

GSX-S1000

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

The Beauty of Naked Aggression



* This photo depicts a professional rider on a closed course and includes an optional accessory.

Key Features

Distinguished by its stacked LED headlight assembly topped by a single LED position light and bold, angular styling with MotoGP-inspired winglets, the GSX-S1000's aggressive naked sportbike stance speaks of power and performance potential.

The 999cm³ GSX-R-based engine has more peak power with strong torque in the low- to mid-range that's smoothly controlled by Suzuki's Ride-by-Wire Electronic Throttle system for stimulating sportbike experience.

The Suzuki Intelligent Ride System (S.I.R.S.) includes the 3-mode Suzuki Drive Mode Selector (SDMS), the updated 5-mode Suzuki Traction Control System (STCS)* and the popular Easy Start and Low RPM Assist systems.

The latest version of the Suzuki Clutch Assist System (SCAS) smooths shifting and engine braking, or gives your clutch hand a rest with the Bi-directional Quick Shift System.

Upright streetfighter ergonomics, a twin-spar aluminum frame and adjustable KYB suspension deliver controlled handling while ABS-equipped** Brembo radial mount monobloc brake calipers with dual, floating brake rotors provide controlled stopping power.

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

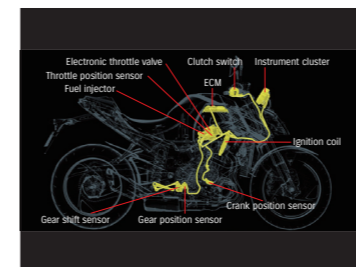
Suzuki Drive Mode Selector (SDMS) provides you with a choice of three different engine power output modes, (A, B, and C). All three deliver maximum engine output but provide different throttle response and torque



Aesthetic Design



Absolute Performance



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



Comfortable Upright Riding Position

characteristics when accelerating.

• Mode A (Active) is for active, sporty use that delivers the sharpest throttle response as you open the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on clean, winding roads in good weather.

• Mode B (Basic) is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as you open the throttle. Settings are tuned to fit a wide range of riding styles and conditions, and to help make the bike more controllable in everyday riding situations.

• Mode C (Comfort) offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when you desire a relaxing, comfortable ride.

The advanced Ride-by-Wire Electronic Throttle System leverages the capability of the 32-bit ECM and CAN-style wire harness to precisely control engine output relative to throttle action.

• This precision allows throttle body action to be tuned to best match each of the SDMS modes. The result is controllable, linear power delivery that responds faithfully to your intentions, whether commuting or enjoying a sporty ride on a winding road.

The 5-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.

The Bi-directional Quick Shift System is a distinctive standard-equipment feature that lets you shift up or down without operating the clutch lever. When activated, the system delivers clean, smooth upshifts with almost uninterrupted acceleration, and downshifts that are also quick and smooth.

By helping maintain engine idle speed for smoother and easier starts, Low RPM Assist enables you operate and control the bike more easily in stop-and-go traffic.

With the Suzuki Easy Start System, one quick press of a button lets you start the engine without pulling in the clutch lever. As a function used on every outing, Easy Start makes your riding experience all the more pleasurable and convenient.

Engine Features

The GSX-S1000's long-stroke engine produces a broad, smooth torque curve through the full rev-range and features increased peak horsepower.

• The GSX-S1000 provides predictable and controllable throttle response with abundant top-end power to provide you with an exciting riding experience.

The camshaft profiles decrease lift and valve overlap to improve emissions and balance the engine's performance and drivability to enhance rider control.

Suzuki's legendary Twin Swirl Combustion Chamber (TSCC) design is machined into the cylinder head that, along with the flat-top pistons, achieves an optimal 12.2:1 compression ratio, helping to deliver a broad spread of power throughout the entire rev range.

Aluminum pistons, engineered with use of Finite Element Method (FEM) analysis, are cast with optimal rigidity and weight.

• Ventilation holes between the cylinders reduce pumping loss within the crankcase so the engine can deliver more power and torque.

Electronic throttle bodies contribute to smooth and controlled response, especially when you are applying the throttle to accelerate out of a corner.

• These Ride-by-Wire throttle bodies provide precise control for the Suzuki Drive Mode Selector (SDMS), Suzuki Traction Control System (STCS), and Bi-directional Quick Shift System.

• Long-nosed 10-hole fuel injectors on each throttle body improve fuel atomization, while the automatic Idle Speed Control (ISC) improves cold starting and stabilizes engine idle.

The air cleaner adopts an internal structure that contributes to engine performance while maintaining the exciting intake sound for which the GSX-S1000 is renowned.

The GSX-S1000's stainless steel, 4-2-1 exhaust system is completely redesigned and tuned while retaining the under-chassis design, sharp looks and exciting note of the prior generation's

system.

- Behind the header pipes, the redesigned mid-chamber contains a second catalytic converter to help ensure emissions compliance, a low center of gravity, and good exhaust flow to help the engine deliver strong low- to mid-range punch and plenty of free-revving power through to high RPM.

The Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the sculpted muffler, with its pleasing appearance uncommon to under-chassis exhausts and its exciting, distinctive sound.

The digital ignition fires iridium-type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.

The radiator shroud efficiently guides cooling air to the high-capacity curved radiator. A thermostatically controlled cooling fan helps ensure lower coolant temperatures when riding in slow moving traffic. The design also deflects hot air away from the rider at speed.

- A rotary sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift System precisely responds to your actions. This design provides precise shifting feeling at the shift lever and, because of its location on the engine, reduces the chance of damage if the bike is tipped over.

- The gearshift cam, shift shaft and clutch release cam were

revised to support the function of the Bi-directional Quick Shift system.

The latest version of the Suzuki Clutch Assist System (SCAS) clutch increases plate pressure under acceleration, yet acts as a slipper clutch to smooth engine response during engine braking and corner entry.

Chassis Features

The sturdy aluminum alloy swingarm comes straight from the GSX-R1000 and is ruggedly braced. This contributes to both great roadholding ability and great superbike looks.

Connected to the swingarm is a link-type rear suspension, with a single shock absorber that features seven-way adjustable spring preload and rebound damping force adjustment.

The 43mm inverted KYB forks offer a generous 120 mm of front wheel travel and adjustable spring preload, compression and rebound damping.

Dunlop's SPORTMAX Roadsport 2 radial tires (120/70ZR17 front and 190/50ZR17 rear) are custom-engineered to perform optimally on the GSX-S1000 and provide great grip in dry or wet conditions, faster warm-up, and long tread life.

Dual front brakes with fully floating 310mm discs and Brembo radial mount monobloc calipers with four 32mm opposed pistons provide strong and consistent stopping power.

The GSX-S1000 features an upright riding position that maximizes comfort and control. This practical

sport riding position is the result of a carefully crafted relationship between the handlebar, footrests, and seat.

- The matte black tapered aluminum handlebars contribute to the excellent riding ergonomics, with great vibration damping and performance-oriented style.

- The handlebars are 23 mm wider than on the prior generation model and rotated slightly upward to raise the grip height.

Body & Styling Features

The GSX-S1000's 19L fuel tank capacity reduces the frequency of gas stops while commuting or on long rides.

- The pillion seat is shaped to match the GSX-S1000's angular styling, while featuring a cushion with 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 movement.

The styling is meant to convey an aggressive attitude.

- The radical design of the stacked LED headlight assembly and its minimalist cowling adds sharp lines that are inspired by the latest fighter jets.

- The fuel tank side cowling blends into the radiator shrouds that have angular winglets, reminiscent of the aerodynamic foils on Suzuki's World Champion MotoGP race bikes.

- The bike's compact nose pairs with the short, compact muffler

design and slim design of the tail section to establish a clean, agile look that accentuates the muscular appearance of the engine and fuel tank.

- The result is a mass-forward image that emphasizes the GSX-S1000's aggressive stance and eagerness to perform.

- Straight, sharp lines create a modern design with eye-catching appeal.

- The 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 carbon fiber-like textured pattern strategically applied to the sides of the frame help your legs better grip the chassis and enhances the look of quality and high performance.

A custom-designed ignition key sporting the GSX-S logo on the hilt aims to instill pride of ownership.

Electrical Features

The GSX-S1000's Computer Area Network (CAN) style wire harness enables the ECM to communicate directly with the multi-function instrument cluster. The capabilities it brings to the table help realize the inclusion of advanced control systems.

The 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of the electrical and S.I.R.S. components.

Using a high-visibility LCD display, the GSX-S1000's brightness-adjustable instrument cluster packs a wide range of useful information into a relatively

compact module positioned at the center of the handlebars.

The LCD readouts include:

- Speedometer and tachometer, odometer with twin tripmeters, gear position, fuel gauge, clock, battery voltage and service reminder.

- Specialized information includes real-time fuel consumption, average fuel consumption, riding range, and lap timer functions.

- S.I.R.S. related information includes the Suzuki Drive Mode Selector (SDMS) setting, Quick Shift (ON/OFF) and Traction Control mode.

Suzuki's innovative multifunction handlebar switches are laid out to maximize operating ease and efficiency.

- You can use the mode/set switch on the left handlebar and LCD panel information to change Suzuki Intelligent Ride System (S.I.R.S.) settings.

Supplied by Koito®, the independent, polygon-shaped, high- and low-beam headlights feature a 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 unlike that of any other motorcycle, and makes the bike clearly visible to pedestrians and other traffic. It's a light, nimble look that emphasizes the GSX-S1000's aggressive stance and eagerness to perform.

Additional Features

A variety of Genuine Suzuki Accessories are available, such as a single seat cowl, meter visor (acts as a sport screen), billet clutch and brake levers, fuel tank and engine cover protectors stylish rider seat, plus a selection of GSX-S logo apparel.

- * The Traction Control System is not a substitute for the rider's throttle control and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.

- ** ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS



Colors



Metallic Triton Blue (YSF)



Glass Mat Mechanical Gray (QT7)



Glass Sparkle Black (YVB)



GSX-S1000GT

GT Riding Pleasure Personified

The GSX-S1000GT intelligently combines the championship performance of its GSX-R1000-based engine with a nimble, lightweight chassis to provide riders with an exciting and comfortable GT riding experience. Here is a Grand Tourer with sportbike level functionality, avantgarde styling and an extensive selection of optional equipment features.



* This photo includes an optional accessory.

Key Features

The GSX-S1000GT fulfills the transformation in what performance-minded touring enthusiasts desire. Whether heading out on a long trip with a passenger on board, or enjoying a sporty solo romp up a twisty ribbon of asphalt, the GSX-S1000GT's performance is a revelation, its appearance breathtaking, and the Suzuki mySPIN connectivity application integrated into the full-color TFT instrument panel provides easy access to contacts, maps, music, calendar and phone communication.

Using long-stroke, GSX-R engine architecture, the Euro 5 compliant 999cm³ four-stroke, liquid-cooled DOHC in-line four engine delivers smooth, consistent power throughout its wide power band. This 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 highway.

Refined and controlled performance is managed by Suzuki Intelligent Ride System (S.I.R.S.) technology, including electronic cruise control, traction control* and clutchless quick shifting, so passing slower traffic is an opportunity, never a challenge.

The twin-spar aluminum frame and superbike-braced swingarm help deliver agile handling and great road-holding ability that will go the distance. Visually stunning, the trellis-style sub-frame design creates secure attachment points for the optional, high capacity 36L side cases, while allowing for a

thick, more comfortable passenger seat.

The dual, ABS-equipped**, radial-mounted, four-piston, Brembo front brake calipers and 310mm floating rotors provide the controlled stopping performance needed to travel two-up with confidence.

The cast-aluminum handlebar is wider than the prior GSX-S1000F's bars, and is shaped and positioned for a comfortable reach, delivering the proper leverage to guide the GSX-S1000GT on any road. The handlebar's special rubber mount damps vibration to the rider's hands, while all the footrests have durable rubber inserts to damp vibration to the rider's and passenger's boots.

The GSX-S1000GT puts a new face on sport touring performance and comfort. The striking and original face of the GT begins with a raked nose, while a pair of horizontally arranged LED headlights, V-shaped position light, mirror design, and side-mounted LED turn signals fashion a unique Grand Touring appearance that is distinctively Suzuki.

Its Euro 5 compliant 999cm³ engine produces greater peak power, with strong torque in the low- to mid-range that's smoothly controlled by Suzuki's Ride-by-Wire Electronic Throttle System for an extraordinary Grand Touring experience.

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

Suzuki Drive Mode Selector (SDMS) provides you with a choice of three different engine power output modes (A, B, and C). All three deliver maximum engine

output, but provide different throttle response and torque characteristics when accelerating.

- Mode A (Active) is for active, sporty use that delivers the sharpest throttle response as you open the throttle. Mode A's torque characteristics are suitable for riders in track-day events or enjoying a sporty run on clean, winding roads, in good weather.

- Mode B (Basic) is for general, all-around riding, featuring softer throttle response and a more linear power delivery curve as you open the throttle that is well suited for touring and leisure riding.

- Mode C (Comfort) offers 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 when you desire a relaxing, comfortable ride home after a long outing.

The 5-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.

The advanced Ride-by-Wire Electronic Throttle System leverages the capability of the 32-bit ECM and CAN-style wire harness to precisely control engine output relative to throttle action.

- This precision allows throttle body action to be tuned to best match each of the SDMS modes. The result is controllable, linear

power delivery that responds faithfully to your 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 Cruise Control to deliver precise speed control when engaged.

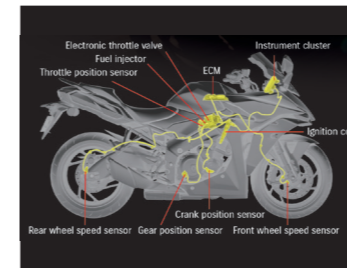
To ensure smooth upshifts, the Bi-directional Quick Shift System automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, it automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower 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 Quick Shift System works seamlessly in concert with SDMS to bring you even greater riding enjoyment.

- Performance of the SACS assist & slipper clutch ensures even smoother up- and down-shifts when using the quick shift system or manual clutch operation.

The GSX-S1000GT's Cruise Control System enables you to maintain a set speed without operating the throttle. This helps reduce fatigue when touring long distances, particularly when travelling at constant speed on highways.

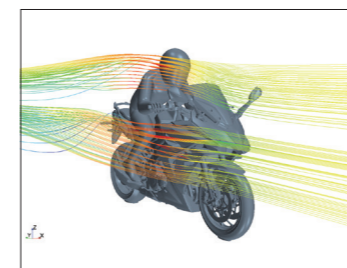
- Cruise control can be set at speeds between 30 km/h to 180 km/h when riding in 2nd gear or higher.



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



6.5-inch Full-color TFT Display



Aerodynamics and Wind Protection



Minimize Vibration

• Once engaged, the cruising speed can be easily adjusted upward or downward using the (UP or DOWN) select switch on the left handlebar.

By helping maintain engine idle speed for smoother and easier starts, Low RPM Assist enables you operate and control the bike more easily in stop-and-go traffic.

With the Suzuki Easy Start System, one quick press of a button lets you start the engine without pulling in the clutch lever. As a function used on every outing, Easy Start makes your riding experience all the more pleasurable and convenient.

Engine Features

The GSX-S1000GT's long-stroke engine produces a broad, smooth torque curve through the full rev-range and features increased peak horsepower.

The camshaft profiles decrease lift and valve overlap to improve emissions and balance the engine's performance and drivability to enhance rider control.

Suzuki's legendary Twin Swirl Combustion Chamber (TSCC) design is machined into the cylinder head that, along with the flat-top pistons, achieves an optimal 12.2:1 compression ratio, helping to deliver a broad spread of power throughout the entire rev range.

Aluminum pistons, engineered with 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.

Electronic throttle bodies contribute to smooth and more controlled response, especially when you are applying the throttle to accelerate out of a corner.

• These Ride-by-Wire throttle bodies provide precise control for the Suzuki Drive Mode Selector (SDMS), Suzuki Traction Control System (STCS), and Bi-directional Quick Shift System.

The air cleaner adopts an internal structure that contributes to engine performance while maintaining the exciting intake sound.

The GSX-S1000GT's stainless steel, 4-2-1 exhaust system is completely redesigned and tuned while retaining the under-chassis design, sharp looks, and exciting note of the GSX-S1000F's system.

• Behind the header pipes, the redesigned mid-chamber contains a second catalytic converter to help ensure emissions compliance, a low center-of-gravity, and good exhaust flow to help the engine deliver strong low- to mid-range punch, with an exciting rush to redline.

The Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the sculpted muffler, with its pleasing appearance uncommon to under-chassis exhausts and its exciting, distinctive sound that won't overpower your senses or those of your passenger.

The digital ignition fires iridium-type spark plugs which increase spark strength and combustion efficiency, contributing to higher

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 lower cowl and radiator-shroud efficiently guide cooling air to the high-capacity curved radiator. A thermostatically controlled cooling fan helps ensure lower coolant temperatures when riding in slow-moving traffic. The design also deflects hot air away from the rider at speed.

Chassis Features

Connected to the swingarm, which comes straight from the GSX-R1000, is a link-type rear suspension, with a single shock absorber that features seven-way adjustable spring preload and rebound-damping force adjustment.

The 43mm inverted KYB forks offer a generous 120mm of front wheel travel and adjustable spring preload, compression and rebound damping.

Dunlop's SPORTMAX Roadsport 2 radial tires (120/70ZR17 front and 190/50ZR17 rear) are custom-engineered to perform optimally on the GSX-S1000GT and provide great grip in dry or wet conditions, faster warm-up, and long tread life.

Dual front brakes with fully floating 310mm discs and Brembo radial mount monobloc calipers, with four 32mm opposed pistons, provide strong and consistent stopping power when riding solo or two-up.

In contrast to the GSX-S1000F, the

GSX-S1000GT features a more upright riding position for even greater comfort and control. This practical sport touring riding position is the result of a carefully crafted relationship between the handlebar, footrests, and seat.

The matte black tapered aluminum handlebars contribute to the excellent riding ergonomics and performance-oriented style.

• Securely clamped in a floating mount, the handlebars effectively damp vibration to the rider's hands.

• The handlebars are 23 mm wider than on the GSXS-S1000F and are rotated slightly upward to raise the grip height.

The aluminum footpegs for both the rider and passenger are covered with vibration-absorbing rubber. This reduces the amount of vibration transmitted to the feet, which improves comfort, especially on long rides.

• Both pairs of footpegs 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 optional side cases are installed.

The rider and pillion seats feature a sporty design that maximizes comfort on long rides. Both have a weather-resistant cover material that balances grip with freedom of movement.

The pillion seat is set 60 mm higher than the rider's seat to provide a good view over the rider's shoulder.

• Rider's seat height: 810 cm; approximate pillion seat height 870 cm.

The black finish on the shifter, rear brake, and both hand levers matches 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 Features

The shape of the upper and lower fairing effectively moves the wind flow away from the rider, reducing direct pressure to the helmet, shoulders, and knees.

Wind-tunnel testing and test-rider feedback yielded a special lower-fork bracket cover that extends up into the fairing to deflect air flow that would otherwise whirl up around the instrument panel.

Developed to maximize wind protection for both the rider and passenger, the windscreen contributes greatly to the GSX-S1000GT's aerodynamic effectiveness and further enhances the Grand Touring experience. Folded edges along the sides enhance comfort by reducing air flow that would otherwise press against your shoulders.

An optional, taller Touring Windscreen is available (70 mm taller than the standard screen). This screen arches upward, further reducing air flow to the rider and passenger, while also providing optimized optical quality.

Aerodynamic performance and wind protection influenced the

design of the fairing-mounted mirrors and mirror stalks. Head and stalks were shaped to streamline the flow of air across the mirrors, reducing the amount of wind that reaches your knuckles.

The GT's optional, large capacity side cases feature a compact design that integrates seamlessly with the motorcycle's styling. Designed to clip on and off in seconds, these 36L cases with a 5kg weight capacity can hold most full-face helmets. Painted lid panels are also available, which coordinate beautifully with the GSX-S1000GT body colors.

A generous 19L fuel tank capacity reduces the frequency of gas stops while touring or commuting.

The uniquely styled "GT" logos on the fairing sides lend an intelligent and sophisticated look that befits a grand tourer. Understated SUZUKI logos on the fuel tank further contribute to the sophisticated appearance.

The custom-designed ignition key sports the GT logo in gold lettering on its grip to add a luxurious touch.

Electrical Features

The compact, dual LED headlight assembly complements the GSX-S1000GT's aerodynamic styling, and its independent high- and low-beams feature mono-focus LED technology, which brightly illuminates the road ahead. A wide, V-shaped LED position light positioned above makes the GSX-S1000GT clearly visible to others and creates an illuminated face unlike that on any other motorcycle.

Aerodynamic performance and wind protection influenced the

Suzuki's innovative multifunction handlebar switches are laid out to maximize operating ease and efficiency.

The 32-bit ECM provides precise engine management that contributes to the operation and optimization of the electrical and S.I.R.S. components. The ECM and all other electronics on the GSX-S1000GT were rigorously tested in an anechoic chamber to help ensure they are not susceptible to magnetic interference from external sources.

TFT LCD Multi-information Display Features

The GSX-S1000GT's instrument panel uses a new-generation 6.5-inch, full-color TFT LCD screen. Developed specifically for use on motorcycles, this TFT display is the first of its kind on a Suzuki motorcycle.

This high-quality instrument panel is set into the inner fairing above the handlebars, for good visibility and protection from road debris. The panel itself features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.

• 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 your preference.

• The display uses exclusive graphics, including blue background lines that add an extra artistic touch to help convey Suzuki spirit and brand identity.

• An additional feature of the TFT LCD display 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 provides operational information in an easily recognizable way:

• Status icons are displayed in the upper right portion of the TFT LCD panel for the clock, smartphone battery level, and wireless connection status for smartphones and other Bluetooth devices. This includes independent status icons for two sets of wireless headsets.

The brightness adjustable TFT LCD display delivers a wide range of useful information, keeping you fully aware of all the bike's systems, settings and real-time operating status. When connected to your smartphone, it can also display maps, incoming and outgoing phone calls, contacts, music and calendar for even greater convenience, functionality and fun.

Two alternative screen views allow you 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), RPM

indicator (shift light), Tachometer (analog format), Transmission gear position, Fuel gauge, Coolant temperature, Ambient air temperature, Cruise control setting, SDMS mode, Traction control mode, Quick Shift (ON/OFF), Voltmeter, Clock (12-hour format), Odometer, Dual trip meter, 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.

Connect an iOS or Android™ smartphone to the TFT LCD panel via Wireless LAN and Bluetooth®. A USB outlet located on the left side of the instrument panel housing also lets you charge your smartphone's battery.

Suzuki mySPIN Connectivity Features

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 you with 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 app on your smartphone and inform you 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 app, and can display your call history, all without stopping the bike.

• Maps – you can view your current location on the map without having to download any third-party map app or data. The Suzuki Map can search for destinations and get routing information, all while allowing you to easily navigate from screen to screen by using the switches on the left handlebar.

• Music – you can use a Bluetooth® headset to listen to music from your smartphone's music library. The passenger can listen along, provided they are wearing a Bluetooth® headset connected wirelessly to the system.

• Calendar – you can display calendar entries from your smartphone on the TFT LCD screen and check scheduled events and reminders.

In the future, mySPIN will expand

the menu of third-party applications that can add additional functions to the TFT LCD, such as navigation, weather information and more.

Additional Features

A variety of Genuine Suzuki Accessories are available, with nearly three dozen designed for the GSX-S1000GT.

The accessory offerings include a set of quick-release, 36L side cases that accept color matched lid panels, a taller touring screen, heated hand grips, billet clutch and brake levers, fuel tank and engine cover protectors, stylish rider seat, plus a unique selection of GT logo apparel.

* The Traction Control System is not a substitute for the rider's throttle control, and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.

** ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS.

Suzuki mySPIN related disclaimers

- 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.

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- Third-party apps are not under our control, and we are not responsible for their content or privacy policies.

- Suzuki cannot guarantee proper operation of third-party apps.

- Some third-party offerings are paid apps. Please confirm that before installing new apps.

- Please refer to the respective terms of use when installing and using third-party apps.

- Some third-party apps may not be installable or may appear differently depending on the country or region, or on the OS or system version.



*This photo includes an optional accessory.

The Smart Sports Tourer

Take Your Time and Fully Enjoy the GT Riding Experience



*This photo includes an optional accessory.

Colors



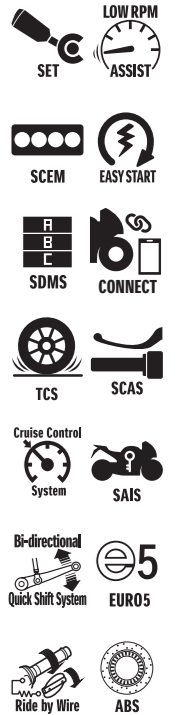
Metallic Triton Blue (YSF)



Metallic Reflective Blue (QT8)



Glass Sparkle Black (YVB)



"SUZUKI mySPIN" app

SUZUKI mySPIN

Hayabusa

Perfectly Poised

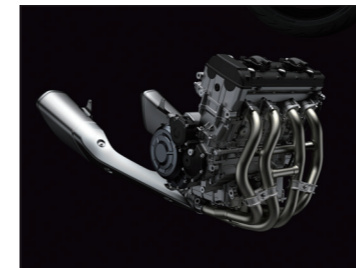
Famed for its abundant power, agility and majestic presence. Legendary for establishing levels of ultimate sport performance and retaining its position atop the class it created for over two decades. The latest generation provides even smoother power delivery, nimbler handling, and a collection of electronic assist systems that make the Hayabusa more controllable, predictable and reliable. And all this wrapped in a package with breathtaking style and grace.



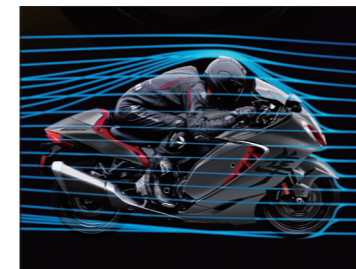
* The images include an optional accessory.



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



1,340cm³ liquid-cooled inline-four engine



Aerodynamic bodywork



The beauty of fine instrumentation

Key Features

The Hayabusa employs an advanced version of the Suzuki Intelligent Ride System (S.I.R.S.); a comprehensive collection of electronic rider aids, such as the Cruise Control and Bi-directional Quick Shift systems. Only the Hayabusa offers this premium suite of aids that simultaneously boosts performance and comfort.

The latest iteration of the Hayabusa's legendary 1340cm³, four-cylinder, DOHC engine is fed by Ride-by-Wire electronic throttle bodies with dual fuel injectors feeding each cylinder, mixing with pressurized air from the Suzuki Ram Air Direct (SRAD) intakes in the nose of the aerodynamic fairing.

Optimized aerodynamics and wind protection provide comfort while improved braking performance inspires rider confidence.

The Hayabusa is instantly recognizable for its wind-cutting body and styling cues inspired by the peregrine falcon – the world's fastest animal. To bring a sophisticated appearance to the iconic Hayabusa, Suzuki's design team incorporated distinct lines and shapes to achieve an expression of refinement and ultimate performance.

The Hayabusa's familiar instrument cluster skillfully blends large analog gauges flanking a multifunction TFT LCD display to offer outstanding functionality and premium styling in a familiar layout you are sure to love.

Engine Features

The powerful 1,340cm³ liquid-cooled, inline-four-cylinder, DOHC

engine has been fully revised to supply a seamless surge of torque for effortless acceleration.

Using techniques developed for the supersport GSX-R1000, the redesigned crankcase features lubrication passages that provide 54% more oil flow to the crankshaft for increased durability.

U-shaped cutouts in cylinder's bores, Suzuki Composite Electrochemical Material (SCEM), and Physical Vapor Deposition (PVD), are all engineered for reducing friction and improving strength and durability.

The lightweight design of the crankshaft, connecting rods and pistons reduces internal vibration, which in turn contributes to greater engine durability.

Changes to the design of the Twin Swirl Combustion Chamber (TSCC) promote faster and more efficient burning of the fuel-air mixture.

The exhaust camshaft's lift has been increased and timing for both camshafts updated to reduce valve opening overlap, boosting low- to mid-range engine performance.

Lightweight titanium valves with higher rate valve springs match the camshaft changes to maintain accurate valve control.

The redesigned cam chain tensioner minimizes chain runout and includes a Teflon coating on the slipper surface to reduce mechanical loss.

Fired by independent ignition coil-caps in each cylinder, iridium spark plugs produce more complete combustion and last longer than conventional plugs.

Changes to the Hayabusa's body permit higher air flow through the radiator, increasing cooling efficiency. The air flow is increased by 8% when the Hayabusa is in motion and approximately 7% when the cooling fan is moving air during low- to mid-speed riding.

The Hayabusa is equipped with Suzuki's Ride-by-Wire Electronic Throttle system, which provides light, natural response with linear control similar to that of a conventional throttle.

The precision control achieved over the action of the throttle valves by leveraging the 32-bit ECM makes possible other advanced control systems, including Cruise Control, Launch Control, Anti-lift Control, the Bi-directional Quick Shift System, cold-start up and Idle Speed Control, while also simplifying service procedures.

The electronic throttle bodies made it possible to increase the air cleaner assembly's capacity to 11.5 liters and increase air supply to the engine. The air cleaner's rigid lid and simplified internal structure enhances the intake air sound quality.

The two Suzuki Ram Air Direct (SRAD) intake ducts in the upper fairing route high-pressure, fresh air to the air cleaner boosting performance in a linear fashion as the road speed increases.

The Suzuki Pulsed-secondary AIR-injection (PAIR) system introduces fresh air into the exhaust to ignite unburned hydrocarbons (HC) and reduce carbon monoxide (CO) emissions.

The exhaust system features a lightweight design and styled mufflers that complement the

Hayabusa's look.

The four-into-two-into-one-into-two exhaust system configuration adds pipes connecting the #1 and #4 head pipes to help deliver more power and torque at low- to mid-range speeds.

The exhaust uses a two-stage catalytic converter system that positions a high-flow elliptical converter in the collector followed by a cylindrical one in each of the right and left mufflers to further reduce HC, CO, and nitrogen oxide (NOx) emissions. Dual O₂ sensors provide instantaneous feedback to the ECM for smooth, clean electronic fuel injection operation.

The Hayabusa's 6-speed, close-ratio, constant-mesh transmission can be shifted conventionally or using the Bi-directional Quick Shift System, which allows you to shift up or down more quickly and easily without operating the clutch or throttle.

Hydraulic clutch activation further reduces the lever pull while providing you with a good sense of the clutch's friction zone.

Oil jets in the crankcase spray lubricating oil on the fourth, fifth, and sixth gears to reduce friction, wear, and mechanical sounds during high-speed operation.

The extended length of the countershaft accommodates the SCAS clutch, and longer needle bearings increase durability.

Developed for the Hayabusa, the unique and strong RK GB50GSVZ4 drive chain has larger pins and rollers for reliable and quiet operation.

Chassis Features

The Hayabusa’s twin-spar aluminum frame and swingarm incorporate aluminum castings along with extruded aluminum sections that provide the right amount of suppleness and strength to its overall rigid alloy frame structure.

The lightweight, redesigned sub-frame is made of longer rectangular steel tubing for ample weight-carrying capacity.

Fully –adjustable KYB inverted forks, featuring a revised internal structure that improves shock absorption, provide a smoother ride with optimum grip.

The forks’ 43mm inner tubes feature Diamond-Like Carbon (DLC) coating to reduce friction and improve reaction to small road surface irregularities.

The rear shock absorber has threaded spring preload adjustment collars plus rebound and compression damping force adjusters.

A steering damper attached to the frame and the lower fork bracket suppresses unwanted vibration and steering forces to provide a light steering feel at lower speeds.

The 7-spoke cast aluminum alloy wheels help improve grip and feel.

Bridgestone’s BATTLAX HYPERSPORT S22 tires use a compound and construction that help improve grip on dry roads and performance in wet conditions, and provide greater all-round agility, as well as excellent straight-line stability and braking grip to deliver a more exciting and confidence-inspiring

ride.

Innovative Brembo Stylema 4–piston front brake calipers feature a light, compact and carefully sculpted design that is intended for use on high–performance motorcycles. They increase airflow around the brake pads to cool more quickly and deliver immediate response.

The Stylema front brake calipers grasp a pair of 320mm stainless-steel full-floating discs with a hole pattern that further helps optimize cooling efficiency.

The handlebars are mounted 12mm closer to the rider. This vastly improves comfort and reduces fatigue when touring, while also enhancing control.

The black-anodized, adjustable clutch and front brake levers have carefully crafted shapes to aid rider control, and feature slots at the ends that reduce the chance of wind pressure pushing against the levers.

The passenger grab rail is positioned to make it easy to grasp.

The passenger seat and grab rail can be replaced by an optional, color matched single seat cowl that acts as a lumbar stop for the rider during solo rides, while enhancing the Hayabusa’s performance-related styling.

Body & Styling Features

The styling of the bodywork vividly conveys a modern image of advanced performance and features, the wind-cutting silhouette and overall quality look.

• These lines trace from the front

fairing and fuel tank through to the tail section, projecting the aura of high quality and luxury, yet with an aggressive performance stance.

• Adding cleanliness and flair to the bold tail design is a sharp, wide LED rear combination light that incorporates running, brake and turn signal functions.

Extensive wind tunnel testing to ensure the bodywork offers superb wind protection, both for normal and completely tucked-in seating positions, helps achieve the necessary top speed potential and stability by realizing one of the best drag coefficients found on any street legal motorcycles.

• The vertically stacked headlight is a bold styling feature contributes to performance as its location between the large Suzuki Ram Air Direct (SRAD) intake ducts provides high pressure air at speed that boosts engine power.

• Complementing the slippery styling is an aerodynamic windscreen that is shaped to reduce wind blast while permitting a good view of the instrument cluster.

• The black plastic accent pieces that extend from the sides of the upper cowl near the handlebars deflect air away from your elbows and knuckles.

• The streamlined mirrors are positioned low and wide to provide you with a clear rear view.

Small, tasteful versions of the Hayabusa’s Japanese logo are incorporated on the ignition key fob and within the LED headlight housing.

Electrical Features

Riders adore the outstanding functionality and familiar layout of the Hayabusa’s instantly recognizable instrument cluster.

An update to the large analog tachometer and speedometer give them a fresher, more attractive appearance with larger and bolder numbering that improves readability.

An exceptional feature of the instrument cluster is the TFT LCD panel centrally mounted between the speedometer and tachometer, which displays a variety of information such as the current SDMS-α systems settings, an Active Data display that shows lean angle (with a peak-hold function), front and rear brake pressure, rate of vehicle acceleration or deceleration, and the current accelerator position, as well as the time, gear position, odometer, dual trip meter, ambient air temperature, instantaneous fuel consumption, riding range, trip time, average fuel consumption, and battery voltage displays.

Key to the operation of S.I.R.S. and other electrical features is a Computer Area Network (CAN) style wire harness that functions as an interconnected information network rather than using a more complex and slower conventional wiring harness.

The 400W charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses under the rider’s seat are easily accessible.

Another component supporting S.I.R.S. and other Hayabusa

technology is the Inertial Measurement Unit (IMU) supplied by Bosch.

• The IMU measures six directions of movement along three axes, detecting pitch, roll, and yaw movement based on the motorcycle’s position, movement, and acceleration.

The Hayabusa is equipped with the latest compact Antilock Brake System (ABS) unit from Bosch. Working in conjunction with the IMU, the ABS-unit realizes features such as the Motion Track Brake System, Slope Dependent Control System and Hill Hold Control System.

Highly functional and attractive lighting befits the Hayabusa’s premium sportbike status.

• The two upper and two lower LEDs for the low-beam are mounted in the corners where they shine across a reflector panel and fill the light assembly with attractive illumination.

Hayabusa’s front turn signals are incorporated in the position lights, a first for a Suzuki motorcycle.

• An illumination scheme using white lighting for the position light with the turn signals flashing in orange when signaling creates a unique overall effect that heightens the sense of a luxurious riding experience.

The bold LED taillight and rear turn signal design creates a single wide, sharp accent running horizontally across the bottom of the Hayabusa’s tail section.

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

1. Control over engine output characteristics

• The Suzuki Drive Mode Selector Alpha (SDMS-α) system provides you with a choice of three factory preset (A, B & C) and three rider-defined mode settings for the Power Mode Selector, Motion Track Traction Control, Anti-lift Control, Engine Brake Control and Bi-directional Quick Shift systems.

• Factory preset mode A is for active, sporty use, mode B is for general, all-around riding, and mode C is for comfort and touring.

• You can also create three user-defined settings (U1, U2, and U3). These unique settings allow you to quickly and easily tune S. I.R.S. to match your riding style or favorite road.

• The Power Mode Selector (PW) permits selection between three different engine output characteristic modes (1,2 & 3) to match the riding conditions or your preferences.

• Mode 1 provides the sharpest throttle response up to maximum engine power for experienced riders for riding on good road conditions.

• Mode 2 provides a softer throttle response with a more linear power delivery up to maximum engine power for most riders riding on average road conditions.

• Mode 3 provides the softest throttle response and a gentler power curve with reduced maximum output for riders with less experience, or for any rider facing poor road conditions (wet

or dirty surfaces with limited traction).

2. Control over engine acceleration characteristics

• Adopted directly from the system developed for Suzuki’s MotoGP racing machines, the Motion Track Traction Control System (TC) was designed to provide greater stability and help you confidently control the Hayabusa in varying riding conditions by limiting rear wheel spin.

• The TC system offers 10 mode settings and can also be switched off. The higher the mode number the more the system is sensitive to rear wheel spin and the faster it will intervene to limit spinning.

• The ECM continually monitors front and rear wheel speed, engine RPM, plus throttle position and gear position, and lean angle data from the IMU. When the system determines that loss of traction is imminent, the ECM adjusts engine power to prevent wheel spin.

• The Anti-lift Control System (LF) adds control reassurance by helping prevent the front wheel from lifting off the ground when accelerating.

• The Launch Control System (LC) helps ensure efficient launch and acceleration from a standing start. Launch Control for the Hayabusa offers three modes (1, 2 & 3) from which you can choose to match your level of experience or confidence.

• LC Mode 1 limits engine speed on launch to 4,000 RPM for softer acceleration, LC Mode 2 revs to 6,000 RPM for a stronger acceleration, and LC Mode 3 lets the engine rev to 8,000 RPM for the strongest and quickest

acceleration.

3. Control over engine deceleration characteristics

• The Engine Brake Control System (EB) offers a selection of three modes (plus an OFF setting) that provide control over the effective strength of engine braking to match your riding preferences. The higher the setting, the smoother and more controllable behavior becomes as the effect of engine braking is diminished to help eliminate rear tire sliding or skipping when decelerating after releasing the throttle grip or downshifting. The system can also be switched off when you wish to experience the full effect of engine braking during deceleration.

4. Control over the engine at steady speeds

• The Cruise Control System maintains the selected road speed without having to hold the throttle open.

• Cruising speed can be set from approximately 31 km/h to 200 km/h while riding at 2,000 to 7,000 RPM in second gear or higher.

• Suzuki’s Active Speed Limiter is a first in the motorcycle industry, as this highly practical system allows you to set a speed limit you do not wish to exceed, which helps lessen concerns about speeding or driving faster than intended.

5. Control over engine operations

• The dual mode Bi-directional Quick Shift System (QS) allows you to shift up or down quickly and easily, without operating the clutch or throttle.

• QS Mode 1 reacts quickly, like a racing style response, while QS Mode 2 offers a lighter reaction for casual riding.

• The assist & slipper clutch functions of SCAS help ensure even smoother up and down shifts when using QS or manual clutch operation.

• The Suzuki Easy Start System lets you start the motorcycle with a short press of the starter button.

• The Low RPM Assist System seamlessly increases engine speed when launching from a standing start or riding at low speeds to help ensure smoother power delivery and better control in stop-and-go traffic.

6. Control over braking

• The Combined Brake System lets you brake more confidently, as operating the front brake lever provides braking power to both the front and rear brakes.

• Using the brake pedal (with the right foot) operates the rear brake only.

• The Motion Track Antilock Brake System (MT-ABS)** uses vehicle posture data from the IMU 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 Hayabusa is less likely to try to push itself upright or lose traction, instead maintaining the turning radius and lean angle to better follow your intended line through the corner.

• Even if you are startled and brake heavily in a corner, MT-ABS assists in helping maintain stability

while stopping or slowing the motorcycle.

• The MT-ABS system cannot be switched off – it is always active.

• The Slope Dependent Control System prevents rear wheel lift when braking when travelling downhill. The ABS unit continually measures brake pressure while the IMU constantly monitors vehicle posture, even as the Hayabusa is traveling downhill. When you operate the brake lever or pedal when riding downhill, the system adjusts brake pressure to prevent rear wheel lift and provide more stable braking.

• The Hill Hold Control System helps hold the Hayabusa still when it is stopped on an incline, providing confidence so you can focus on pulling away more smoothly to proceed up the hill. When stopping upward on a hill and applying the brakes, the system automatically operates the rear brake for around 30 seconds to prevent the motorcycle from rolling backward, even if you release the brake lever or pedal.

• Another first on a Suzuki motorcycle, the Emergency Stop Signal*** rapidly flashes the front and rear turn signals to alert following vehicles if you brake suddenly at speeds of 55 km/h or higher.

** ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS.

*** Emergency Stop Signal is not available on North American, Indian or Canadian specification units.

Suzuki Genuine Accessories

The Hayabusa is the world's Ultimate Sportbike with premium components, styling and unmatched performance so it is fitting that a wide selection of Suzuki Genuine Accessories are available so you can personalize your ride to match your taste and reflect your style.

The optional, color matched single seat cowling delivers function and great styling by continuing the wind cheating shape of the Hayabusa.

A taller touring windscreen is available for reduced wind blast on longer rides.

Suzuki fuel filler-mount tank bags clip on and off in seconds to let you take your personal items with you everywhere, even when you walk away from your bike.

A special rider's seat is also available with different foam for comfort, and a different texture and colored cover that enhances the bike's appearance.

Multi-level heated grips help deliver comfort during colder rides (and are specially designed to function with the Hayabusa's CAN-style wire harness).

Hayabusa and Suzuki logo decals can add a splash of color and an impression of speed to the wheel rims.

Billet brake and clutch levers, a stylized and strong aluminum chain adjuster block and front axle sliders blend a look of performance and real function.

Poised to Create a New Legend



* The images include an optional accessory.



* The images include an optional accessory.

Poised for Action

Colors



Metallic Thunder Gray / Candy Daring Red (CJH)



Pearl Vigor blue / Pearl Brilliant White (JWN)



Metallic Mat Black No.2 / Glass Sparkle Black (KGL)



Motion Track Brake System



S-SFI



SCEM



LOW RPM ASSIST



SCAS



Launch Control System



EASY START



SRAD



SAIS



EURO5



ABS

SV650

The smart design simplicity and distinctive form of the SV650 is right at home on all roads - whether it's in a sprawling modern city or out in the suburban countryside. Engineered for all riders, this motorcycle delivers an unforgettable experience with every ride you take, both now and a long way down the road. Take the keys, then take command of the excitement.

V-Twin Fun and Excitement



Key Features

The 645cm³ liquid-cooled, 4-stroke, DOHC, 90-degree, V-twin engine boasts primary balance characteristics that minimize vibration, so it pulls smoothly from idle right through to the 10,000 rpm redline.

Visually stunning and constructed of high-strength steel tubes, the trellis-style frame it contributes to the motorcycle's low weight and trim chassis.

The trim bodywork is aesthetically pleasing while aiding comfort and maneuverability.

The fuel tank features an ample 14.5L fuel capacity to extend range, despite the stylish looks of its short and narrow design.

The muffler and its brushed stainless steel cover are positioned to permit ample lean angles when cornering.

Dual 4-piston Tokico brake calipers up front grasp a pair of 290mm fully floating stainless steel rotors for great stopping performance.

The SV650 is also available with a compact Antilock Brake System (ABS)**.

The SV650's multifunction LCD instrument panel packs a wide range of useful information into a compact design, with readouts that are easy to recognize.

The advanced electronic fuel system includes Suzuki's Low RPM Assist feature that seamlessly adjusts engine speed when pulling away from a standing start or running at low speeds to smooth the power delivery and help

reduce the possibility of the rider stalling the motorcycle.

Suzuki's Easy Start System lets you start the SV650 with one quick press of the start switch, and without pulling in the clutch lever when in neutral.

Engine Features

The class-exclusive* 645cm³ DOHC V-twin engine produces strong, torque-rich horsepower while complying with the latest emission standards.

The primary balance of the engine's 90-degree L-twin configuration minimizes vibration so well, the engine doesn't require a heavy, power-robbing balance shaft.

The energy-efficient engine has unique pistons that were engineered with the use of Finite Element Method (FEM) analysis to achieve optimal rigidity and weight.

Each piston skirt has a special resin coating, and the other sliding parts are tinned for less friction and greater durability - a first for a Suzuki motorcycle.

Suzuki's innovative L-shaped piston rings contribute to reduced blow-by gas, resulting in fewer emissions and greater combustion efficiency.

Suzuki Composite Electrochemical Material (SCEM)-coated cylinders reduce friction and improve heat transfer and durability.

Both cylinder heads feature Suzuki's original Dual Spark Technology for greater combustion efficiency, better fuel economy, and cleaner emission.

The fuel-injection system employs the innovative Suzuki Dual Throttle Valve (SDTV) with 39mm throttle bodies. The secondary throttle valves are controlled by servo motor for smooth power delivery and optimum combustion efficiency.

The 10-hole, long-nose-type fuel injectors on each throttle body improve fuel atomization for better combustion efficiency and while reducing fuel consumption.

The electronic fuel injection system employs O₂ feedback and a precise intake pressure sensor for optimum combustion efficiency in various conditions to reduce emissions to an incredibly low level.

Suzuki's patented Throttle-body Integrated Idle Speed Control (TI-ISC) eases starting, stabilizes the engine idle speed, and helps lower emissions. The system is compact and lightweight.

TI-ISC helps Suzuki's Low RPM Assist feature seamlessly adjust engine speed during standing starts and low-speed running to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.

The Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.

Advanced, transistorized ignition control programming helps maintain more precise spark timing to the four iridium, long-life spark plugs.

The SV650 also features Suzuki's Easy Start System that lets the

rider start the motorcycle with a momentary press of the start switch without pulling in the clutch lever when the transmission is in neutral.

The air cleaner case design has high capacity and routes crankcase breather gas from the engine cover to help increase engine power. The air intake funnels have staggered lengths to heighten mid-range torque.

The exhaust system has a clean, functional appearance and is light in weight. The 2-into-1 system employs a catalytic converter to further reduce emissions.

The location of the muffler and its brushed stainless steel cover allow ample lean angles when cornering.

The high-efficiency radiator employs a large cooling fan for exceptional cooling capacity. To further control temperature, the engine is also fitted with a coolant-cooled oil cooler that is compact and lightweight.

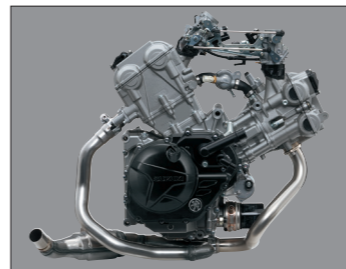
The close-ratio, 6-speed transmission features carefully selected ratios that are equally well-suited for commuting or spirited riding.

The multiplate clutch has precise push rod actuation of the pressure plate for a light pull and consistent release point.

* 600-800cm³, street bike class.

Chassis Features

The compact, lightweight chassis is covered with slim bodywork to create a bike that's agile and fun to ride on a variety of streets - such as city traffic, highway, rural



645cm³ liquid-cooled, DOHC 90-degree V-Twin engine



14.5-litre capacity fuel tank



Multi-Function, Full LCD Instrument Cluster



Suzuki Easy Start System

roads, and winding roads.

Its remarkably light ready-to-ride weight of just 200kg* makes the Euro 5-compliant SV650 ABS's nimble handling and maneuverability a sheer delight for the rider.

* The non-ABS model weighs 196kg.

The high-strength steel, trellis-style frame is key to the motorcycle's trim and intelligent dimensions. At just 785mm, the seat height is the lowest in the 600-800cm³ street bike class.

The SV650's fuel tank is short and narrow but still offers a 14.5L fuel capacity.

The slim fuel tank and seat joint aid the rider in touching the ground more easily at stops.

The frame is mated to a steel, beam-type swingarm with a straightforward chain tension adjuster system.

The 41mm conventional-style front forks offer a generous 125mm of wheel travel to provide a sporty but plush ride.

The link-type rear shock unit has a 63mm stroke and is tuned for a superb progressive feel and to react efficiently to varied road conditions while still delivering an agile and stable ride.

The rear shock's seven-way adjustable spring pre-load is easy to adjust for carrying a passenger or cargo.

The front brakes feature a pair of fully floating 290mm discs that are grasped by 4-piston Tokico calipers for excellent braking performance. The compact

Antilock Braking System (ABS)** ensures braking power matches available traction*.

* Only for ABS model.

5-spoke, cast aluminum alloy wheels are shod with lightweight, front and rear Dunlop radial tires for sharp handling and good mileage.

The Dunlop SPORTMAX ROADSMART III tires fitted to the SV650 have great grip and all-around good tire performance.

The compact and lightweight instrument panel is a full LCD display, eliminating motor and needle mechanics.

The instrument panel has several features, including a tachometer, speedometer, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, ABS alert*, and gear position indicator, plus fuel consumption and driving range data.

* Only for ABS model.

Well-proportioned, tubular handlebars and mid-set foot controls create a sporting, yet ergonomically relaxed riding position.

The tastefully designed, round-shaped headlight is a multi-reflector type with a bright 12V 60/55-watt halogen bulb.

Lighting also includes a bright, durable LED combination tail and brake light, plus front and rear amber-tinted turn signals.

Attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover and integrated cargo retention

loops that can pull out from under the seat.

The styling was conceived to express a slim, lightweight design and to showcase the strength of V-twin engine. The clean, neatly shaped body lines aim to appeal to a wide range of riders.

** ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS.

Additional Features

A variety of Genuine Suzuki Accessories for SV owners are available, including a large selection of Suzuki logo apparel.



Riding Pleasure Unlimited

Simplicity Means Freedom To Make It Yours



Colors



Metallic Reflective Blue (QT8)



Glass Sparkle Black / Solid Iron Gray (BTH)



Glass Sparkle Black (YVB)

