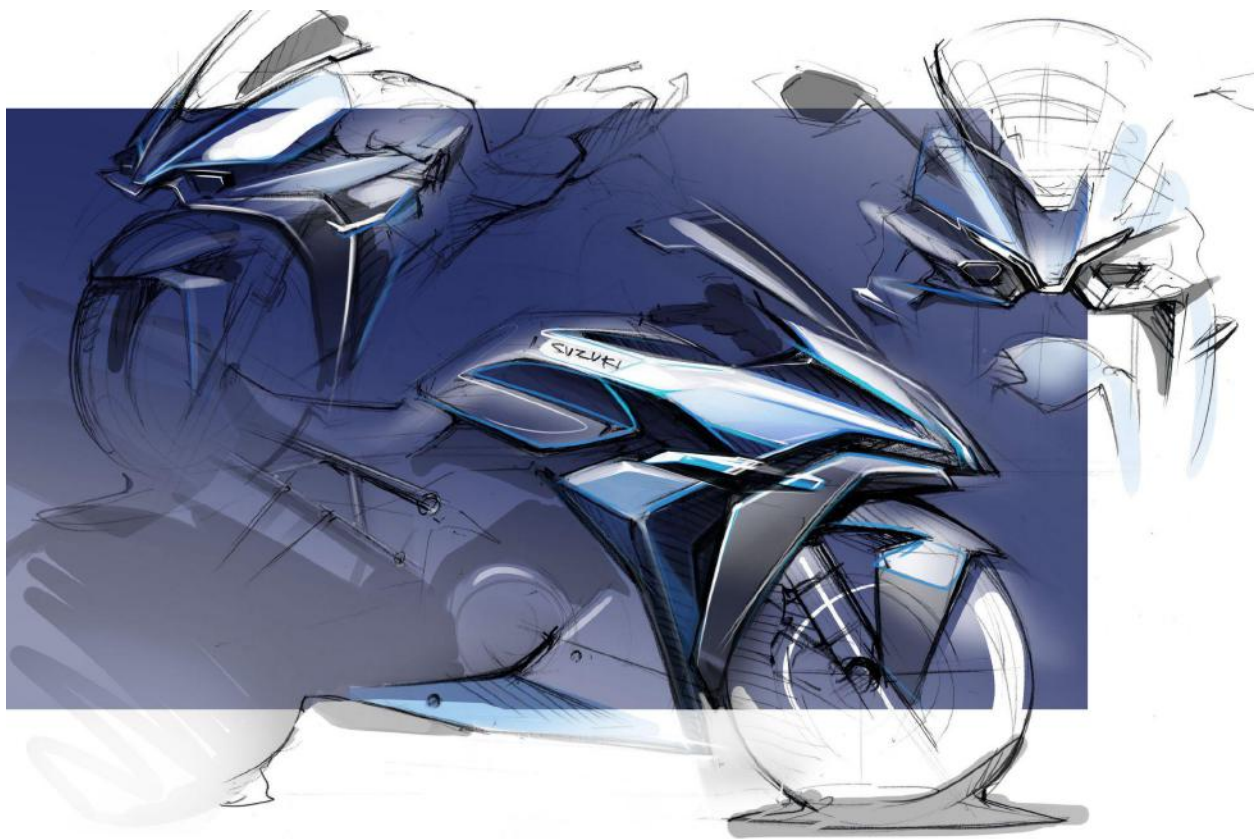


3. Styling design

The GSX-S1000GT design concept is;

'A GT Tour de Force'

The goal of the new GT design concept was to visually express the performance potential, comfort, and pleasure of this sports touring machine. It aims to convey the refinement and sophistication of a product designed to offer advanced functions such as the intelligent systems of SIRS and smartphone connectivity. It is designed to be aerodynamically efficient, and to be easier to control and more comfortable, whether touring for long distances with a full load and a pillion or heading out for a sporty solo ride. Its sharp lines, radical front face, and all-round good looks tell the story of the GT riding experience.



Putting a new face on touring performance and comfort

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

3. Styling design

Sporty and sophisticated colour choices

Metallic Triton Blue (YSF): Representing Suzuki's brand identity, this colour, used on Suzuki's MotoGP machines, creates a sporty look that symbolises performance, speed, and agility.

Metallic Reflective Blue (QT8): A dark blue with a luxurious gloss finish.

Glass Sparkle Black (YVB): A combination of glossy and flat black that expresses fine finish and luxury.



Metallic Triton Blue (YSF)



Metallic Reflective Blue (QT8)



Glass Sparkle Black (YVB)

4. Engine design

Introduction

The high performance, 999cc four-stroke, liquid-cooled, DOHC inline-four cylinder engine - found in the new GSX-S1000 - that powers the GSX-S1000GT has been engineered to perform optimally in all kinds of traffic and in all types of riding conditions, whether touring over long distances or out for a sporty run, all while meeting Euro 5 emissions standards.

Pure power and satisfaction

The engine delivers superbike-levels of performance but combines it with measures implemented to minimise vibration to make riding over long journeys more comfortable and less tiring. Smooth, consistently powerful output throughout the engine's rev range enhances the riding experience both at the low to mid-range engine speeds commonly used in daily riding, and through the mid to high-range used when travelling long distances on the motorway or on sporty solo rides.

The engine features a broad, smooth torque curve and power delivery that reduces fatigue when touring at motorway speeds. This combines with a variety of new electronic control technologies to offer fine control over power output characteristics that enable the rider to match the way torque comes on when opening the throttle to the type of ride or their riding style at any given time. This includes offering the excitement of powerful acceleration and all-round performance to support enthusiastic sports riding when desired.

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

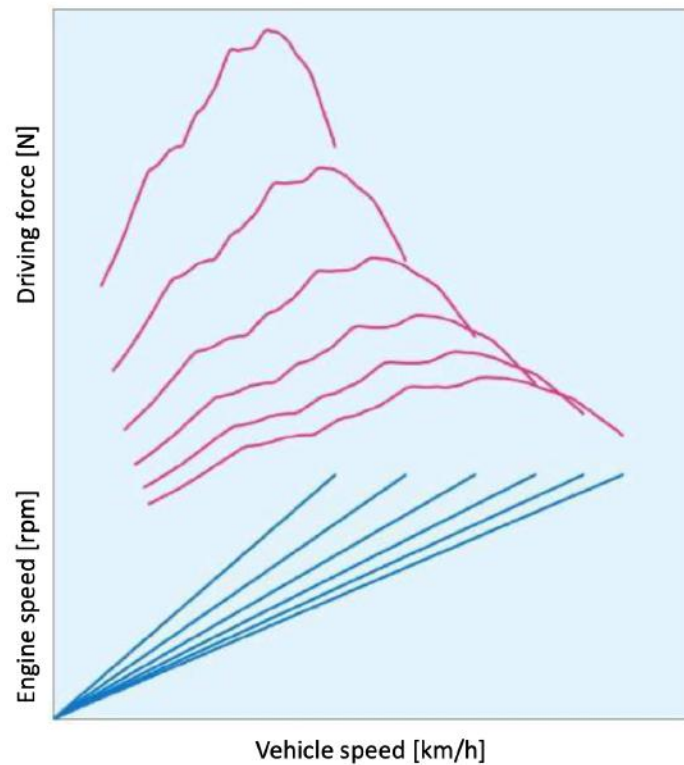


999cc, four-stroke, liquid-cooled, DOHC inline-four cylinder engine

4. Engine design

	GSX-S1000GT
Displacement	999cc
Bore x stroke	73.4mm x 59.0mm
Compression ratio	12.2:1
Maximum power	112kW (152PS)/11,000rpm
Maximum torque	106Nm/9,250rpm
Acceleration (0-200m)	6.64 seconds
Acceleration (0-400m)	10.15 seconds
Emissions level	Euro 5
MPG	46.3mpg
CO ₂	143g/km

Vehicle performance curve



4. Engine design

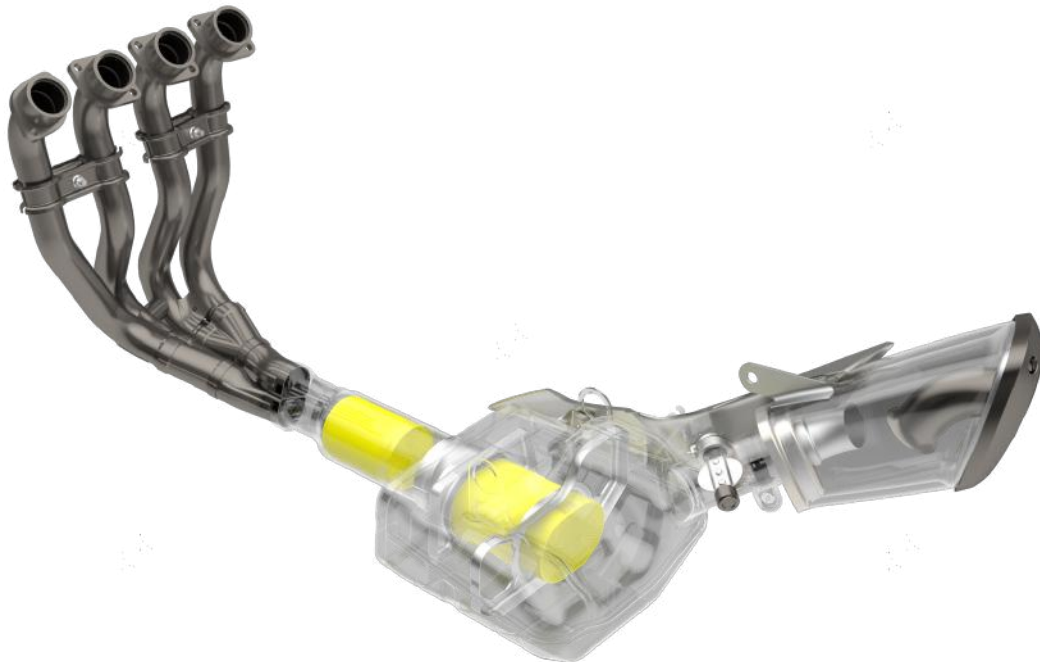
Enhanced torque production

The engine delivers a broad, smooth torque curve with minimal peaks and dips, to achieve high average torque when measured cumulatively across its operating range. With abundant torque available from low rpm, that builds and really shines in the mid to high rpm range, the new GSX-S1000GT is equally adept at street riding as it is at high speed, long distance touring, even under load when carrying gear and a pillion. Response is more predictable and controllable and the riding experience more exciting.

Exhaust system

The GT's 4-2-1 exhaust system is tuned to deliver powerful resonance for aural pleasure, while at the same time producing a gentler note both rider and passenger alike can enjoy on long touring runs. The design also features clean, sharp looks that befit a luxury sports tourer.

Designed to deliver overall performance while satisfying Euro 5 emission standards, it features a new chamber structure, with the introduction of a second catalytic converter inside. Like the new GSX-S1000 it shares the engine with, the collector is now marginally longer and the Suzuki Exhaust Tuning (SET) system positioned differently to boost performance and meet emissions targets.



4. Engine design

Electronic throttle bodies

New electronic throttle bodies help achieve a better balance between idling speed control and power output characteristics, while their design also contributes towards complying with Euro 5 emissions standards. When compared to the mechanical type, these electronically controlled throttle bodies are lighter and more compact. The bore size is 40mm, to help achieve Euro 5 compliance. However, painstaking attention to the design and development process ensured that this could be accomplished while still maximising the GSX-S1000GT engine's power output.

While one approach to maintaining or improving power output while also working to comply with stricter emissions standards would be to increase engine displacement, instead, the development team managed to achieve high performance while retaining the engine's 73.4mm x 59.0mm bore and stroke that helps deliver the excellent low rpm controllability for which Suzuki's engines have long been known.

A benefit of this new design is more controllable behavior that can be customised to best match the type of ride and preferred riding style for any given outing. Another benefit is that this type of finer control contributes to reducing fatigue on long rides.



4. Engine design

Airbox

A new structure to the airbox reduces weight and contributes to increasing power output. The new design reduces intake resistance.



4. Engine design

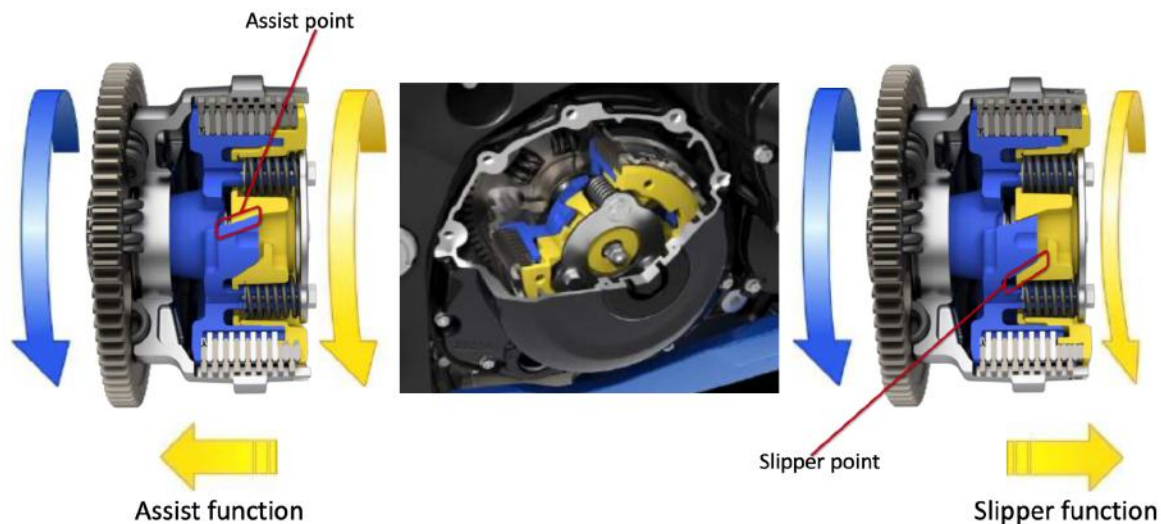
Suzuki Clutch Assist System (SCAS)

The new GT adopts the Suzuki Clutch Assist System (SCAS), which introduces an assist function to complement the slipper clutch.

The slipper clutch partially disengages to mitigate the effect of engine braking when downshifting to decelerate. By helping to prevent the rear tyre from hopping and providing smoother deceleration, this function enables the rider to shift down with greater confidence and maintain better control when entering corners.

SCAS introduces an assist function that leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfer torque to the rear wheel under acceleration, all while using softer clutch springs. The resulting benefit is the realisation of a far lighter clutch lever operation. This reduces rider fatigue in situations that require frequent clutch lever operation.

These assist and slipper functions work harmoniously with the GT's bi-directional quickshifter to deliver clutch-free upshifting and downshifting.



5. Suzuki Intelligent Ride System (SIRS)

Introduction

The new GSX-S1000GT adopts a collection of advanced electronic systems that comprise the Suzuki Intelligent Ride System (SIRS). These include the Suzuki Drive Mode Selector (SDMS), Suzuki Traction Control System (STSC), a ride-by-wire electronic throttle system, bi-directional quickshifter, cruise control, Suzuki Easy Start System, and Suzuki's Low RPM Assist.

The respective systems enable the rider to optimise performance characteristics to best suit riding conditions and varying road surfaces, as well as their level of confidence and experience. By assisting the rider, they help make the GT controllable and predictable, and less tiring to operate, both when touring for long distances and in everyday riding. These attributes benefit the rider by instilling greater confidence and allowing them to concentrate on enjoying the GT riding experience.



5. Suzuki Intelligent Ride System (SIRS)

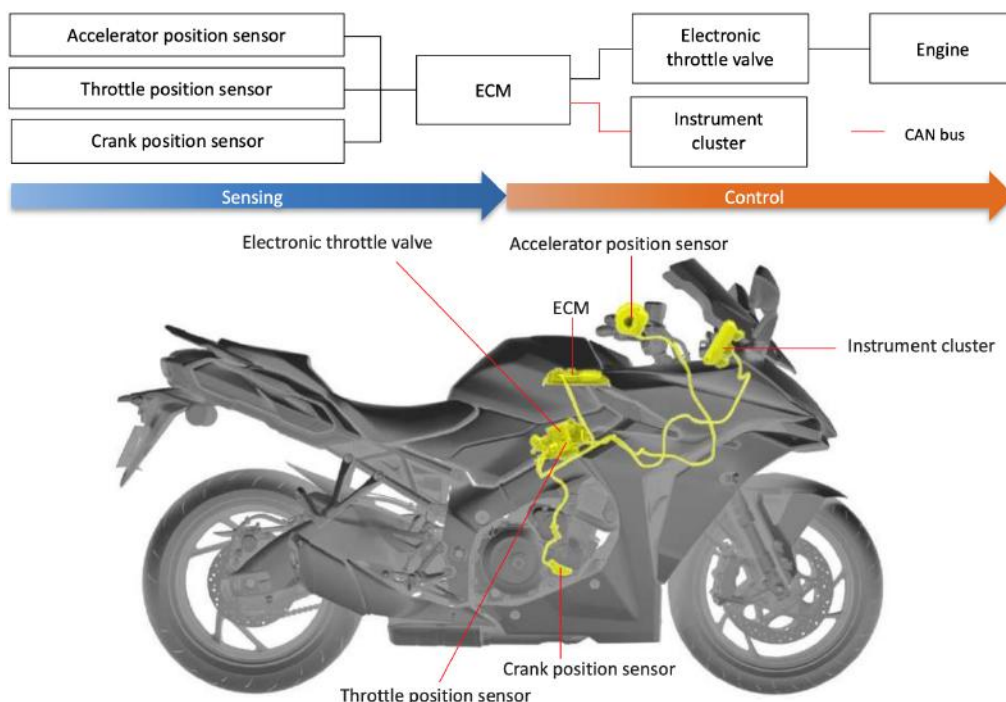
Suzuki Drive Mode Selector (SDMS)

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

Mode A (Active) provides the most direct throttle response at low to mid-range speeds and reaches the top of its power curve at lower rpm. Settings for torque characteristics are tuned to deliver exciting acceleration and, true to its superbike heritage, fully leverage the power of its 999cc engine. It is well suited for enjoying enthusiastic runs on winding roads in good weather.

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

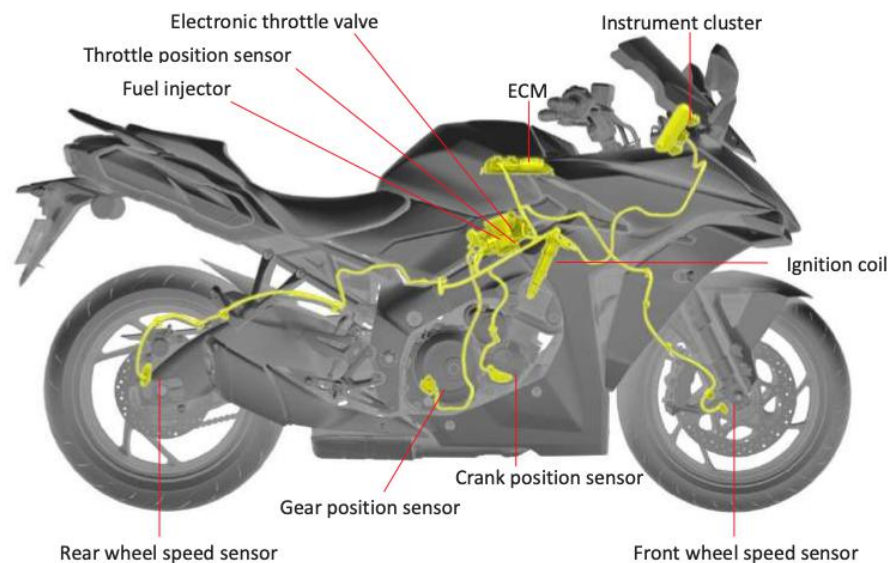
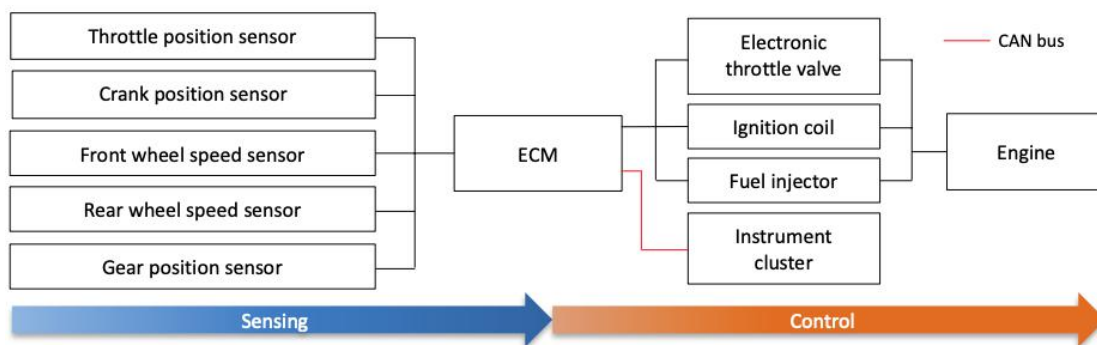
Mode C (Comfort) provides the softest throttle response and more gentle torque characteristics, while delivering power in a linear fashion that eventually reaches the same level of maximum power output at high rpm. The gentler throttle response and limited torque production at low through mid-range speeds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



5. Suzuki Intelligent Ride System (SIRS) Suzuki Traction Control System (STCS)

The GT is equipped with STCS with a selection of five modes (plus off) . The fine incremental control over settings allows the system to better fit the riding conditions in which the machine finds itself, whether riding alone or with a pillion, whether carrying luggage, or riding in inclement weather. This in turn instills greater confidence in the rider, regardless of experience, while reducing stress and fatigue.

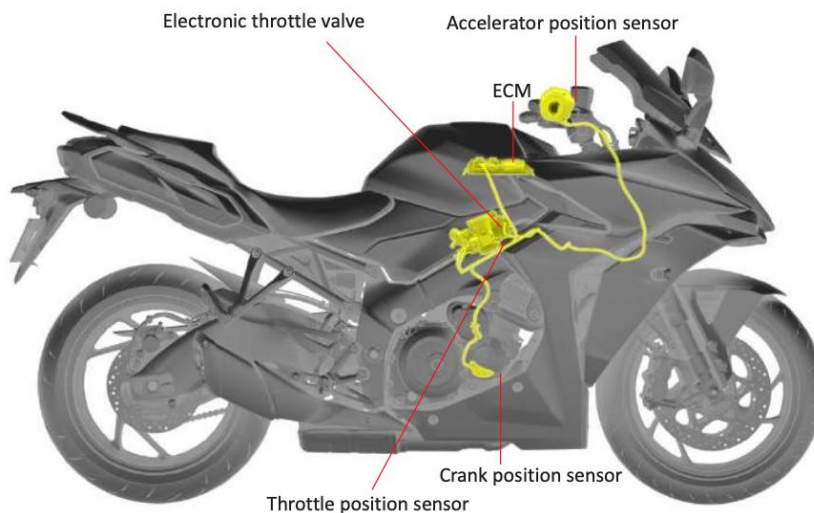
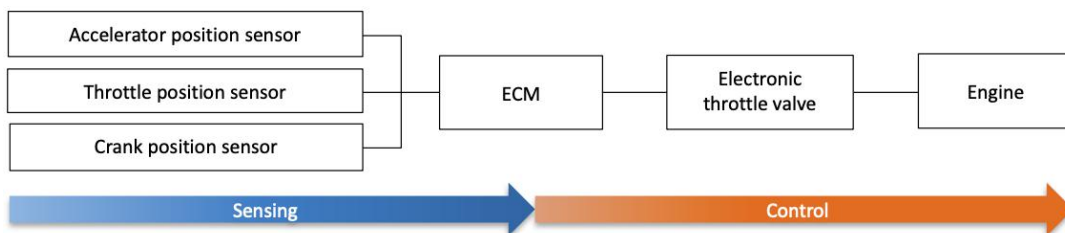
The higher the mode, the faster the control takes effect and the more proactive the system is in limiting wheel spin. The system is programmed to continuously monitor front and rear wheel speed, engine RPM (as calculated using data from the crank position sensor), throttle position and gear position. It is designed to immediately limit power and help prevent slipping when an imminent loss of traction is detected by controlling the throttle opening, ignition timing, and fuel injection rate.



5. Suzuki Intelligent Ride System (SIRS)

Ride-by-wire electronic throttle system

The GT adopts an electronic throttle control system, which takes advantage of the 32-bit ECM to control the action of the throttle valves to more finely control the relationship between throttle action and engine output characteristics. The benefit of this is that individual settings can be tuned and thoroughly tested to match each of the SDMS modes. The overall result is throttle action that responds faithfully to the rider’s intention across the range of mode settings and delivers a natural response and linear control similar to that of conventional throttle operation. It also allows for the introduction of other advanced systems such as the bi-directional quickshifter, which enhance the riding experience and aid controllability.



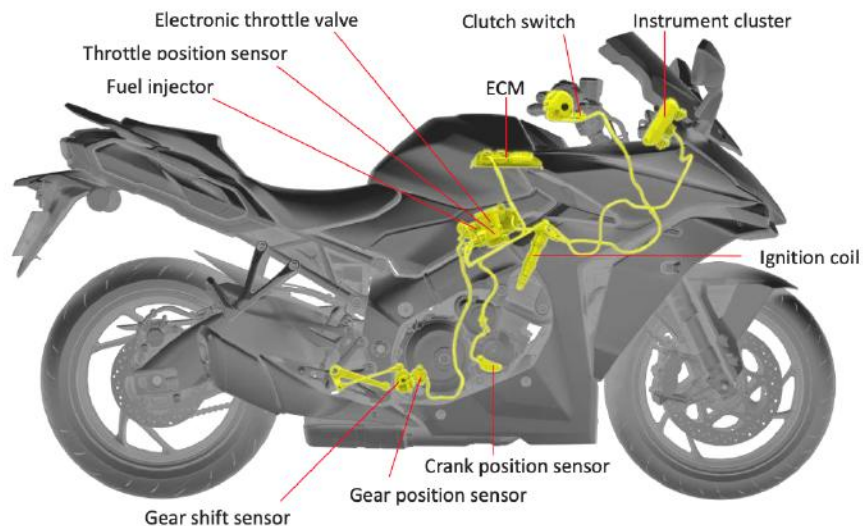
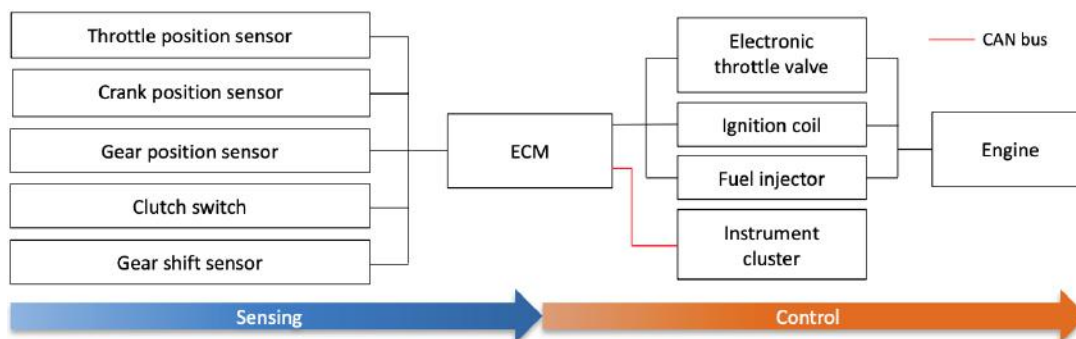
5. Suzuki Intelligent Ride System (SIRS)

Bi-directional quickshifter

The bi-directional quickshifter enables the rider to shift up or down without operating the clutch lever. As standard equipment on the GT, this feature enhances the riding experience and reduces fatigue.

When activated, the system automatically interrupts power delivery when accelerating just long enough to unload the transmission gear dogs, thereby producing smoother, almost uninterrupted acceleration when the rider shifts up. When decelerating, without manually blipping the throttle or using the clutch, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio. The result of this hands-free automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience when the rider downshifts.

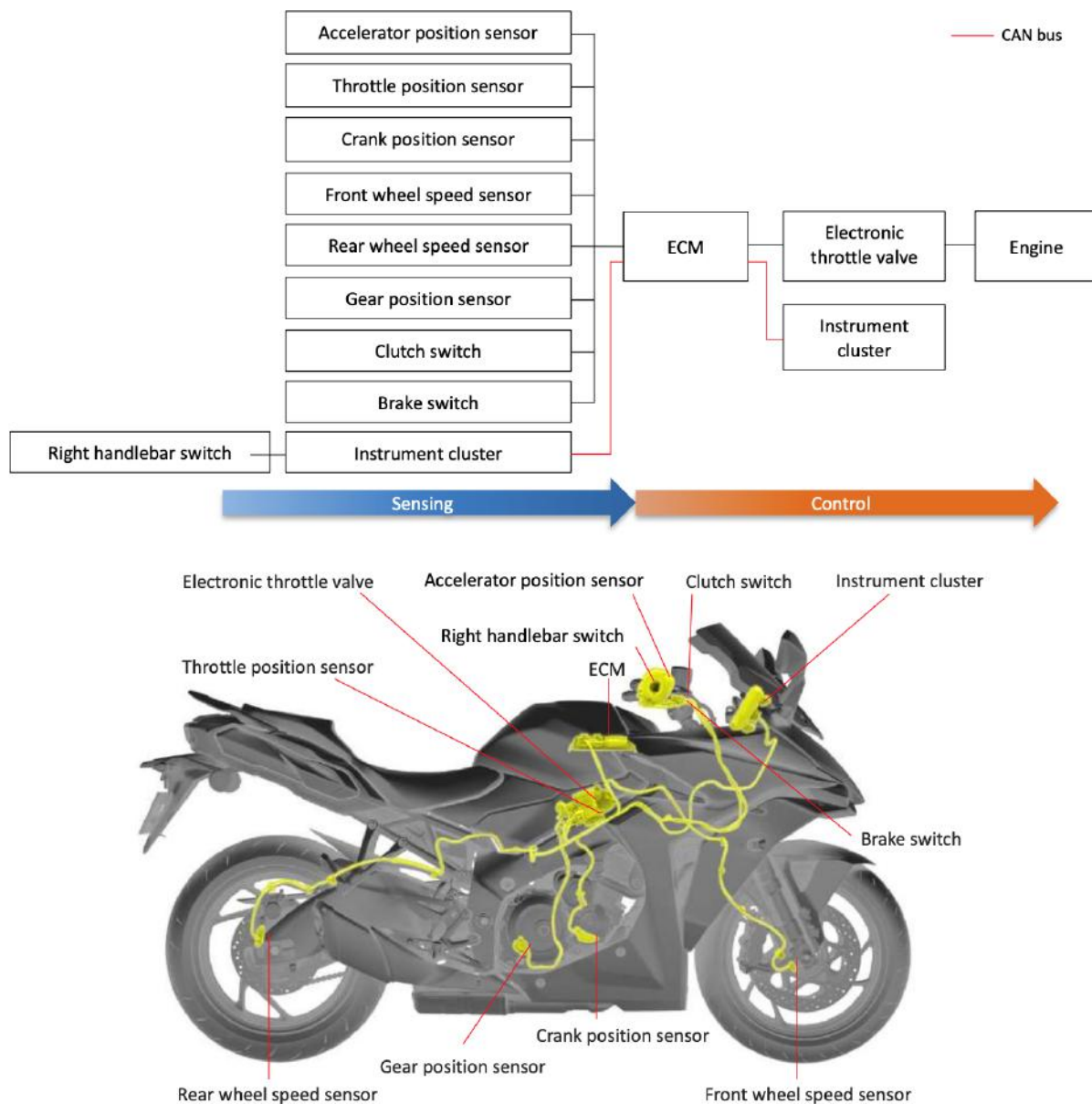
The bi-directional quickshifter combines with SDMS to provide greater riding fun with a more linear shift feel when changing gears.



5. Suzuki Intelligent Ride System (SIRS)

Cruise control

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 travelling at constant speed on motorways. The chosen setting appears on the colour TFT instrument screen and the speed can be easily adjusted upward or downward using the plus or minus switch on the left handlebar. Cruise control can be set at speeds between 18mph to 112mph when riding in second gear or higher. The handy resume function re-engages the system and accelerates to the most recent speed setting after canceling.



5. Suzuki Intelligent Ride System (SIRS)

Suzuki Easy Start System

Suzuki Easy Start System lets the rider start the machine with one quick press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine fires up. As a function used every time the engine is started, removing the bother of the above operations makes the riding experience all the more pleasurable and convenient.

Low RPM Assist

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

Supporting technologies

Controller Area Network (CAN bus)

The new GSX-S1000GT adopts a robust CAN bus that enables the ECM to communicate with the 6.5-inch full-colour TFT multi-information display. Its capabilities help realise the inclusion of advanced control systems.

Engine Control Module (ECM)

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



6. Chassis design

Introduction

To achieve the right balance of performance and comfort befitting a sports touring machine, great attention was given to every aspect of the chassis design. This includes everything from the core structure of the frame and swing arm, to the riding position, the design of the handlebars and seats, the suspension settings, tyres, aerodynamic performance, and details such as the mirrors and fuel tank capacity.

Engineered for a pure GT riding experience

Agility, comfort, and reassuring riding pleasure were the design goals for creating a chassis that takes the form of a compact and lightweight package. Every aspect reflects a focus on great handling and control in real-world conditions, such as riding with a pillion or carrying luggage, and to minimise rider fatigue when touring for long distances. Another major goal was to build the chassis to deliver the aggressive performance desired of a superbike-derived machine when the rider heads out for a sporty ride.



6. Chassis design

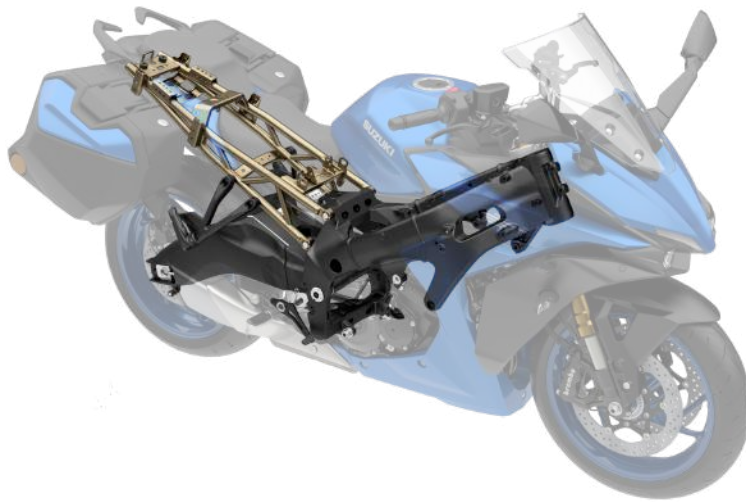


6. Chassis design

Twin-spar aluminium frame with new seat rail design

The GT's twin-spar aluminium frame is built to deliver nimble handling and great road holding ability, including when carrying a pillion and full luggage. Side profile, the main tubes run straight from the steering head to the swingarm pivot. This design helps achieve high rigidity and lighter weight.

A newly-designed subframe provides more rigid and secure attachment points for the optional side cases, plus they lower the height of the seat rails, making it possible to increase the thickness of the pillion seat for greater passenger comfort.



Aluminium swingarm

The superbike-derived aluminium swingarm is braced for great road holding ability and the strength to withstand long rides, heavy loads, and the demands of sporty runs.



6. Chassis design

Comfortable upright riding position

The GSX-S1000GT's upright riding position provides all-day-riding comfort, with wide-set tapered 'bars. As well as aiding comfort, the handlebar position offers high levels of control and feel. They combine with a plush, comfortable seat to allow for full days in the saddle.



6. Chassis design

Suspension

The 43mm KYB inverted front forks give a ride that is sporty-yet-plush. They have fully adjustable damping, rebound, compression and spring preload. The link-type rear suspension with adjustable rebound damping and spring preload settings contributes to enhancing agility and stability.

From low through high speeds, the handling is neutral and the rider feels an immediate sense of confidence-building stability. At the same time, the GT delivers high levels of performance, responding faithfully under the heavy loads of high speeds.



6. Chassis design

Wheels and tyres

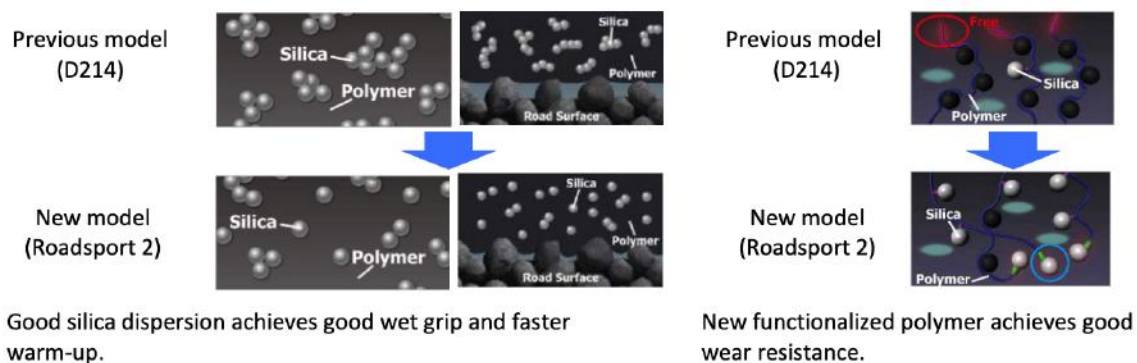
The cast-aluminium wheels feature a lightweight, six-spoke design to look as good as they perform. Dunlop's new Roadsport 2 radial tyres (120/70ZR17 front, 190/50ZR17 rear), custom-designed for the new GT, adopt an updated internal construction that differs from the commercially available version. The custom-engineered carcass and high elongation steel jointless belt are tuned to optimise rigidity, to match the weight of the GT and the riding conditions under which it will be used. The tread pattern, too, is optimised, introducing a brand new silica compound that enhances positive grip in wet conditions, faster warm-up times, and durable wear resistance.

These wheels and new tyres work in harmony with the front and rear suspension settings to maximise comfort on long rides while helping to achieve the high grip, stability and agility levels needed to support both touring and sport performance.



Tread Compound Comparison

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



6. Chassis design

Fuel tank

A 19 litre capacity fuel tank combines with the engine's excellent fuel efficiency to bring the rider greater peace of mind by blessing the GT with superior touring range per tank of fuel.



Braking

The GSX-S1000GT boasts radial-mount Brembo monobloc calipers, each with four opposed 32mm pistons biting 310mm floating discs for strong stopping power.



6. Chassis design

Floating handlebars

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



Seats and grab bar

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



6. Chassis design

Footrest rubber

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

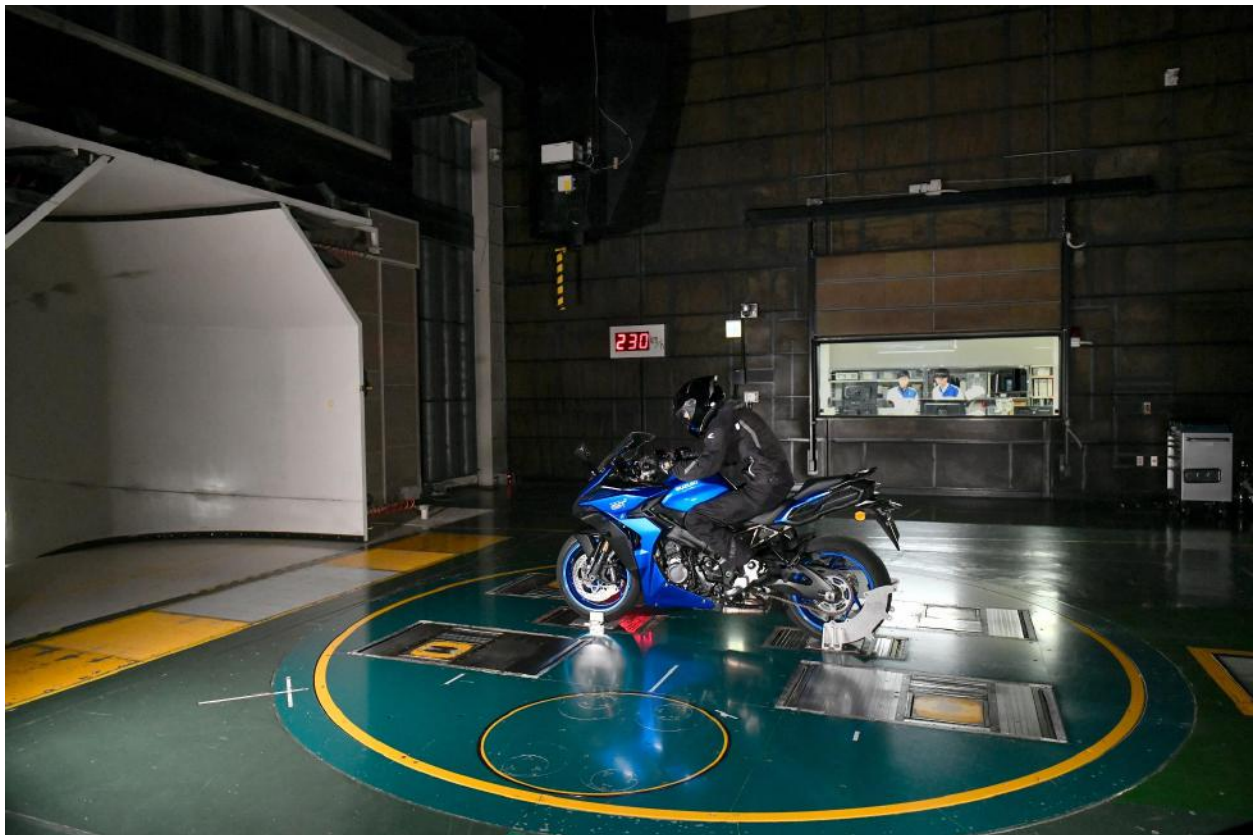


6. Chassis design

Wind-cutting aerodynamics

Aerodynamics and wind protection are of critical importance to meeting the high-speed touring demands of a sports tourer, both in terms of dynamic performance and comfort.

The GT's fairing, windscreen, and mirrors are all meticulously designed to contribute to its aerodynamic performance. Each component was analysed early in the development process to identify areas for improvement. That was followed by repeated cycles of wind tunnel testing, analysis and refinement to ensure that all the pieces work together harmoniously to maximise wind protection and make the rider more comfortable. This reduces fatigue when touring at high speeds and frees the rider to concentrate on enjoying the experience.

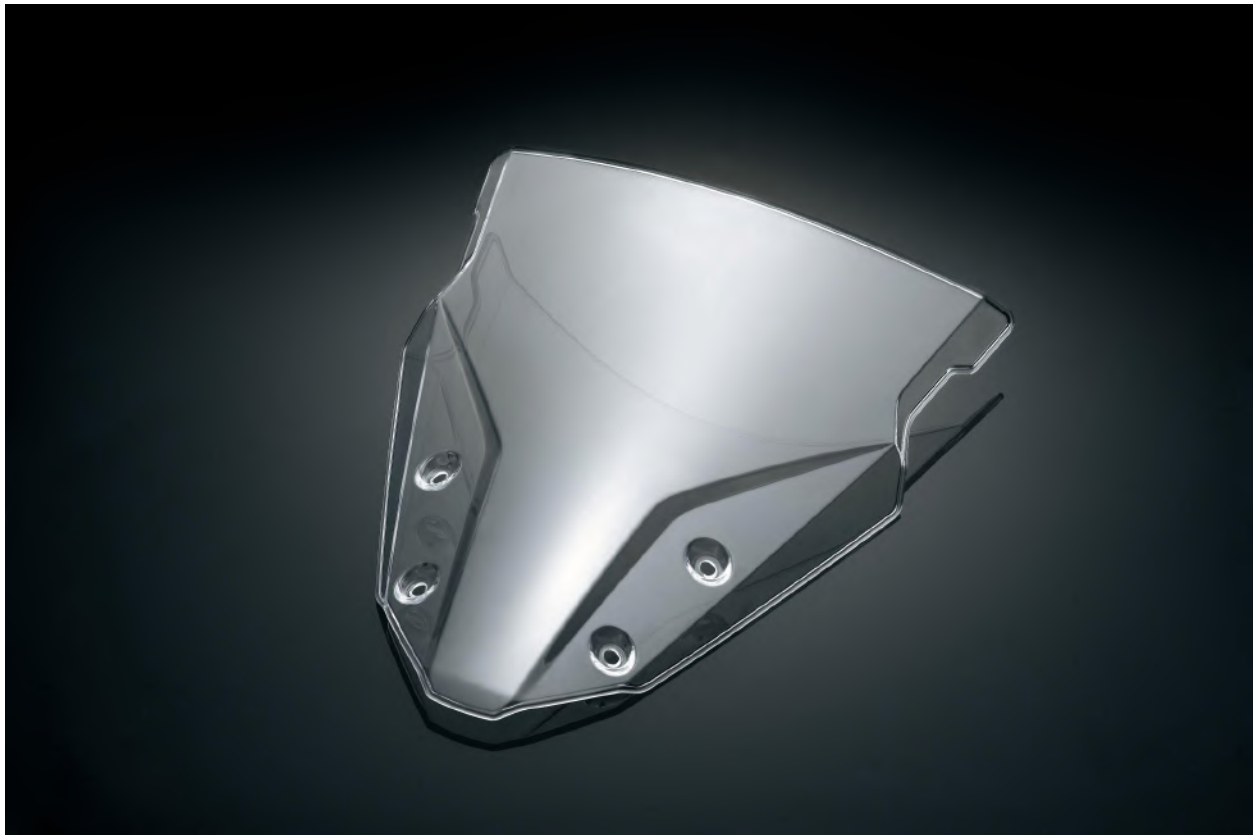


6. Chassis design

Windscreen

While aerodynamic performance was a given, design priorities for the GT's new windscreen focused on maximising wind protection to deliver relaxing comfort worthy of a sports touring riding experience. At the same time, the designers were also concerned with keeping the form as compact as possible and making the screen attractive. Development involved repeated rounds of wind tunnel testing and analysis, with the design refined at each stage until it achieved just the right overall balance to satisfy the development team's goals.

In addition to deflecting wind away from the rider's head, folds introduced along the sides also help shield the rider's shoulders from the wind. The result is comfort, reduced stress from exposure to the cold and other elements, and reduced fatigue on long rides.



6. Chassis design

Mirrors

Aerodynamic performance and wind protection are of great importance given the demands of high-speed touring on a sports touring machine. As this extends to the design of the new cowl-mounted mirrors and mirror stays, a concerted effort was dedicated to streamlining the flow of air across the mirrors and softening the force of wind that strikes the rider's knuckles. Every detail was meticulously designed and then subjected to repeated rounds of wind tunnel testing to refine the shape and construction. All of this was accomplished while maintaining the structural strength of the components. The result is an attractive aerodynamic design that also contributes to greater rider comfort and protection.

As an additional benefit, the mirrors reduce the amount of eye movement required for viewing, so help make long-distance touring even more relaxing and less tiring.



6. Chassis design

Comfort is paramount

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



7. Electric equipment

6.5-inch full-color TFT multi-function display

The GT's instrument cluster adopts a new-generation 6.5-inch full-color TFT screen. The large, multi-function display features a scratch-resistant surface, an anti-reflective coating that improves visibility in bright light, as well as the ability to connect to smartphones.

Not only does it keep the rider fully aware of all the bike's systems, settings and real-time operating status, when connected to the rider's smartphone it can also display maps, incoming and outgoing phone calls, contacts, and music for even greater convenience, functionality and fun.



Readouts include:

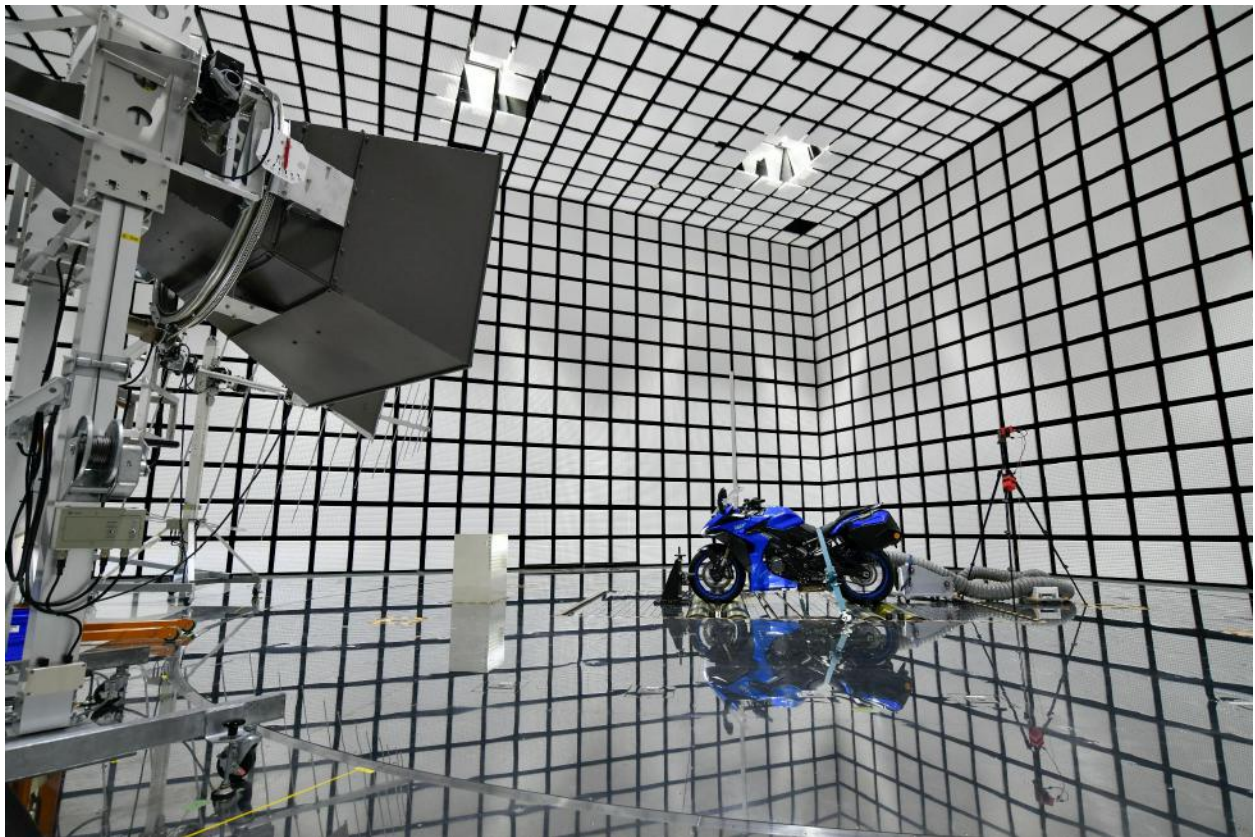
- Speedometer
- Tachometer
- Riding range
- Cruise control setting
- Odometer
- Dual trip meter
- Gear position
- Water temperature
- Ambient temperature
- Smartphone battery level
- Voltmeter
- RPM indicator
- Average fuel consumption (1 and 2)
- Instant fuel consumption
- SDMS mode
- Traction control mode
- Quickshifter (on/off)
- Fuel gauge
- 12-hour clock
- Ride-passenger intercom
- Smartphone connection status

7. Electric equipment

LED indicators flanking the display include turn signal indicators, MIL (malfunction indicator lamp), neutral indicator light, master warning indicator, high-beam indicator light, TC (traction control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light. All are designed for easy recognition.

The screen offers manual or automatic switching settings for the day (white) and night (black) display modes that maximise visibility at any hour and in any riding situation.

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



7. Electric equipment

Smartphone connectivity

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

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

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



7. Electric equipment

Contacts

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

Phone

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

Maps

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

Music

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

Calendar

The rider can display calendar entries from their smartphone on the TFT screen and check scheduled events and reminders. The combination of Suzuki mySPIN and the TFT screen makes for a richer and more pleasant riding experience.

7. Electric equipment

Highly functional and attractive lighting

New LED headlights

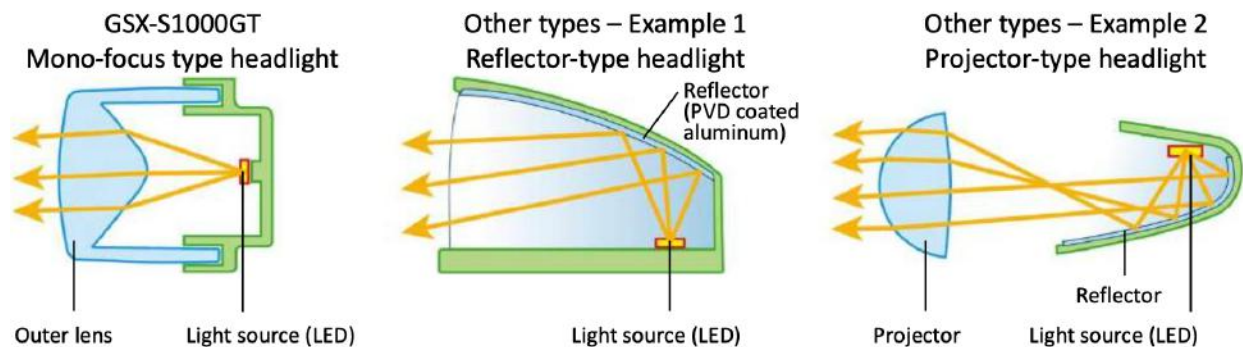
A pair of newly developed LED headlights are mounted horizontally to the body on the right and left of the cowling. Compact and light compared to other LED lights, these new headlights adopt a mono-focus LED light source that shines straight through the relatively thick outer lens. The lens's convex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



Headlights OFF

Low beam

High beam



7. Electric equipment

LED front turn signals

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



LED rear combination light and turn signals

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



8. Genuine accessories

Genuine accessories represent a way to customise and personalise the GSX-S1000GT. Riders can choose from an extensive lineup of items to achieve their desired look and level of enhanced touring comfort, utility, and protection, including a side case set with 36 litres of storage space and a load capacity of 5kg. Each case can accommodate a full-face helmet, and the set is available with trim in each of the three body colours.

The lineup of accessories also includes carbon front and rear fenders, a carbon magneto cover, carbon clutch cover and carbon crankshaft cover. These accessories feature a matt finish that lends a sense of quality. The touring windscreen option, 70mm taller than the stand equipment screen, improves comfort, and reduces fatigue.

A new design for the protective fuel tank pads features the Suzuki logo, as do the attractive wheel and rim decals.



8. Genuine accessories

1. Touring screen

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















8. Genuine accessories

2. Side case set






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





8. Genuine accessories

		
3. Lock set	4. Side case bracket set	5. Side case garnish set (available in all three body colours)
		
6. Grip heater	7. Accessory seat	8. Red Brembo caliper
		
09. Front axle slider	10. Rear axle slider	11. Carbon clutch cover
		
12. Carbon front fender	13. Carbon rear fender	14. Carbon alternator cover

8. Genuine accessories

		
15. Carbon starter cover	16. Tank bag ring	17. Tank bag (15L)
		
18. Tank bag (9L)	19. Fuel tank pad A	20. Fuel tank pad B
		
21. Fuel tank pad C	22. Fuel tank protector (foil)	23. Fuel tank protector (black)
		
24. Wheel decal A	25. Wheel decal B	26. Wheel decal C

8. Genuine accessories

		
27. Rim decal A	28. Rim decal B	

9. Colour lineup



Metallic Triton Blue (YSF)



Metallic Reflective Blue (QT8)



Glass Sparkle Black (YVB)

10. Specification

Overall length	2,140 mm
Overall width	825mm
Overall height	1,215mm
Wheelbase	1,460mm
Ground clearance	140mm
Seat height	810mm
Kerb weight	226kg
Engine type	Four-stroke, four-cylinder, liquid-cooled, DOHC
Bore x stroke	73.4mm x 59.0mm
Engine displacement	999cc
Peak power	152PS @ 11,000rpm
Peak torque	106N-m/9,250rpm
Compression ratio	12.2 : 1
Fuel system	Fuel injection
Starter system	Electric
Lubrication system	Wet sump
Transmission	Six-speed constant mesh
Suspension - front	Inverted telescopic, coil spring, oil damped
Suspension - rear	Link type, coil spring, oil damped
Rake / trail	25° / 100mm
Brakes - front	Disc, twin
Brakes - rear	Disc
Tyres - front	120/70ZR17M/C (58W), tubeless
Tyres - rear	190/50ZR17M/C (73W), tubeless
Ignition system	Electronic ignition (transistorised)
Fuel tank capacity	19 litres
Fuel efficiency / range	46.3mpg / 194 miles
CO ₂	143g/km
Emissions standard	Euro 5
Oil capacity (overhaul)	3.4 litres

ENDS