



New Model Press Information

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GSX-S 950 (35kW / 70kW)



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The GSX-S950 is a new model of GSX-S series with A2 license (35KW) version holder mainly. The GSX-S950 will bring A2 license riders the fun of sport riding on the street at a new level. At the heart is a tuned version of the powerful long-stroke 999cm³ engine which equipped the famous and powerful GSX-R1000.

The GSX-S950 enhances the overall balance of rider-pleasing performance, to deliver greater controllability and agility and power.



The GSX-S950 product concept is:

“Beauty and fun”

The product concept for the GSX-S950 is bringing the desire to newcomer and more experienced rider to handle a real street fighter. It is all about wanderlust, ease of use, performance, and looks that just can't be beat.

It reflects the beauty of nimble handling and the greater controllability delivered by its finely tuned components and application of advanced technologies. It equally describes the highly satisfying feeling of being in control of a machine with such potential.



KEY PRODUCT FEATURES

Styling features:

- Excitement of big displacement and performance potential, as well as the sophistication of a highly agile and controllable bike.
- The radical, futuristic design of the new stacked LED headlight assembly and sharp lines of the front end take inspiration from jet fighters.
- The thin tail section creates a lighter, tougher profile with a mass-forward look that accentuates the muscular bulk of the mid-section.
- Three available body colors, including Metallic Triton Blue (YSF), the main color and symbol of the Suzuki brand identity, Pearl Brilliant White (YUH) and Metallic Mat Black N°2. (YKV).
- Dedicated decals featuring new logo styling, key mascot and carbon fiber-like textured overlays highlight the appeal of the GSX-S950.
- Custom-designed key mascot sports the GSX-S logo on the grip end.

Engine features:

- 999cm³ liquid-cooled inline-four engine aimed at delivering smoother, particularly through the low- to mid-range speeds most commonly used in daily riding.
- Compact 4-2-1 exhaust system introduces a layout behind the collector that repositions the Suzuki Exhaust Tuning (SET) system and muffler, new catalytic converters and a revised chamber design that help satisfy Euro 5 emissions standards.
- Finely tuned fuel injection system uses 10-hole, long-nosed injectors on each throttle body to maximize loading efficiency and performance, while also contributing to lower fuel consumption.
- Suzuki Clutch Assist System (SCAS) provides smoother deceleration and better control when downshifting, while also realizing a lighter touch to clutch lever operation.

Chassis features:

- Compact, lightweight chassis is engineered to provide an agile, fun-to-ride character and deliver optimum performance in real world riding conditions, from riding around town to heading out for a sporty run.
- The twin-spar aluminum frame, with a straight main tube from steering head to swingarm pivot, achieves high rigidity and light weight for nimble handling and road-holding performance.
- The aluminum alloy swingarm is derived from the GSX-R1000 super sport model.
- ø43mm KYB Inverted front forks deliver a sporty yet smooth ride.
- Adjustable link-type rear suspension contributes to agility and stability.
- 6-spoke cast aluminum wheels contribute to nimble handling and sporty appearance.
- Dunlop SPORTMAX RoadSport2 tires further contribute to nimble, predictable handling and sporty performance, while also improving grip feel. Combined with the front and rear suspension settings, these tires instill greater confidence at all speeds.

- Fuel capacity to 19L to reduce the frequency of fuel stops and thereby contribute to greater convenience on long rides.
- Antilock Brake System (ABS) matches stopping power to available traction.
- 4-piston Tokico mono-block front brake calipers mated with ø310mm floating-mount dual discs deliver strong, reliable braking performance.
- Seat design provides greater comfort and support, and a shape that affords the rider freedom of movement.

Electric Equipment features:

- Vertically stacked LED headlights in hexagonal housings topped by an LED position light create a sharp new look with bold presence.
- Bulb front and rear turn signals for simplicity and efficiency.
- Double-lens LED rear combination lights emphasize the stylish lines of the compact tail section.
- Informative, easy-to-read full-LCD instrument panel features dedicated for the GSX-S950.

A stance full of exciting attitude

The radical design and original cut of the hexagonal lenses of the new stacked LED headlight assemblies from Koito create a sharp, compact and handsome front face. The minimalist cowling that surrounds them adds sharp lines and a sense of tension that is inspired by designs found on Suzuki's GP racing machines and the latest stealth aircraft.

The compact front pairs with the short, compact muffler design and slim design of the tail section to establish a clean, agile look that accentuates the muscular bulk of the engine and fuel tank of the mid-section. The result is a mass-forward image that emphasizes the GSX-S950's exciting stance and eagerness to perform.



Straight, sharp lines create a look of modernity and quality

The design features straight, sharp lines that create an impression of modern, eye-catching appeal. The new lines and attention to every detail combine with the exposed metal finish of the front fork outer tubes and muffler to realize a look of higher quality and a cool appearance.



A trio of body color choices

Metallic Triton Blue (YSF): the main color and brand symbol for Suzuki's on-road sports identity.
Pearl Brilliant White (YUH): A high contrast white and red color combination to appeal to younger customers sensitive to new trends.

Metallic Mat Black N°2.(YKV): The mat black expresses fine finish and luxury.



Metallic Triton Blue (YSF)

MAIN COLOR



Pearl Brilliant White (YUH)



Metallic Mat Black N°2 (YKV)

Special decals and textured overlay

New understated SUZUKI logos on the fuel tank and model number decals on the side cowling adopt a modest size and modern design that lend a trendy look. In addition, a new textured pattern strategically applied to surfaces such as the sides of the frame features a carbon fiber-like finish that was developed to enhance the GSX-S950 design.



Key mascot

A GSX-S950 custom-designed ignition key sporting the GSX-S logo on the grip end aims to instill greater pride of ownership.



Introduction

The high-performance 999cm³ four-stroke DOHC liquid-cooled inline-four engine that powers the GSX-S950 inherits true winning superbike DNA. This street-tuned engine is based on core architecture that benefits from know-how acquired over decades of developing the GSX-R1000 to win countless production race victories, while also incorporating advanced technologies developed for MotoGP racing. Every aspect of its design underwent thorough review as it was updated to deliver ideal naked sport bike performance under varying riding conditions, whether out for a sporty run or negotiating traffic on city streets while satisfying Euro 5 emissions standards.

The engine produces an impressive torque even for 35kW version. This brings a more satisfying feeling of better response and more immediate pick-up when accelerating from low speed to mild speed area. This too leads to an exhilarating and enjoyable riding experience. The engine also provides a level of stability at high speeds that lends greater confidence.

In addition to its broad, smooth torque curve and power delivery throughout its wide power band, the engine incorporates a variety of electronic control technologies that make the GSX-S950 controllable, predictable, and less tiring to operate.

Another development goal was to further enhance the durability of an already highly durable engine design.



999cm³ 4-stroke, 4-cylinder, liquid-cooled, DOHC, engine

GSX-950 70kW Vs GSX-S750 70kW

	GSX-S950 70kW	GSX-S750 70kW
Displacement	999cm ³	749cm ³
Bore x Stroke	73.4mm x 59.0mm	72.0mm x 46.0mm
Compression ratio	12.2 : 1	12.3 : 1
Maximum power	70kW (95PS)/7,800rpm	70kW (95PS)/10,500rpm
Maximum torque	92N-m/6,500rpm	76N-m/8,000rpm
Emissions level	Euro 5	Euro 4

* Suzuki's internal test results

GSX-950 35kW vs GSX-S750 35kW

	GSX-S950 35kW	GSX-S750 35kW
Displacement	999cm ³	749cm ³
Bore x Stroke	73.4mm x 59.0mm	72.0mm x 46.0mm
Compression ratio	12.2 : 1	12.3 : 1
Maximum power	35kW (47,5PS)/6,100rpm	35kW (47,5PS)/7,000rpm
Maximum torque	76N-m/3,250rpm	63N-m/4,000rpm
Emissions level	Euro 5	Euro 4

* Suzuki's internal test results

Air cleaner box

The internal structure of the air cleaner box contributes to power output.



air cleaner box

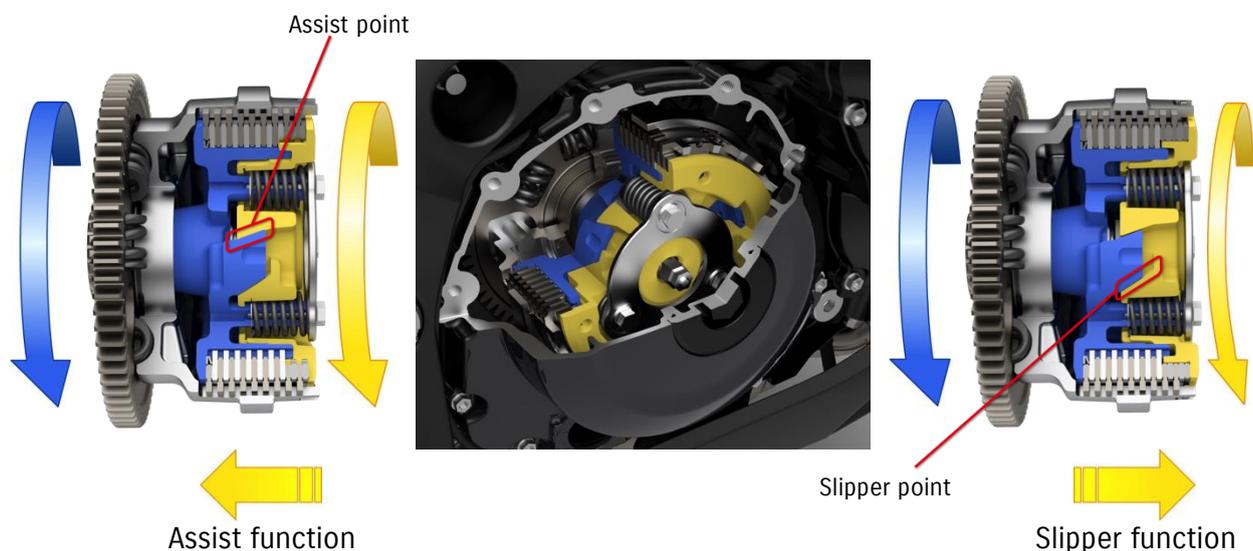
Suzuki Clutch Assist System (SCAS)

The GSX-S950 newly adopts the Suzuki Clutch Assist System (SCAS), which introduces an assist function to complement the slipper clutch.

The slipper clutch partially disengages to reduce negative engine torque and mitigate the effect of engine braking when downshifting from high rpm. This helps prevent the rear tire from locking up or hopping and provides smoother deceleration, enabling the rider to shift down with confidence and maintain better control when downshifting into corners.

An assist function increases the clutch's clamping force under acceleration and thereby allows the use of softer springs while still efficiently transferring torque to the rear wheel. One resulting benefit is the realization of a light touch to clutch lever operation, which reduces left hand fatigue when stuck in traffic jams, or in other situations that require frequent clutch lever operation.

Suzuki Clutch Assist System cam operation diagram



Other features

- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders reduce friction, promote better heat transfer and increase durability.
- Finite-element-analysis techniques were employed to make the pistons light without compromising their rigidity.
- The compact combustion chamber design realizes an optimal compression ratio, a flat-top piston shape, and a broad spread of power throughout the rev range.
- Iridium spark plugs heighten the spark strength and combustion efficiency, thereby contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle.
- 10-hole, long-nosed fuel injectors improve fuel atomization for better combustion efficiency and lower fuel consumption.

Introduction

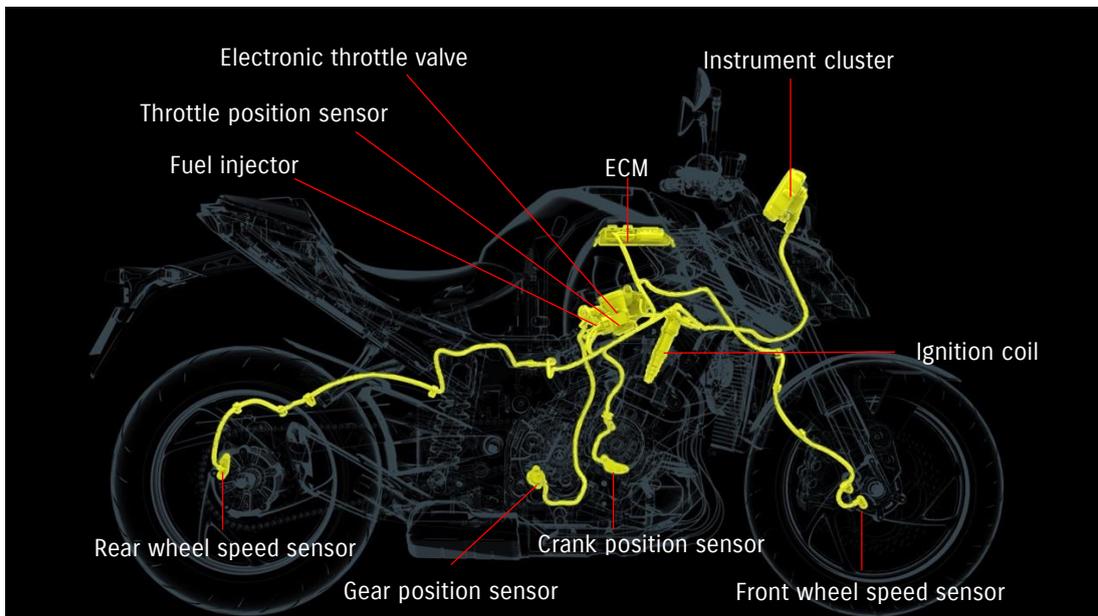
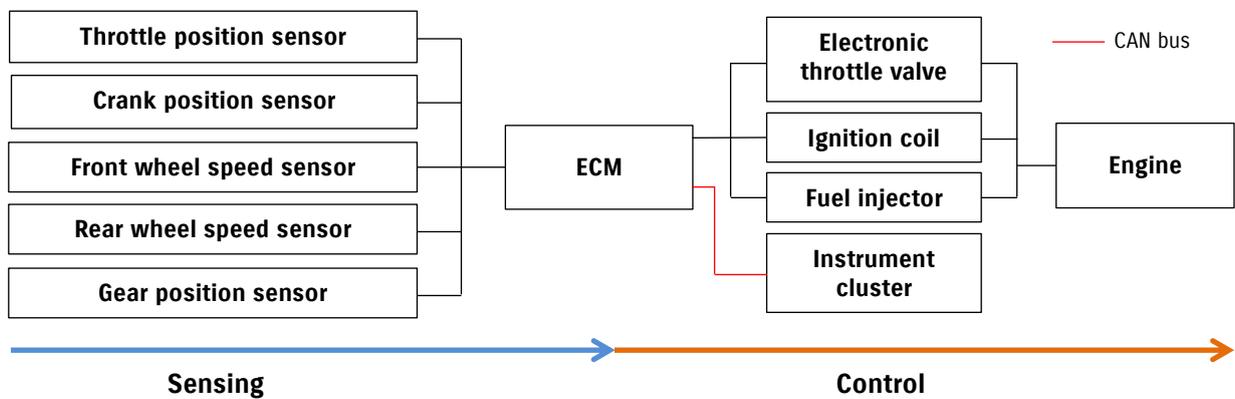
The GSX-S950 adopts advanced electronic system. The Suzuki Traction Control, Ride-by-Wire Electronic Throttle, Suzuki Easy Start, and Low RPM Assist systems. These enable the rider to optimize performance characteristics to best suit riding conditions and varying road surfaces, as well as their level of confidence and experience. By assisting the rider, they help make the bike more controllable, more predictable, and less tiring to operate, whether out for a sporty run or enjoying a ride on city streets. These attributes benefit the rider by instilling greater confidence and allowing them to concentrate on enjoying the riding experience.



Suzuki Traction Control System (STCS)

The GSX-S950 features a selection of 3 mode settings (+ OFF). The finer incremental control over settings allows the 3-mode traction control system to better fit a more diverse variety of riding conditions and styles. This in turn instills greater confidence in the rider, regardless of experience, while reducing stress and fatigue. The system continuously monitors front and rear wheel speed, engine RPM (as calculated using data from the crank position sensor), throttle position and gear position. It is designed to immediately limit power and help prevent slipping when an imminent loss of traction is detected by controlling the throttle opening, ignition timing, and fuel injection rate.

Suzuki Traction Control System overview diagram



Note: 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.

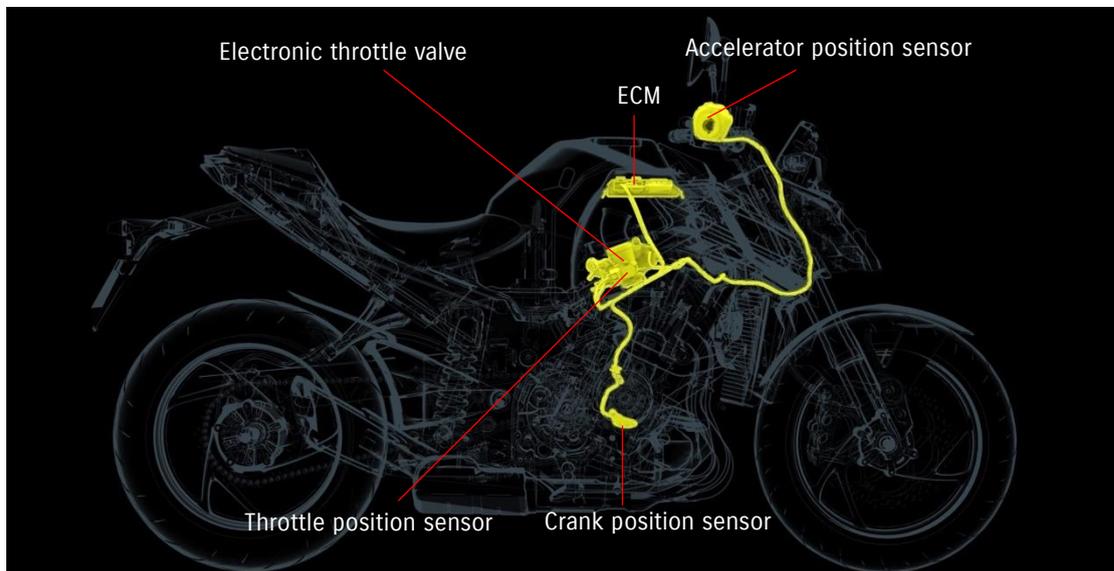
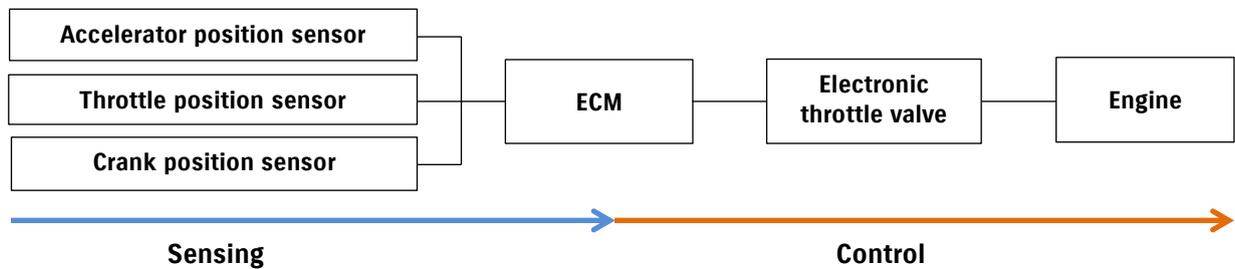
Ride-by-Wire Electronic Throttle System

The GSX-S950 adopts Suzuki's electronic throttle control system, which takes advantage of the 32-bit ECM to control the action of the throttle valves. This makes it possible for settings to more finely control the relationship between throttle action and engine power output, so realizes the best match between the rider's expectations and the actual power the engine delivers when operating the throttle. It also benefits the rider by improving controllability when they open the throttle to accelerate out of a corner.

The overall result is throttle action that responds faithfully to the rider's intention, whether riding on the street or heading out to enjoy a sporty run.

The new ride-by-wire throttle system is simpler, lighter and more compact than the previous mechanical system. Moreover, it benefits from natural response and linear control similar to that of conventional throttle operation.

Ride-by-Wire Electronic Throttle System overview diagram



Suzuki Easy Start System

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



Low RPM Assist

Employs TI-ISC (Throttle-body Integrated Idle Speed Control) to seamlessly boost engine speed when releasing the clutch lever to launch from a standing start or riding at low speeds, thereby suppressing engine stalls and helping ensure better control and operation in stop-and-go traffic. The system is updated for the new GSX-S950 and works in harmony with the Suzuki Clutch Assist System (SCAS) to make pulling away from a standing start even smoother and easier.

Introduction

Achieving the right balance of performance, agility, stability and controllability demands attention to every aspect of the chassis design. Starting with the core structure of the frame and swing arm, this includes everything from the suspension settings and tires to the riding position as determined by the design and positioning of the handlebars, and even details such as fuel tank capacity. And it goes further to include achieving a harmonious relationship between the chassis and the engine.

A Chassis Engineered for an Exciting Ride

Suzuki designed a chassis in a compact, lightweight package that makes the GSX-S950 agile and fun to ride. Every aspect reflects a focus on great handling and control in real-world conditions, from city streets and twisty mountain roads to sporty runs.





Twin-spar aluminum frame

The twin-spar aluminum frame helps to ensure nimble handling and great road holding ability. The main tubes are straight from the steering head to the swingarm pivot, which is ideal for achieving high rigidity and light weight.



*Illustration picture GSX-S1000

Aluminum-alloy swingarm

The sturdy aluminum-alloy swingarm comes straight from the GSX-R1000. It is ruggedly braced and helps to ensure great road holding ability together with superbike looks.



Upright riding position for greater comfort and control

The wide grip and closer positioning enable the rider to steer the front end with less effort. That in turn enhances controllability and reduces rider fatigue.

A seat design further improves on the upright riding position to offer great comfort while contribute to the thorough enjoyment of a sporty ride. Additionally, the slim bodywork and slim knee-grip area combine with the low seat height (of 810mm) to help the rider put his or her feet down easily. Independent seats for the rider and passenger enhance the sporty styling, while also providing plenty of cushioning to make longer rides comfortable.



Suspension

The $\varnothing 43\text{mm}$ KYB inverted front forks give a ride that is sporty yet plush. The link-type rear suspension with adjustable rebound damping and spring preload settings contributes to enhancing agility and stability. Various settings were thoroughly tested in relation to changes made to the internal structure of the tires before the optimum settings were applied to realize nimbler handling and improved steering into corners.



Wheels and tires

The cast-aluminum wheels feature a lightweight, six-spoke design that looks great and contributes to nimble handling and sporty performance. Dunlop's new Roadsport 2 radial tires (120/70ZR17 at the front; 190/50ZR17 at the rear) and contribute to further improving on the great grip and other performance characteristics of the D214 tires they replace. The updated internal construction, which differs from the commercially available version, features a carcass and Ultra Flex Steel Jointless Belt layer tuned to deliver just the right level of rigidity to match the weight, performance characteristics and riding conditions under which the GSX-S950 will be used. The tread pattern is optimized and introduces a brand-new silica compound that enhances positive grip in wet conditions, faster warm-up, and durable wear resistance. These wheels and tires work in harmony with the front and rear suspension settings to help realize the great grip, stability and nimble handling demanded for sporty performance, while also contributing to a comfortable ride.

SPORTMAX Roadsport 2



Fuel tank

The fuel tank capacity with 19L benefits the rider by reducing the frequency of refueling stops.



Antilock Braking System (ABS)

The GSX-S950 has the top-of-the-line radial-mount Tokico monobloc calipers. The calipers each have four opposed $\varnothing 30\text{mm}$ pistons acting on a $\varnothing 310\text{mm}$ floating-mount disc for strong stopping power.

An antilock braking system (ABS) helps the rider stay in directional control even during hard braking. The system is programmed to monitor wheel speed and match stopping power to the available traction. The ABS control unit has a compact, lightweight design that helps make the bike nimble.

Note: ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.



Seat

The rider's seat is designed for comfortable sport riding. Developed to deliver great support toward the rear edge, the seat is shaped to offer freedom of movement and is covered in a skin that provides positive grip. The separate pillion seat includes a hand strap for the passenger.



Highly functional and attractive lighting

Vertically stacked LED headlights

The vertically stacked pair of newly developed Koito LED headlights adopts a mono-focus LED light source that shines straight through the relatively thick outer lens. The lens's convex interior surface gathers the light to illuminate the road ahead and helps make the GSX-S950 clearly visible to pedestrians and other traffic at night.

The vertically oriented design featuring two stacked hexagonal headlight housings topped by an LED position light creates a sharp new look that is new to the street bike scene. Thin, compact and light in weight, the headlight assembly makes the front end look tighter and lighter, and adds to the aggressive stance of the overall design.



LED Headlights

Bulb turn signals front and rear

The front and rear turn signals adopt Bulbs in thin bar-shaped housings that extend straight outward.

LED rear combination light

Thin, flatly shaped rear combination light uses LEDs for high visibility and long life. It is a double lens design that emphasizes stylish lines of the compact tail section. The license plate light uses 12V5W bulb.



LED rear combination light & Bulb rear turn signals

Multi-function instrument cluster



*All lights and indicators are illuminated in the photo for illustrative purposes.

The full LCD instrument cluster packs a wide range of useful information into a relatively compact form factor. It is also designed to make the readouts from its multiple functions easy to recognize. The look is one of high quality that helps instill pride of ownership. The GSX-S950 has white back ground LCD instrument cluster

LCD readouts include:

- Speedometer
- Tachometer
- Odometer
- Dual trip meter (A, B)
- Gear position
- Water temperature
- Riding range
- Lap time mode
- Average fuel consumption
- Instant fuel consumption
- Traction Control mode
- Fuel gauge
- Clock
- Battery voltage
- RPM indicator
- Service reminder



LED indicators flanking the display include those for the turn signals, high beam, neutral, malfunction, master warning, ABS, traction control system, low voltage warning, coolant temperature and oil pressure. They are designed for easy recognition.



8. GENUINE ACCESSORIES

GSX-S950

Riders can select from a range of 28 unique accessories for the GSX-S950 that make customizing and personalizing their rides fun and easy.

New additions to the lineup aim to enhance this naked street fighter's sporty good looks and to better protect rider and machine. Examples include new anodized billet brake and clutch levers sporting the GSX-S logo and adopting a design popular in the racing scene, along with matching brake and clutch lever guards that add extra protection for the rider's hands. New frame sliders accented by the Suzuki logo help instill greater confidence by protecting the frame and other vulnerable parts in the event the bike gets tipped over.

Other offerings include the carbon front and rear fenders, magneto cover, clutch cover and starter cover. These accessories feature a matte finish that lends a sense of cool street smarts and heightened performance.

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



Meter visor
Enhances wind protection



Single seat tail cover
Enhances sporty image



Grip heater
With three different heat settings



Handlebar balancer
Made of aluminum and nylon, silver with black contrast and Suzuki logo



Billet brake lever (Anodized)
Made of high-end billet aluminum



Billet clutch lever (Anodized)
Made of high-end billet aluminum



Brake lever guard
Made of high-end billet aluminum



Clutch lever guard
Made of high-end billet aluminum



Stylish rider seat
Features GSX-S logo

8. GENUINE ACCESSORIES

GSX-S950



Ring for fuel tank bag
Required for installing tank bag



Frame slider
Helps reduction of damage,
aluminum with ertacetal



Front axle slider
Helps reduction of damage,
aluminum with ertacetal



Rear axle slider
Helps reduction of damage,
aluminum with ertacetal



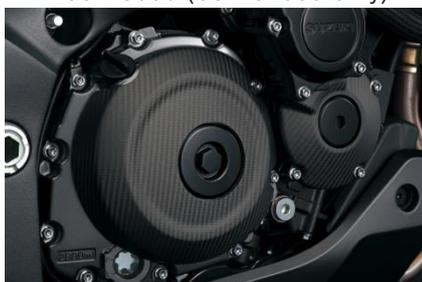
Carbon front fender
OE replacement / Matt finish
* Not available for US/Canada
* Brembo caliper not compatible
with GSX-S950 (GSX-S1000 only)



Carbon rear fender
OE replacement / Matt finish
* Not available for US/Canada



Carbon alternator cover
Matt finish
* Not available for US/Canada



Carbon clutch cover
Matt finish
* Not available for US/Canada



Carbon starter cover
Matt finish
* Not available for US/Canada



Textile fuel tank bag (Large)*
Durable nylon, volume 11 litres
expandable to 15 litres.



Textile fuel tank bag (Small)*
Durable nylon, volume 5 litres
expandable to 9 litres.

8. GENUINE ACCESSORIES

GSX-S950



Fuel tank pad
For tank scratch protection,
features new GSX-S logo



Fuel tank pad
For tank scratch protection,
features new GSX-S logo



Fuel tank protection foil
(Transparent)
Protects against tank scratches



Fuel tank protection foil (Black)
New design foil for tank protection



Wheel decals
Red/Black decal with Suzuki logo



Wheel decals
Red decal with Suzuki logo



Wheel decals
Yellow decal with S logo



Rim decals
New rim decals with GSX-S logo

*Max speed 130km/h (Please use this item in the speed less than 130km/h.)

*Maximum load capacity: 2.5kg

*Photo accessories taken with GSX-S1000

Note: SUZUKI MOTOR CORPORATION reserves the right to add any improvement to change the design or to discontinue any Suzuki Genuine Accessories at any time without notice. Some Suzuki Genuine Accessories might not be compatible with local standards or statutory requirements. Please check with your local AUTHORIZED SUZUKI DEALER for details at the time of ordering.



Metallic Triton Blue (YSF) **MAIN COLOR**



Pearl Brilliant White (YUH)



Metallic Mat Black N°2. (YKV)

10. SPECIFICATIONS

GSX-S950

Overall length	2,115 mm (83.3 in.)	
Overall width	810 mm (31.9 in.)	
Overall height	1,080 mm (42.5 in.)	
Wheelbase	1,460 mm (57.5 in.)	
Ground clearance	140 mm (5.5 in.)	
Seat height	810 mm (31.9 in.)	
Curb weight	214 kg (472 lbs.)	
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC	
Bore x stroke	73.4 mm x 59.0 mm (2.9 in. x 2.3 in.)	
Engine displacement	999 cm ³ (61.0 cu. in.)	
Compression ratio	12.2 : 1	
Fuel system	Fuel injection	
Starter system	Electric	
Lubrication system	Wet sump	
Transmission	6-speed constant mesh	
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail	25° / 100 mm (3.9 in.)	
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/50ZR17M/C (73W), tubeless
Ignition system	Electronic ignition (transistorized)	
Fuel tank capacity	19.0 L (5.0 / 4.2 US/Imp gal)	
Oil capacity (overhaul)	3.4 L (3.6 / 3.0 US/Imp qt)	
CO2	143g/ km	
Fuel Consumption	6.1L/100km	
Traction Control	3 modes + Off	
Ride by Wire	electronic throttle control system	
Suzuki Easy Start	On	
Suzuki's Low RPM	On	

* European Spec. shown