

EDGE Product Comparison Guide

2020 GSX-S1000F



GSX-S1000F



GSX-S1000F Overview

As much as the GSX-R1000 owns the racetrack, the Suzuki GSX-S1000F owns the open road. This tour-capable sportbike carries Suzuki engine performance to the street, with technology and components packaged into a chassis designed for all-day riding comfort.

The 2020 GSX-S1000F is powered by a 999cc, inline-four-cylinder powerplant that provides the torque-rich power that's ideal for street riding. It's no surprise that this powerhouse is based on the legendary long-stroke GSX-R1000 engine, which is known for making big power through the low- and mid-range to deliver street-dominating performance.

Equipped with a powerful engine, Suzuki's Advanced Traction Control System, a balanced KYB suspension, plus ABS-equipped** Brembo and Nissin brakes, the GSX-S1000F is a street bike packed with some serious performance. Top that performance off with a new, glossy paint treatment on a wind-cheating full fairing and you have a sportbike ready for the open road or corner carving.*



- The GSX-S1000F brings eye-catching style with new Glass Sparkle Black paint that has contrasting silver logos on the bodywork.
- Fuel-injected, 999cc, GSX-R-based engine features a throttle control mechanism that smooths the power delivery for a stimulating sportbike experience.
- Using a design similar to the GSX-R1000R, the GSX-S1000F's Suzuki Clutch Assist System (SCAS) drive line smooths shifting and engine braking.
- Suzuki Advanced Traction Control* lets the rider select sensitivity on the fly so engine power to the rear wheel matches road conditions.
- Twin-spar aluminum frame and fully adjustable KYB-supplied suspension delivers controlled handling.
- Dual floating front brake rotors and Brembo Monobloc brake calipers, plus an Anti-lock Brake System (ABS)**, deliver controlled stopping power. Recent refinements, such as smaller diameter front brake hoses, yield improved stopping performance with better feel at the lever.

2020 Suzuki GSX-S1000F Pricing & Warranty

GSX-S1000FAM0 MSRP \$11,599

12-month unlimited mileage, limited warranty

Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP)



GSX-S1000F

TOP 10 FEATURES



The GSX-S1000F's street-tuned power plant was inspired by the legendary, long-stroke GSX-R1000 engine. This engine delivers smooth throttle response and immediate, controlled acceleration, so the rider experiences adrenaline-rushing performance. Fitted with state-of-the-art Traction Control, Suzuki Dual Throttle Valve (SDTV) fuel injection and a SET-equipped 4-2-1 exhaust, the GSX-S1000F is an ideal choice for any type of riding.



Suzuki's advanced Three-mode Traction Control System lets the rider control engine performance for more confidence in varied conditions. In any mode the engine's output feels smooth and natural, never detracting from riding pleasure. Using a handlebar switch, the system can be easily set to any mode or turned off for uninterrupted rider control.



Suzuki Dual Throttle Valve (SDTV) equipped electronic fuel injection maintains optimum air velocity in the intake tracts for smooth low-to-mid rpm throttle response. This class-leading performance technology was developed through Suzuki's championship-winning racing teams, and provides the GSX-S1000F with better performance, reliability and fuel efficiency.



A precise and smooth-shifting, close-ratio 6-speed transmission with cable operated multi-plate, **SACS-equipped clutch** provides the GSX-S1000F seamless power delivery at any road speed. The transmission's vertically staggered shafts in the crankcase aid in keeping the engine compact, thus aiding handling as well.



Lightweight and compact curved radiator is used to maintain the proper engine temperature so the GSX-S1000F operates efficiently. The liquid-cooled oil cooler is light and compact resulting in a cleaner appearance by creating more room for the exhaust system.



The GSX-S1000F features top-of-the-line radial-mount BREMBO monobloc brake calipers. The calipers each have four opposed 32mm pistons acting on a pair of 310mm floating-mount rotors for strong stopping power. The GSX-S1000F's standard antilock braking system helps the rider stay in directional control even during hard braking.



The comprehensive instrument cluster is centered on an illumination level-adjustable LCD. Readouts include speed, RPM, odometer, trip-meters, gear position, coolant and ambient temperatures, fuel use, traction control, and a clock. LED indicators for the turn signals, high beam, EFI, traction control & ABS alerts, plus coolant temperature and oil pressure alerts.



Supersport-spec 43mm KYB inverted front fork and link-style single shock absorber give the GSX-S1000F a ride that is sporty yet plush. The forks have adjustable rebound and compression damping plus spring preload while the shock has a cam-style spring preload adjuster and adjustable compression damping for complete suspension tuning.



A reasonable riding position is created by a carefully crafted relationship between the Renthal Fatbar handlebars, seat and footpegs. This optimized riding position, behind the GSX-S1000F's full fairing, has a low 31.9 inch seat height and relaxed ergonomics that produces exceptional comfort with a high level of control.



The GSX-S1000F's aggressive styling and shape evokes a stalking predatory animal. And the combination of resin body panels, smooth painted parts, and protective windscreen further emphasizes the bike's assertive, sporty personality (*styling concept art shown*).

MODEL:	2020 Suzuki GSX-S1000F	SUZUKI EDGE	2020 Kawasaki Ninja 1000SX	2020 Aprilia Tuono V4	2020 BMW R1250RS	2020 Ducati SuperSport
MSRP:	\$11,599	<p>Infuse the DNA of the legendary GSX-R into a tour-ready, sportbike chassis and you're rewarded with pure sport tourer: the GSX-S1000F. This is a motorcycle built for real-world excitement. It inherits the engine architecture of the renowned long stroke GSX-R1000 powerplant without concessions. Blend in refined GSX-R chassis components, electronic rider aids, an ergonomically sound riding position, plus a trim sport fairing and you've got a thrilling machine that puts comfortable control for any type of riding journey within your grasp.</p> <p>The GSX-S1000F brings strong sportbike performance to the Sports Touring category at reasonable price point. Even with class leading performance, the GSX-S1000F is priced lower than the other sport-oriented bikes in this category. The Kawasaki Ninja 1000SX is priced \$800 more the GSX-S1000F while the Ducati SuperSport is priced \$1496 higher than the Suzuki. The lowest priced BMW R1250RS costs \$4096 more than the higher performance GSX-S1000F, while the Aprilia Tuono V4 is an astounding \$7400 more than the Suzuki.</p>	\$12,399	\$18,999	\$15,695 (Black) \$16,195 (Yellow, Sport) \$16,095 (Blue, Exclusive) \$16,795 (Bronze, Opt. 719)	\$13,095
ENGINE						
Engine:	999cc, 4-stroke, 4-cylinder, liquid-cooled, DOHC 16-valves	The GSX-S's strong, four-stroke, liquid-cooled, dual overhead cam 999cc inline-four is a street-tuned version of the legendary long-stroke GSX-R1000 engine. The GSX-S1000F continues Suzuki's performance legacy of using a transversely mounted, in-line four-cylinder engine with 180-degree crankshaft timing that produces a recognizable, linear stream of power and distinctive sound up to the 11,500 RPM redline. Producing over 147 horsepower, this engine provides smooth throttle response, and immediate, controlled acceleration while retaining Suzuki's renowned reliability.	1043cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	1077cc, 4-stroke, 65° V-four-cylinder, liquid-cooled, DOHC 16-valves	1254cc, 4-stroke, 2-cylinder, air & oil-cooled, OHC 8-valves	937cc, 4-stroke, 90° V-twin, liquid-cooled, Desmo 8-valves
Valve train:	Four steel valves per cylinder (IN 30.0 mm x 2, EX 24.0 mm x 2)	The GSX-S1000F's four-valve per cylinder valve train is based upon the prior generation GSX-R1000 system so the same valve lash adjustment procedures and shims are used during cost-wise 14,500 mile service intervals. The GSX-S's four-valve per cylinder valve train is based upon the prior generation GSX-R1000 system so the same valve lash adjustment procedures and shims are used during cost-wise 14,500 mile service intervals (for normal use conditions).	Four valves per cylinder	Four valves per cylinder	Four valves per cylinder, variable valve timing	Desmodromically actuated, four valves per cylinder
Crankshaft & balancer shaft:	One piece, 180° flat-plane crankshaft (no balancer shaft)	The GSX-S1000 models continue Suzuki's performance legacy of using a transversely mounted, in-line four-cylinder engine with 180-degree crankshaft timing that produces a recognizable, linear stream of power and distinctive sound up to the 11,500 RPM redline. This smooth power delivery means the GSX-S1000F does not require a balancer shaft as used on other motorcycles.	Flat-plane crankshaft (180-degrees)	Flat-plane crankshaft (180-degrees) no balancer shaft	Flat-plane crankshaft (180-degrees, boxer-style) no balancer shaft	L-twin crankshaft (90-degrees) no balancer
Bore Stroke:	73.4 x 59.0mm	By using the bore & stroke ratio from the legendary long-stroke GSX-R1000, the GSX-S1000F engine has an excellent balance of peak performance and bottom-end torque. This type of power delivery is ideal for a sport-touring model and produces acceleration that will surprise Supersport motorcycle riders.	77.0 x 56.0 mm	81.0 x 52.3 mm	102.5 x 76.0 mm	94.0 x 67.5 mm
Compression Ratio:	12.2:1	The GSX-S1000F's long stroke design allows the combustion chamber to be compact. The bore & stroke ratio from the legendary long-stroke GSX-R1000, the GSX-S1000 engine has an excellent balance of peak performance and bottom-end torque.	11.8:1	<i>Not published</i>	12.5:1	12.6:1
Power:	145 HP @ 10,000 RPM, 78.2 lb-ft @ 9,500 RPM Redline: 11,500 RPM (Suzuki)	At 147.5 horsepower, the GSX-S1000F's GSX-R-based engine produces more horsepower than the category average. Aiding in real world performance, the long-stroke configuration of the GSX-S's engine also produces more torque than the category average. The GSX-S1000F sets the category standard for strong engine performance with established an established reputation of reliability, all at a reasonable MSRP. Only the exotic Aprilia Tuono (which costs \$7400 more than the Suzuki) has more engine power than the GSX-S1000F. The GSX-S1000F produces over seven horsepower more than the updated Kawasaki Ninja 1000SX. The GSX-S1000R also produces over ten horsepower more than the BMW R1250RS and over 37 horsepower more than the Ducati Supersport. Not only does the GSX-S1000F have a lower MSRP than the Aprilia, BMW and the Ducati, but the cost of ownership is considerably less.	140 HP @ 10,000 RPM, 81.7 lb-ft @ 7,800 RPM (Kawasaki)	175 HP @ 11,000 RPM, 89.2 lb-ft @ 9,000 RPM (Aprilia)	136 HP @ 7,750 RPM, 106 lb-ft @ 6,250 RPM (BMW)	110 HP @ 9,000 RPM, 69 lb-ft @ 6,500 RPM (Ducati)
Fuel economy:	41.8 MPG (EPA, Suzuki published)	Thanks to its efficient engine and EFI system, the GSX-S1000 delivers an EPA-rated 41.8 miles to the gallon that's better than the Kawasaki Ninja 1000SX, Aprilia Tuono V4 and the Ducati Super Sport.	41.0 MPG <i>Motorcycle.com</i> (August 2020)	30.5 MPG (Aprilia)	50 MPG (BMW)	39.8 MPG (Ducati)

MODEL:	2020 Suzuki GSX-S1000F	SUZUKI EDGE	2020 Kawasaki Ninja 1000SX	2020 Aprilia Tuono V4	2020 BMW R1250RS	2020 Ducati SuperSport
Rider Aids:	<p>Easy Start, Low RPM & Traction Control Systems</p> <p>Easy Start</p> <p>Low RPM Assist</p> <p>Suzuki Advanced Traction Control System</p>	<p>The GSX-S1000F has features designed to enhance the rider's operation and enjoyment of the motorcycle. These features are the Easy Start and Low RPM Assist systems, Anti-lock Brakes, or ABS, and Suzuki's four mode selectable Traction Control System.</p> <p>With the Easy Start System the rider just need to momentarily touch of the starter button to fire up the engine, the engine can be started without pulling the clutch lever if the transmission is in neutral. The class-exclusive Easy Start system is not only rider-friendly, but it saves battery energy and prevents wear on starter components.</p> <p>Because the idle speed is automatically controlled by the EFI system, it can also slightly increase the engine speed when the motorcycle pulls away from a stop. With the transmission in first gear and when the clutch is released, the ECM slightly opens the secondary throttle valve to increase engine speed. This automatic and measured increase of engine speed smooths the take-off and helps reduce the possibility of the rider stalling the motorcycle.</p> <p>Suzuki's advanced Traction Control system lets the rider use the throttle with more confidence in various riding conditions. There are four traction control modes that the rider can easily adjust when stopped or on the fly via a handlebar-mounted control (the difference between the modes is their sensitivity to the road conditions). Mode one is the lowest sensitivity level and it is most suitable for skilled riders or in conditions that have good road surface grip, like sport riding on good, smooth roads. Mode two is a moderate sensitivity level that is suitable for most riders or in conditions that have varied road surface grip, like city riding on average condition roads. Mode three is the highest sensitivity level and it is suitable for conditions where the grip may be limited, like wet or cold road surfaces. OFF disengages all traction control features and the rider has sole control of the engine power to the rear wheel.</p>	Riding modes, Traction Control, Antilock Brakes, Quick-shifter, and Cruise Control	Riding modes, Traction Control, Antilock Brakes, Quick-shifter, and Cruise Control	Riding modes, Traction Control, Antilock Brakes, Quick-shifter, and Cruise Control	Riding modes, Traction Control, Antilock Brakes & Quick-shifter
Fuel System:	Suzuki Electronic Fuel Injection, four 44mm throttle bodies with SDTV (plus Easy Start and Idle Speed Control)	GSX-S1000F has a refined throttle mechanism so engine response to the rider's inputs is smooth and precise. This enhances the GSX-S1000F's EFI system that uses Suzuki's proprietary Suzuki Dual Throttle Valve throttle bodies where the secondary valves are controlled by a servo motor. With SDTV the rider operates the four primary throttle valves when twisting the right grip while the bike's ECM operates the four secondary valves, producing an immediate, smooth and controlled throttle response. Long-tip, 10-hole fuel injectors on each 44mm throttle body delivers well atomized fuel that boosts power and fuel economy. The throttle bodies incorporate Suzuki's Idle Stability Control that automatically sets and maintains the ideal idle speed regardless of the conditions. ISC also adjusts engine speed during start-ups, increasing idle speed during the warm up of a cold engine.	EFI with four 38mm throttle bodies	EFI with four 48mm throttle bodies	EFI <i>(throttle body size not published)</i>	EFI with two 53mm throttle bodies
Air cleaner:	Large capacity air cleaner, single flat non-woven fabric element	A large capacity air cleaner was designed specifically for the GSX-S1000F to match the engine's high output and required intake velocity. This airbox was tuned to emit a unique, synchronized intake sound that increases in volume and pitch as the engine speed rises.	<i>*Not published</i>	<i>*Not published</i>	<i>*Not published</i>	<i>*Not published</i>
Exhaust:	Stainless steel, four-into-two-into-one routing, includes catalyzer-equipped mid-pipe with SET valve and single under-chassis silencer	The GSX-S1000F's stainless steel 4-2-1 exhaust system helps the engine deliver a strong low- to mid-range punch with an exciting rush of power up to redline. The under-chassis position of the exhaust, especially the central chamber, aids in centralization of the chassis' mass for good handling characteristics. The header portion of the exhaust uses equalizer pipes between the outer two and the inner two head pipes to fine tune the exhaust for stronger engine power. Located in the mid-pipe, the Suzuki Exhaust Tuning, or S.E.T. valve, controls flow into the catalyzer, the exhaust chamber and into the muffler to balance performance and emissions control. The sculpted muffler's appearance blends well with the GSX-S's styling and emits an exciting, distinctive sound.	Four-into-two-into-one silencer (right side)	Four-into-two-into-one; catalyzt in mid-pipe	Two-into-one; catalyzt in silencer	Two-into-one-into-two; catalyzt in mid-pipe
Starter	Electric starting	Controlled by the efficient Easy Start System (see Rider Aids) the compact, lightweight starter motor helps keep weight down while having good cranking power to easily start the GSX-S1000F's engine.	Electric starting	Electric starting	Electric starting	Electric starting

MODEL:	2020 Suzuki GSX-S1000F	SUZUKI EDGE	2020 Kawasaki Ninja 1000SX	2020 Aprilia Tuono V4	2020 BMW R1250RS	2020 Ducati SuperSport
Lubrication	Wet sump, 3.4 US qt. (3200 ml) capacity - Liquid-cooled oil cooler	Like a GSX-R, the GSX-S1000F has a wet-sump lubrication system where the engine oil is stored and circulated through the crankcases. The oil filler cap and oil level window on the right engine cover and the oil filter is a common, Suzuki spin-on type. Needing 3.4 quarts for an oil change, the four quart kit has enough R7000 semi synthetic oil or R9000 synthetic ECSTAR oil plus the oil filter and drain bolt sealing washers.	Wet-sump	Wet-sump	Wet-sump	Wet-sump
Cooling:	Liquid-cooling, curved radiator with thermostatically controlled cooling fan, 3.0 US qt. (2.8 L) capacity	The shrouds to the side of the GSX-S1000F's fuel tank were designed to funnel cooling air directly into the high-capacity radiator, and the route the warmed air away from the rider. The GSX-R-style, curved radiator has more cooling fin surface area than a flat-style radiator, increasing cooling efficiency. A thermostatically controlled cooling fan helps keep the coolant temperature low when the motorcycle is stopped or in slow moving traffic. The instrument panel displays coolant temperature and has a high-temperature warning indicator. Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler mounted to the engine, under the oil filter.	Liquid-cooling, radiator	Liquid-cooling, radiator	Air & oil-cooling	Liquid-cooling, radiator
Clutch	Wet, multi-plate type, SCAS-equipped, cable-operated	Like a GSX-R1000, the GSX-S1000F uses the Suzuki Clutch Assist System to reduce lever effort and to smooth shifting and engine braking. Under acceleration the clutch increases plate pressure, helping make sure the power and torque of the engine reaches the rear wheel. The clutch becomes a slipper type during braking, smoothing the engine response to avoid rear wheel chatter during deceleration or corner entry.	Wet, multi-plate, cable-operated	Wet, multi-plate type, cable-operated (slipper function)	Wet, multi-plate, hydraulically-operated	
Transmission:	6-speed constant mesh	The GSX-S1000F's 6-speed constant mesh transmission features ideal gear ratios for versatile performance on a wide variety of road conditions. The vertically stacked-shaft transmission is tailored for active sporty rides with tighter 1st through 5th gear ratios, while keeping highway cruises comfortable with a tall top gear. A precision shift mechanism and low-effort rack and pinion clutch release keeps gear selection quick and nimble for sporty riding.	6-speed	6-speed	6-speed	6-speed
Final Drive:	RK sealed O-ring drive chain, RK525GSH, 116L	The GSX-S1000F's high-quality RK chain has lubricants sealed inside the plates and rollers via O-rings for long life and quiet operation. The 525 size specification chain can easily handle the high level of performance from the GSX-S1000F's torque-rich engine but is lightweight in comparison to the heavy chains or shaft-driven final drives used on many of its competitors.	Chain	Chain	Shaft drive	Chain
CHASSIS						
Frame:	Twin-spar type, cast-aluminum	Developed using GSX-R1000 engineering and architecture, the GSX-S1000F's light and compact chassis makes this Suzuki agile and fun to ride. This nimble handling ability begins with a lightweight and rigid twin-spar aluminum main frame. A twin-spar frame helps keep the chassis compact while creating a straight connection between the steering head and swingarm pivot. Both attributes greatly enhance the handling characteristics of the motorcycle.	Aluminum, backbone-type	Aluminum twin spar-type	Steel, backbone-type (suspended engine)	Tubular steel trellis frame (suspended engine)
Swingarm:	Cast-aluminum, straight and arched beam-style	Developed from GSX-R1000 components, the GSX-S1000F's Superbike-style braced aluminum swingarm effectively controls the forces from the rear wheels during acceleration and cornering.	Cast-aluminum, beam-style	Aluminum, arched beam style	Cast-aluminum, single-side	Aluminum, single-side
Caster & Trail:	25°, 100 mm (3.9 in.)	The GSX-S1000F's caster, trail and wheel base dimensions explain why this Suzuki balances nimble handling and stability. With more caster, also known as rake, than the other motorcycles in the category the GSX-S1000F offers a composed chassis response to turn-in, especially as speeds increase. The GSX-S1000F's caster and trail specifications are very similar to the sporty Kawasaki Ninja 1000SX, Aprilia Tuono and Ducati Supersport. The Suzuki steering specifications are far sportier than the BMW R1250RS.	24°, 100 mm (3.90 in.)	24.7°, 99.7 mm (3.92 in.)	27.9°, 110.9 mm (4.40 in.)	24°, 91 mm (3.60 in.)
Steering angle:	31° (right & left)	The GSX-S1000F has 62-degree of steering arc, which aids the rider when maneuvering the motorcycle at slow speeds or manually moving the motorcycle when it is not under power. Steering angle of competitive models are not available for study.	<i>*Not published</i>	<i>*Not published</i>	30.5° (right & left)	<i>*Not published</i>
Turning radius:	3.1 m (10.2 ft.)	With a turning radius of about ten feet, the GSX-S1000F can be maneuvered well in tight conditions, like a parking lot. The turning radius of competitive models are not available for study.	<i>*Not published</i>	<i>*Not published</i>	<i>*Not published</i>	<i>*Not published</i>

MODEL:	2020 Suzuki GSX-S1000F	SUZUKI EDGE	2020 Kawasaki Ninja 1000SX	2020 Aprilia Tuono V4	2020 BMW R1250RS	2020 Ducati SuperSport
Handlebars:	Large diameter, cast-aluminum tapered handlebar	The large diameter, matte-black, tapered aluminum handlebar has a rise and bend developed especially for the GSX-S1000 models and helps contribute to the exceptional riding ergonomics. The handlebar's design and material damps vibration well so the ride feels smooth at the rider's hands.	Cast risers, separate tubular handlebars	Cast-aluminum, tubular handlebar	Cast risers, separate tubular handlebars	Cast risers, separate tubular handlebars
Front Suspension:	43mm inverted telescopic, coil spring, oil damped, adjustable spring preload, compression & rebound damping: 4.7 in (120mm) travel	The GSX-S1000F is fitted with KYB-supplied, Supersport-quality, fully-adjustable suspensions that are tuned for comfort and control. The 43mm inverted fork provides a generous four point seven inches of front wheel travel. The Supersport-inspired fork provides category leading front suspension specifications and action. The GSX-S1000F fork's 43mm inner tube diameter is the same as the Aprilia Tuono V4 and Ducati Supersport while being two millimeters larger than the tubes on the Kawasaki 1000SX. Like the GSX-S1000F, most of the motorcycles in the category have forks with adjustable spring preload and damping force. However, while the BMW 1250RS offers remotely adjustable damping force, it lacks the spring preload adjustment found on the Suzuki.	41mm inverted telescopic fork, adjustable spring preload & damping force, 4.7 in. travel	43mm inverted telescopic forks, adjustable spring preload & damping force, 4.6 in. travel	45mm inverted telescopic fork, remote adjustable damping force adjustment, 5.5 in. travel	43mm inverted telescopic forks, adjustable spring preload & damping force, 5.1 in. travel
Rear Suspension:	Link type, coil spring, oil damped, adjustable 7-step spring preload & rebound damping: 5.1 in (130mm) travel	A strong, arched GSX-R aluminum swingarm and link-type rear KYB shock with spring preload and damping force adjustment provides the GSX-S1000 with better stability and consistent performance on a variety of road conditions, compared to the competition. The linkage increases the spring rate and damping resistance as wheel travel increases, matching suspension response to the size of road imperfections. The GSX-S1000F's rear suspension specifications and travel align with other sport-oriented motorcycles in the sport touring category. With adjustable rebound damping and easy-to-use, cam-style rear spring preload adjustment, the GSX-S1000F is ready to take on an exciting ride of any length.	Horizontal, link-style single shock, adjustable spring preload and rebound damping force, 5.4 in. travel	Link style single shock, adjustable spring preload & damping force, 5.1 in. travel	Paralever, single shock, adjustable spring preload and rebound damping force, 5.5 in. travel	Link-style single shock, adjustable spring preload and damping force, 5.7 in. travel
Front Brakes:	Twin 310mm discs, four-piston BREMBO Monobloc calipers (ABS equipped)	The GSX-S1000's dual front brakes use radially-mounted Brembo Monobloc calipers with four 32mm opposed pistons that deliver strong and consistent stopping power. Radial mounting allows the calipers to be positioned farther from the axle so large, 310mm floating brake rotors can be used for strong, controlled stopping force. Radially mounted calipers minimize braking forces to the suspension so the rider will experience better feel and feedback as compared to the axially mounted calipers. The GSX-S1000F's brake caliper and rotor specifications align with other sport-oriented motorcycles in the sport touring category.	Dual 300mm discs, radial-mounted 4-piston calipers (ABS standard)	Dual 330mm discs, radial-mounted 4-piston calipers (ABS standard)	Dual 320mm discs, radial-mounted 4-piston calipers (ABS standard)	Dual 320mm discs, radial-mounted 4-piston calipers (ABS standard)
Rear Brakes:	Single 220mm disc, single-piston NISSIN caliper (ABS equipped)	Mounted to a lightweight cast aluminum rear wheel, the GSX-S1000F's 220mm rear rotor and strong NISSIN brake caliper provide controllable, consistent stopping power for reliable stopping performance. All of the models in the sports-touring category offer similar rear brake components and all, like the GSX-S1000F, have anti-lock brake systems as standard equipment.	Single 250mm disc, single-piston caliper (ABS standard)	Single 220 mm disc, twin piston caliper (ABS standard)	Single 276mm disc, twin piston caliper (ABS standard)	Single 245mm disc, twin piston caliper (ABS standard)
Braking Aid:	Antilock Brakes	The GSX-S1000F's front and rear brakes can be modulated by Suzuki's compact Anti-lock Brake System to match stopping force to the available traction. Sensors relay wheel speed information to the ABS controller fifty times per each wheel revolution. If the sensor detects a wheel is locking up as the corresponding brake is being applied the ABS control unit will reduce that brake's hydraulic pressure until the wheel speed indicates the lock-up has been prevented.	Antilock Brake System (ABS)	Antilock Brake System (ABS)	Antilock Brake System (ABS)	Antilock Brake System (ABS)
Wheels:	Five-spoke, cast-aluminum wheels 17 M/C x MT 3.50 (front) 17 M/C x MT 6.00 (rear)	The GSX-S1000F's Supersport-bred chassis includes wide, cast aluminum TRP-brand wheels fitted with tires with good grip for excellent handling and braking performance. The 17-inch wheels have the widest rims (at 3.5 and 6.0-inches) in the category.	Cast-aluminum wheels *Sizes not published	Cast-aluminum wheels 3.50 x 17 in. (front) 6.00 x 17 in. (rear)	Cast-aluminum wheels 3.50 x 17 in. (front) 5.50 x 17 in. (rear)	Cast-aluminum wheels 3.50 x 17 in. (front) 5.50 x 17 in. (rear)
Front Tire:	120/70-ZR17 Dunlop D214F	Mounted to 3.5-inch wide 17-inch diameter wheel, the 120/70 ZR17 Dunlop Road sport radial front tire has good grip and is well suited to absorbing braking force as the tire's belting is designed to maximize the stopping power from the large, twin front brake rotors. Suzuki's sportbike expertise benefits the GSX-S1000F as well. The competitive motorcycles in the GSX-S1000F's category all run 120/70 ZR17-inch front tires.	120/70 ZR17	120/70 ZR17	120/70 ZR17	120/70 ZR17
Rear Tire:	190/50-ZR17 Dunlop D214	The 190/50 ZR17 Dunlop Roadsport rear tire is mounted to a six inch wide wheel. This wide, low-profile tire has good grip with long tread life and is well suited for transmitting the engine's power to the road surface. The 190/50 ZR17 tire fitted to the GSX-S1000 is wider and can provide more grip than the rear tire on the Kawasaki Z900 and Ducati Monster 821.	190/50 ZR17	200/55 ZR17	180/55 ZR17	180/55 ZR17

MODEL:	2020 Suzuki GSX-S1000F	SUZUKI EDGE	2020 Kawasaki Ninja 1000SX	2020 Aprilia Tuono V4	2020 BMW R1250RS	2020 Ducati SuperSport
Fuel Tank:	4.5 US gal. (17.0 L) Riding range 173 miles	A generous 4.5 gallon fuel tank, along with the GSX-S1000F's efficient Suzuki fuel-injected engine, provides abundant fuel for extended commuting, touring or sport riding. Sculpted knee panels on the tank flow match the overall styling while shielding painted surfaces from damage.	5.0 US gal. <i>Riding range: 205 mi.</i>	4.9 US gal. <i>Riding range: 149 mi.</i>	4.8 US gal. <i>Riding range: 240 mi.</i>	4.3 US gal. <i>Riding range: 165 mi.</i>
ELECTRICAL						
Charging & Battery:	385W @ 5,000 RPM FT12A-BS (12V 10.0 Ah)	A three-phase charging system, with an oil-cooled stator, produces 385 watts to keep the GSX-S1000F's battery up to capacity for trouble-free operation. The ten amp-hour maintenance free battery easily handles starting the bike, along with the EFI, rider aids and lighting systems with reserve power for accessories.	<i>*Not published</i>	450W <i>(engine speed not specified)</i> MF-type battery <i>(capacity not specified)</i>	508W <i>(engine speed not specified)</i> MF-type (12V 12.0 Ah)	<i>*Not published</i>
Ignition:	Electronic digital ignition (transistorized)	Fast and powerful, 32-bit ECM manages the GSX-S1000F's fuel injection, traction control, instrument panel, and digital ignition systems. The digital ignition fires iridium-type spark plugs that have high spark strength that aids combustion efficiency that contributes to stronger power output with linear throttle response.	TCBI with digital advance	Transistorized	Transistorized	Transistorized
Spark plugs:	Iridium spark plugs, NGK CR9EIA-9 or DENSO IU27D x 4	The GSX-S1000F's digital ignition fires iridium-type spark plugs that have high spark strength that aids combustion efficiency that contributes to stronger power output with linear throttle response. These quality components ease engine starts and stabilize idle the speed while lasting longer than conventional spark plugs.	<i>*Plug type not published</i>	<i>*Plug type not published</i>	<i>*Plug type not published</i>	<i>*Plug type not published</i>
Headlight:	Dual, multi-reflector Halogen headlight (60W H7 x 2)	The GSX-S1000F has a dual reflector, halogen headlight assembly in the upper fairing and just the left head light is illuminated in the low beam setting. In the high beam setting, both headlights are illuminated, providing better nighttime visibility than other models in its class.	Dual LED headlights	Multi-reflector Halogen headlight x 3	LED	Multi-reflector Halogen headlight
Taillight:	LED	The taillight assembly combines running and brake light functions in a low-draw LED design. The taillight's clear lens and sleek shape matches the GSX-S1000F's styling and sits flush into the tail section, blending well when the accessory solo seat cover is installed in place of the passenger seat.	LED	LED	LED	LED
Turn signals:	Incandescent amber bulbs, clear lens (x 4)	The turn signals on the GSX-S1000F have amber lenses with bright, incandescent bulbs for good visibility.	Incandescent bulbs, amber lens	Incandescent bulbs, amber lens	Incandescent amber bulbs, clear lens	LED
Instruments:	Multifunction LCD instrument panel with LED indicators	The GSX-S1000F's lightweight and compact multifunction instrument panel uses a Liquid Crystal Display with an adjustable backlighting for great nighttime visibility. The LCD displays speed, tachometer, odometer, gear position, clock, coolant temperature, odometer and trip meters, traction control setting, and fuel level. The LCD also has a calculator function that can show the riding range for the fuel in the tank, the fuel consumption per trip meter, instantaneous fuel consumption and the battery's voltage. The LCD is flanked by LED indicators for the turn signals and high beam, plus malfunction, coolant temperature and oil pressure alert, traction control and ABS alerts.	TFT multifunction panel, LED indicator lamps	Multifunction TFT instrument panel with LED indicators	Multifunction TFT instrument panel with LED indicators	Multifunction LCD instrument panel with LED indicators
ECM:	32-bit ECM	The GSX-S1000F has a powerful, 32-bit Engine Control Module, or ECM, that blends Suzuki's vast street-going EFI knowledge with the intelligence derived from Suzuki's championship racing programs.	Solid-state ECM	Solid-state ECM	Solid-state ECM	Solid-state ECM
DIMENSIONS						
Overall Length:	83.3 in. (2115 mm)	The GSX-S1000F has a longer overall length than the Ducati SuperSport. Its much shorter than the very long BMW R1250RS. The Suzuki's appropriate chassis length creates an extended cockpit for more rider room and a protective rear fender that helps keep road grime off the chassis and rider.	82.7 in.	81.5 in.	86.7 in.	83.76 in.
Overall Width:	31.3 in. (795 mm)	Due to its compact, long-stroke four cylinder engine, the GSX-S1000F is trim and maneuverable with a 31.3-inch overall width. Only the Ducati Supersport is narrower than the slender GSX-S1000F. The engine and body work is actually thinner than the specification indicates as the wide Fatbar handlebar provides excellent leverage for maneuvering through traffic.	32.5 in.	31.9 in.	36.4 in.	29.3 in.
Overall height:	46.5 in. (1180 mm)	With a height of 42.5 in. (due to the length of the mirrors) the GSX-S1000F falls within the average height for the category.	46.7 in. (48.6 in. windshield high)	42.9 in.	49.4 in.	45.3 in.

MODEL:	2020 Suzuki GSX-S1000F	SUZUKI EDGE	2020 Kawasaki Ninja 1000SX	2020 Aprilia Tuono V4	2020 BMW R1250RS	2020 Ducati SuperSport
Wheelbase:	57.5 in. (1460 mm)	The well balanced 57.5-inch wheelbase gives the GSX-S1000 incomparable stability, especially over difficult road conditions while remaining short enough for spirited handling. Careful positioning of the swingarm pivot location, made possible by the compact engine, contributes to the motorcycle's fine handling manners. The GSX-S1000F's wheelbase is shorter than the Kawasaki Ninja 1000SX and the Ducati Supersport. The BMW R1250RS's wheelbase is nearly three inches longer than the GSX-S1000F. That length would be apparent on twisty roads were the GSX-S1000F 57.5 inch wheel base is among the shortest in the category.	56.7 in.	57.1 in.	60.2 in.	58.3 in.
Ground clearance:	5.5 in. (140 mm)	The GSX-S1000F's ground clearance is average for the category (some manufacturers do not list ground clearance specifications).	5.3 in.	4.9 in.	* <i>Not published</i>	5.3 in.
Seat Height:	31.9 in. (810mm)	The GSX-S1000F's seat height of 31.9-inches provides a relaxed reach to the ground. Additionally, the shape of the seat and how it blends into the narrow rear section of the fuel tank, allows the rider to plant their feet firmly on the ground at stops. The pillion seat provides good passenger accommodations with ample foam and grab strap. The pillion seat creates a lumbar stop for the rider while providing height that provides the passenger a good view over the rider's shoulder.	32.1 in.	32.5 in.	32.3 in.	31.9 in.
Curb Weight:	472 lbs. (214 kg) - 474 lbs. (215 kg) CA Model	Weighing less than the Kawasaki Ninja 1000SX and the BMW R1250RS, the GSX-S1000F's light weight lets it easily maneuver over rough road conditions, yet have extraordinary straight line performance. The GSX-S1000F's aluminum twin-spar frame and arched aluminum swing arm contribute to this smooth handling performance and are well-poised for high-speed operation.	513.8 lbs. 516 lbs. CA Model	460.8 lbs.	536 lbs.	463 lbs.
OTHER						
Color:	Glass Sparkle Black	The 2020 GSX-S1000F features a glossy Glass Sparkle Black paint scheme. The GSX-S1000F also features blacked-out components, like the exhaust, emphasizing the performance nature of the bike.	Metallic Graphite Gray/Metallic Diablo Black	Sachsenring Red -or- Magny-Cours Grey	Black Storm Metallic, Austin Yellow Metallic Matte (add \$500), Imperial Blue Metallic (add \$400), Sparkling Bronze Metallic (add \$1,100 as part of Option 719)	Ducati Titanium Grey
Warranty	12-month Unlimited Mileage Limited Warranty	The GSX-S1000F is delivered with a 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP). These plans add years of protection, and can be transferred to the next owner and help maintain resale value.	12-month limited warranty	24-month limited warranty	24-month limited warranty	24-month limited warranty
<p><i>Data within this document was recorded from each competitive models' respective distributors' web-site, except where noted. In those noted exceptions, the data was recorded from an established Powersports media publication or website.</i></p> <p><i>*The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.</i></p> <p><i>**Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.</i></p> <p><i>Suzuki Motor of America, Inc. makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Take an MSF skills course. For the street course nearest you, call 1-800-446-9227. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2020 GSX-S1000F's limited warranty covers a period of 12 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it's easy to afford and equip the machine that's perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor of America, Inc., 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks. ©2020 Suzuki Motor of America, Inc.</i></p>						