



GSX-S 950

Press information

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1. Introduction

The GSX-S950 is the newest member of Suzuki's GSX-S family of street bikes, and was built using the newly-released GSX-S1000 as a base.

The GSX-S950 brings the same qualities of fun, excitement, and enjoyment from the litre performance naked class to a new group of riders, whether they're new to the motorcycling world or stepping up from a smaller, lower power machine. It's also ideal for those returning to motorcycling that don't quite want the same levels of performance the GSX-S1000 offers, while not sacrificing style and substance.

As a result the GSX-S950 is confidence-inspiring and easy to use. Peak power is capped at 95PS (70kW) and can be further restricted to 47.5PS (35kW) to satisfy the A2 licence requirements.

Despite a reduced peak power the torque-laden engine still provides strong low down and midrange performance making it fun and rewarding to ride.

Away from the engine the chassis and electronics package are largely similar to the GSX-S1000, but carefully tailored to the needs of the riders most likely to benefit from and enjoy the GSX-S950, giving them everything they need to enjoy life on two wheels, but also to make it more affordable than the higher specification and more performance orientated GSX-S1000, targeted at more experienced riders.



2. Product concept

Key product features

Styling features:

- Excitement of big displacement and performance potential, as well as 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 the MotoGP GSX-RR
- The thin tail section creates a light, tough profile with a mass-forward look that accentuates the muscular bulk of the mid-section
- Three available body colours, including Metallic Triton Blue (YSF), a symbol of the Suzuki brand identity, Pearl Brilliant White (YUH), and Metallic Matt Black N°2 (YKV)
- Dedicated decals featuring new logo styling, key mascot and carbon fibre-like textured overlays highlight the appeal of the GSX-S950

Engine features:

- 999cc liquid-cooled inline-four engine aimed at delivering smooth, consistent power output, particularly through the low to midrange 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 maximise 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 realising a lighter touch to clutch lever operation

Rider aids:

- Suzuki Traction Control System (STCS) with three mode settings (plus off) puts the rider in control with greater confidence in diverse conditions while reducing stress and fatigue
- Ride-by-wire electronic throttle control system is simpler, lighter and more compact than a standard mechanical throttle
- The Suzuki Easy Start System brings greater convenience and pleasure to the riding experience by enabling the rider to start the engine with just one quick press of the starter button and without having to pull in the clutch lever
- Suzuki's Low RPM Assist function is updated to work in conjunction with SCAS and make pulling away from a standing start even smoother and easier

2. Product concept

Chassis features:

- 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 aluminium 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 aluminium alloy swingarm is superbike-derived
- 43mm KYB inverted front forks deliver a sporty-yet-smooth ride
- Adjustable link-type rear suspension contributes to agility and stability
- Six-spoke cast aluminium wheels contribute to nimble handling and sporty appearance
- Dunlop SPORTMAX Roadsport 2 tyres further contribute to nimble, predictable handling and sporty performance, while also improving grip feel. Combined with the front and rear suspension settings, these tyres instill greater confidence at all speeds
- Fuel capacity of 19 litres reduces the frequency of fuel stops and thereby contribute to greater convenience on long rides
- Anti-lock Brake System (ABS) matches stopping power to available traction
- Four-piston Tokico monobloc front brake calipers mated with 310mm 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
- Double lens LED rear combination lights emphasise the stylish lines of the compact tail section
- Informative, easy-to-read full-LCD instrument panel

3. Styling design

The design concept is to visually express the potential of a performance motorcycle, and to convey the refinement and sophistication of a product designed to handle more predictably and provide greater controllability on any type of ride. The GSX-S950's sharp lines, radical new headlight design shared with the GSX-S1000, and slim front and rear end sections highlighting the muscular bulk of its mid-section combine to create an aggressive stance.



Sculpted sense of muscular strength

Every stage of the design was aimed at creating a strong sense of a well-built streetfighter. To this end repeated rounds of computer analysis and clay modelling were each followed by discussions between the development team and the designers as they worked to highlight a sculpted, muscular poise.

3. Styling design



Stance of aggressive attitude

The radical design and the hexagonal lenses of the new stacked LED headlight assemblies create a sharp, compact 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. The compact front pairs with the short, compact muffler design and slim design of the tail section to establish a clean, agile look. The result is a mass-forward image that emphasises the GSX-S950's aggressive stance.



3. Styling design

Straight, sharp lines for a look of modernity and quality

The design features straight, sharp lines and attention to every detail, which, combined with the exposed metal finish of the front fork outer tubes and muffler create a modern, eye-catching, appealing look.

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 fibre-like finish that was developed exclusively to enhance the GSX-S950's look of quality.



4. Engine design

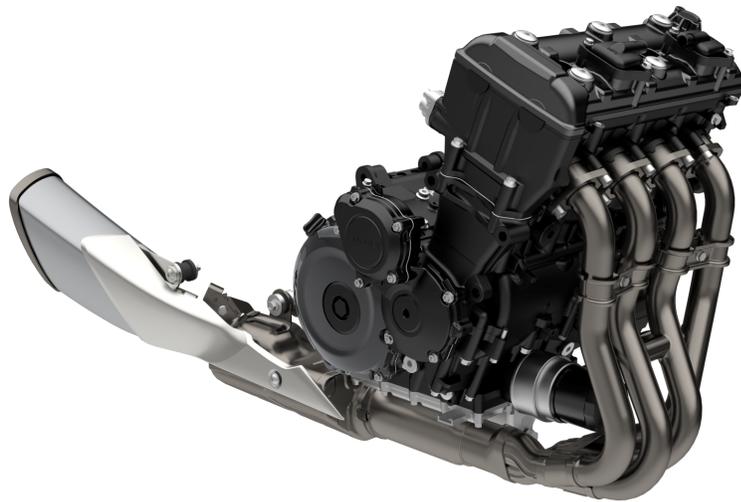
Introduction

The 999cc four-stroke, DOHC liquid-cooled inline-four cylinder engine that powers the GSX-S950 inherits winning superbike DNA, but this new iteration of a legendary engine has undergone thorough review, as it was updated to deliver naked streetbike performance under varying riding conditions and in this configuration has a 95PS (70kW) peak power limit to make it suitable for a different customer base to the GSX-S1000. However, it remains fun and exciting to ride with a strong low and midrange - the areas most often used when riding.

This brings a more satisfying feeling of better response and more immediate pick-up when accelerating from low speed. This too leads to a more exhilarating and enjoyable riding experience. The engine also provides a level of stability at high speeds that lends greater confidence.

The engine can be further restricted to 47.5PS (35kW) to make it suitable for A2 licence holders.

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.



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

4. Engine design

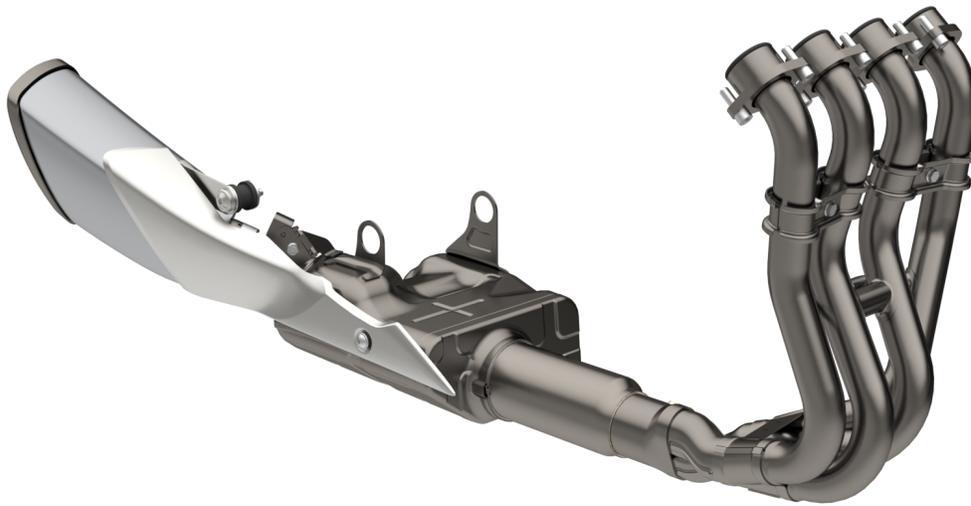


	GSX-S950 70kW	GSX-S950 35kW
Displacement	999cc	999cc
Bore x Stroke	73.4mm x 59.0mm	73.4mm x 59.0mm
Compression ratio	12.2 : 1	12.2 : 1
Maximum power	70kW (95PS)/7,800rpm	35kW (47,5PS)/6,100rpm
Maximum torque	92N-m/6,500rpm	76N-m/3,250rpm
Emissions level	Euro 5	Euro 5

4. Engine design

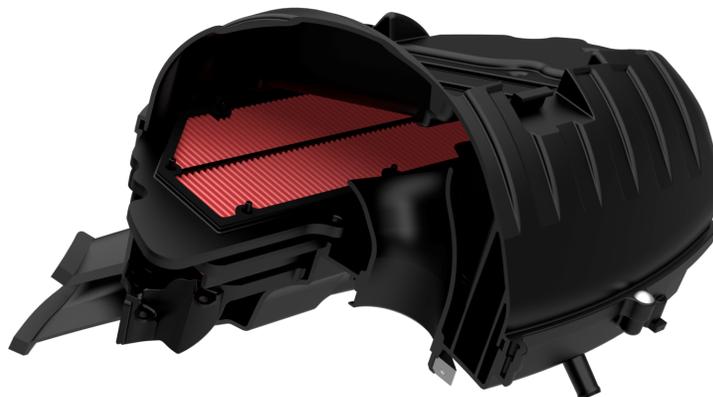
Exhaust system

Clean, sharp looks and an exciting exhaust note, the 4-2-1 exhaust system for the GSX-S950 is designed and tuned to optimise overall performance while satisfying Euro 5 emission standards. The design includes a second catalytic converter inside the chamber structure while the structure of the connecting pipes between cylinder pairs increase the performance of the secondary air injection system, which improves the ability to purify exhaust gases. The exhaust note remains sporty, exciting, and aurally-pleasing.



Airbox

The newer-style internal structure of the airbox doesn't use an internal support pillar due to a more ridged external design, this allows for unobstructed air flow and contributes to improved performance.



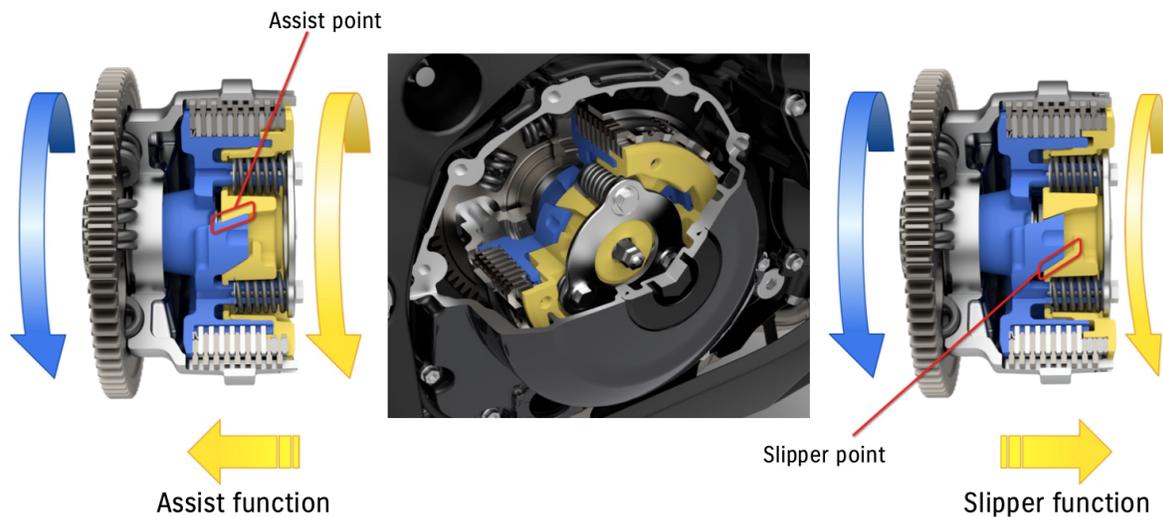
4. Engine design

Suzuki Clutch Assist System (SCAS)

The GSX-S950 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 wheel from locking up or hopping and provides smoother deceleration, enabling the rider to shift down with greater confidence and maintain better control when entering corners.

Adding 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 a light clutch lever operation, which reduces fatigue riding in traffic or in other situations that require frequent clutch lever operation.



4. Engine design

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 realises 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 atomisation for better combustion efficiency and lower fuel consumption



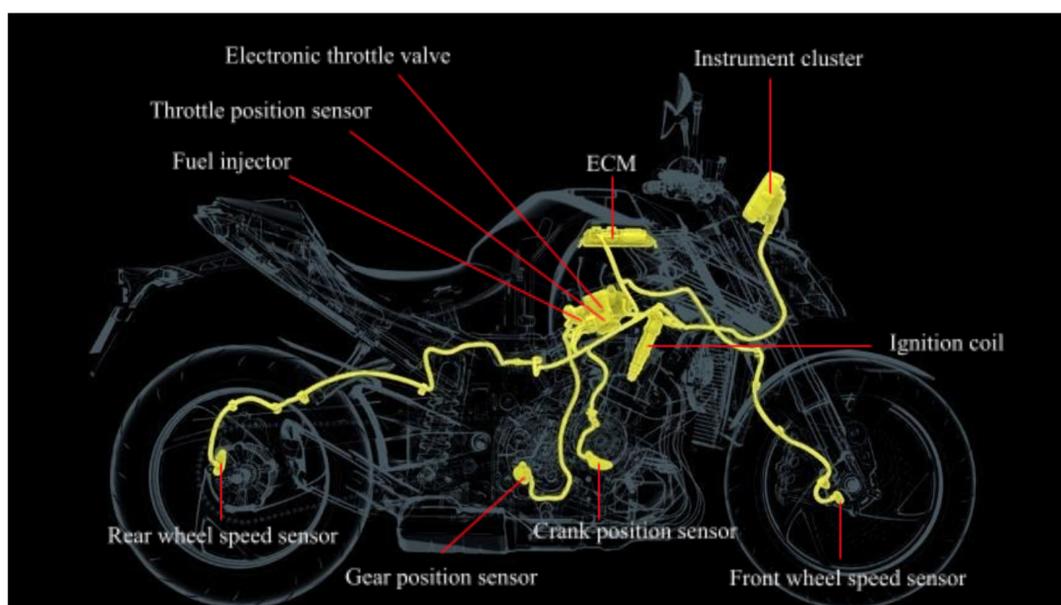
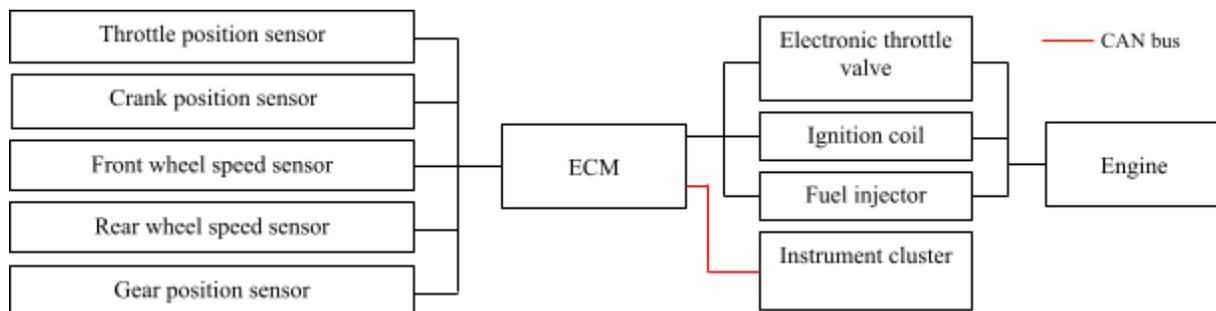
5. Rider aids

Introduction

The GSX-S950 adopts electronic rider aids comprising Suzuki Traction Control, ride-by-wire electronic throttle, Suzuki Easy Start, and Low RPM Assist. These systems enable the rider to optimise performance characteristics to best suit riding conditions and varying road surfaces, as well as their level of confidence and experience. By assisting the rider, they help make the bike more controllable, more predictable, and less tiring to operate. 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 three mode settings (plus off). The incremental control over settings allows the three-mode traction control system to better fit a diverse variety of riding conditions and styles. This in turn instills greater confidence in the rider, 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.

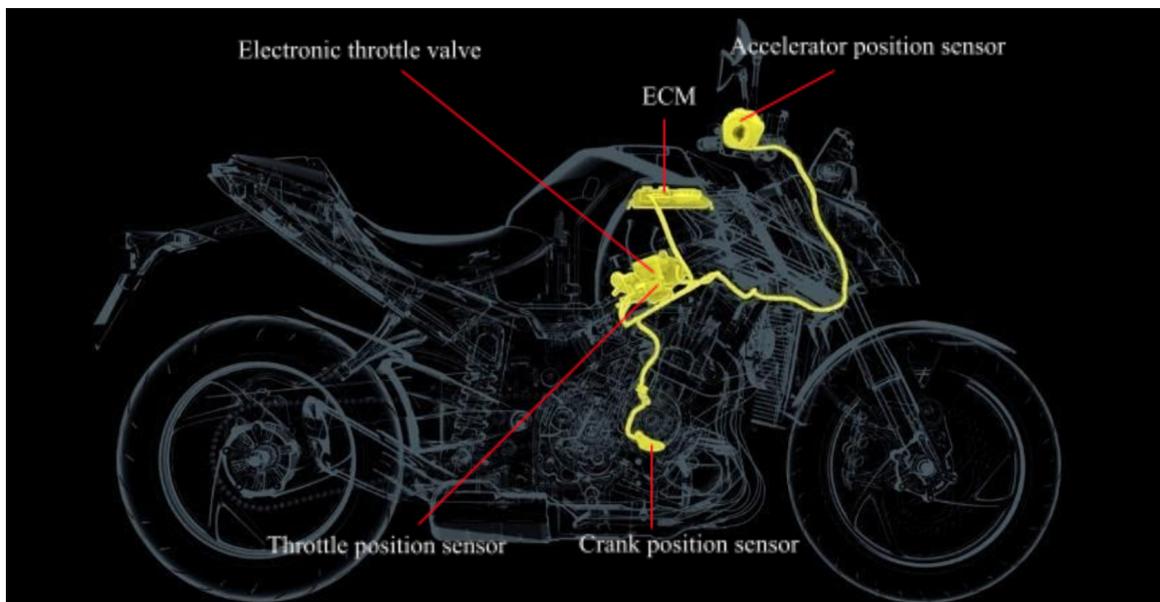
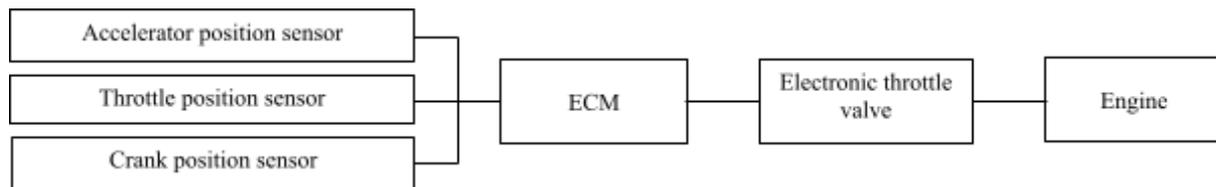


5. Rider aids

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 realises the best match between the rider's expectations and the power delivered.

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



5. Rider aids

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, adding a layer of convenience.



Low RPM Assist

Employs Throttle-body Integrated Idle Speed Control (TI-ISC) 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.

6. Chassis design

Introduction

The GSX-S950 brings the right balance of performance, agility, stability and controllability to give a fun exciting ride for newer or returning riders. The chassis design uses a core structure of a light aluminium main frame and swingarm, 43mm suspension forks, adjustable rear shock, tyres that perform in all conditions, a comfortable riding position, and a 19 litre fuel tank. 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.



6. Chassis design



6. Chassis design

Twin-spar aluminium frame

The twin-spar aluminium 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.

Aluminium-alloy swingarm

The sturdy, GSX-R-derived aluminium-alloy swingarm is 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 close positioning enables the rider to steer the front end with less effort. That in turn enhances controllability and reduces rider fatigue. The seat design further improves on the upright riding position to offer greater comfort while contributing to the thorough enjoyment of a sporty ride. Additionally, the slim bodywork and slim knee-grip area combine with the low seat height (810mm) to help the rider put their 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.



6. Chassis design

Suspension

The 43mm 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. Settings are designed and tested to work with the internal structure of the tyres for the optimum setting to realise nimble handling and improve steering into corners.

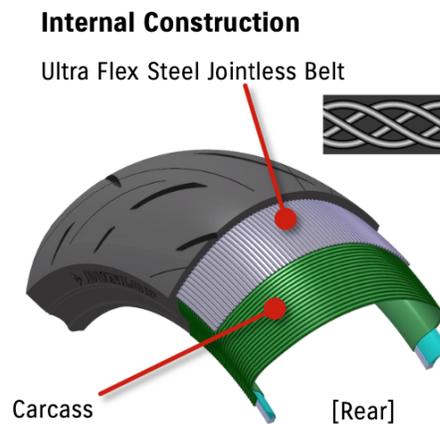


6. Chassis design

Wheels and tyres

The cast-aluminium wheels feature a lightweight, six-spoke design. Dunlop's new Roadsport 2 radial tyres (120/70ZR17 front, 190/50ZR17 rear) are custom-engineered to perform optimally on the GSX-S950 and contribute to high grip and other performance characteristics. 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 optimised and introduces a brand-new silica compound that enhances positive grip in wet conditions, faster warm-up, and durable wear resistance. These new wheels and tyres work in harmony with the front and rear suspension settings to provide grip, stability, and nimble handling demanded for sporty performance, while also contributing to a comfortable ride.

SPORTMAX **Roadsport 2**



6. Chassis design

Fuel tank

The fuel tank is 19 litres, reducing the frequency of refueling stops and more time riding.



Anti-lock Braking System (ABS)

The GSX-S950 has radially-mounted Tokico monobloc calipers. The calipers each have four opposed, 30mm pistons acting on a 310mm floating-mount disc for strong stopping power. ABS helps the rider stay in 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.



6. Chassis design

Seat

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



7. Electronic design

Vertically stacked LED headlights

The vertically stacked pair of newly developed 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 orientated design featuring two stacked hexagonal headlight housings topped by an LED position light creates a sharp new look. 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 rear combination light

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



7. Electronic design

Multi-function instrument cluster

The full LCD, brightness-adjustable instrument cluster packs a wide range of useful information into a relatively compact form. It is also designed to make the readouts from its multiple functions easy to recognise.

Readouts include:

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

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

Riders can select from a range of accessories for the GSX-S950.

Accessories in the lineup aim to enhance this naked streetfighter's sporty good looks and to better protect the rider and the machine.

8. Genuine accessories

		
Meter visor	Pillion seat cowl	Heated grips
		
Bar end weights	Tank protector (clear)	Tank protector (blank)
		
Tank pad A	Tank pad B	Accessory seat
		
Rear axle sliders	Tank bag ring	Front axle sliders

8. Genuine accessories

		
Carbon rear fender	Carbon front mudguard	Carbon starter motor cover
		
Carbon alternator cover	Carbon clutch cover	Tank bag (max 9 litres)
		
Tank bag (max 15 litres)	Rim decal (A)	Rim decal (B)

8. Genuine accessories

		
Rim decal (C)	Rim decal (D)	

9. Colour lineup

Metallic Triton
Blue (YSF)



Pearl
Brilliant
White (YUH)



Metallic Matt
Black No.2
(YKV)



10. Specifications

Overall length	2,115mm
Overall width	810mm
Overall height	1,080mm
Wheelbase	1,460mm
Ground clearance	140mm
Seat height	810mm
Kerb weight	214kg
Engine type	Four-stroke, four-cylinder, liquid-cooled, DOHC
Bore x stroke	73.4mm x 59.0mm
Engine displacement	999cc
Peak power	95PS/7,800rpm
Peak torque	92N-m/6,500rpm
Compression ratio	12.2 : 1
Fuel system	Fuel injection
Starter system	Electric
Lubrication system	Wet sump
Transmission	Six-speed constant mesh
Suspension - front	Inverted telescopic, coil spring, oil damped
Suspension - rear	Link type, coil spring, oil damped
Rake / trail	25° / 100mm
Brakes - front	Disc, twin
Brakes - rear	Disc
Tyres - front	120/70ZR17M/C (58W), tubeless
Tyres - rear	190/50ZR17M/C (73W), tubeless
Ignition system	Electronic ignition (transistorised)
Fuel tank capacity	19 litres
Fuel efficiency / range	46.3mpg / 194 miles
Oil capacity (overhaul)	3.4 litres
CO ₂	143g/km
Service intervals	600 miles/three months (first), 7500 miles/annually

ENDS