SUZUKI
By Your Side

PRESS INFORMATION

October 2026

GSX-10R



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

INDEX

GSX-10R

1. INTRODUCTION	P. 3
2. PRODUCT CONCEPT	P. 4
3. STYLING DESIGN	P. 7
4. ENGINE DESIGN	P. 15
5. SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)	P. 20
6. CHASSIS DESIGN	P. 34
7. ELECTRIC DESIGN & EQUIPMENT	P. 44
8. GENUINE ACCESSORIES	P. 54
9. COLOR LINEUP	P. 57
10. SPECIFICATIONS	P. 58

1. INTRODUCTION

The GSX-10R was created to let riders fully enjoy the performance of its powerful, long-stroke 999cc engine across a wide range of scenarios, from daily commuting and weekend touring to track riding. Built on an engine refined in the GSX-S1000 that inherits the DNA of numerous Superbike and endurance racing victories, it features a compact, lightweight chassis, a highly refined suspension system, advanced rider-assist technologies, and a sporty, forward-leaning riding position. The entire package is wrapped in aggressive styling that incorporates elements such as winglets, derived directly from cutting-edge racing.

The GSX-10R is meticulously crafted through extensive testing on high-speed tracks and public roads, with a relentless focus on Suzuki's fundamental performance pillars: "Run. Turn. Stop." Every aspect—from engine feel and chassis balance to the operation of electronic control systems—has been refined to ensure seamless harmony among the engine, bodywork, and electronics. This creates a unified riding experience that allows the rider to fully concentrate on and enjoy sport riding. It offers a rewarding ride whether cruising on public roads, navigating winding routes, or pushing the limits at racing speeds on the racetrack. The GSX-10R is the ideal "full-fairing sports bike for pure enjoyment," catering to everyone from serious sport riders to those who simply appreciate a sporty aesthetic, as well as riders looking to step up from middleweight sports models.



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

“FUN. UNLIMITED.”

The development concept for the GSX-10R was FUN. UNLIMITED. It represents a thorough re-examination of the very essence of the joy of controlling a motorcycle. At an exceptionally high level, it represents a model that achieves a harmonious balance between the uncompromising pursuit of sports riding performance and the equally uncompromising incorporation of everyday practicality. To realize this vision, the project was led by the team responsible for Suzuki’s flagship models, including members with extensive racing experience. Built around the K5 engine, a powerhouse that has secured victories in numerous Superbike and endurance races, the bike features a compact, lightweight chassis, a highly refined suspension system, an array of the latest rider-assist technologies, and a sporty riding position. The package is completed by aggressive styling that incorporates feedback from the cutting edge of racing, including the use of winglets. With its modern supersport styling, the GSX-10R is a unique sports model that allows riders to fully enjoy the ride across a wide range of environments, from public roads to the racetrack.



KEY PRODUCT FEATURES

Styling Features

- Bold styling that incorporates modern trends while inheriting the DNA of the GSX-R series
- Reflecting Suzuki's identity, the model is available in three distinct color schemes designed to offer customers a wide range of choices (Pearl Vigor Blue / Metallic Mystic Silver [ASU], Pearl Pulse Red / Solid Iron Gray [DE9], Metallic Galaxy Gray / Glass Sparkle Black [DB2])
- Body graphics that evoke a sense of speed and presence, alongside logo designs that pay homage to the GSX-R lineage

Engine Features

- A 999cc, liquid-cooled, DOHC, inline-four engine, further refined based on the powerful performance of the K5 engine. The oil pathways have been revised to further enhance reliability.

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

- Equipped with 15 electronic control systems to support the rider across a wide range of scenarios, from the racetrack to the street.
- Features Suzuki's first-ever slide control system; it detects lateral sliding during cornering and enables natural turning with minimal intervention.
- Introduces Suzuki's first brake hold control system; unlike conventional hill hold control systems that operate only on inclines, this new system functions on flat ground and downhill slopes as well.

Chassis Features

- Developed around the theme of a "sports model that can be fully enjoyed from the circuit to the street," achieving a sense of unity that allows the rider to focus on the ride.
- A ride quality meticulously crafted with input from test riders involved in the GSX-R series, prioritizing the rider's connection to the machine and the pure joy of sports riding.
- Designed with a focus on controllability and fit, based on the triangular geometry of a forward-leaning riding posture, delivering a riding position equivalent to that of the GSX-R1000R.

KEY PRODUCT FEATURES

Chassis Features

- Footpegs featuring increased bracket rigidity for improved rider hold.
- Newly designed seat rails to achieve a riding position suited to sport riding.
- Achieves a deep lean angle of 53 degrees, compared to the 48 degrees of the GSX-S1000.
- Developed around the theme of a "sports model that can be fully enjoyed from the circuit to the street," achieving a sense of unity that allows the rider to focus on the ride.
- Refined ride quality crafted with input from test riders involved in the GSX-R series, prioritizing the rider's joy of control and the authentic sensation of sports riding.
- Reinforced frame designed to handle the demands of circuit riding.
- Riding position optimized for control and fit, based on the classic forward-leaning triangle geometry.
- Brake system featuring a radial master cylinder that combines precise control with powerful stopping force.
- Changed the rear-tire size from the GSX-S1000's 190/50ZR17 to 190/55ZR17.
- Fuel tank with an ample 18L capacity, designed to balance freedom of movement in a forward-leaning position with secure rider hold.
- Newly designed seat featuring a flatter profile from front to rear to facilitate fore-aft movement, with padding tuned for a softer feel compared to the GSX-R1000.
  A seat that balances ease of movement for sports riding with comfort for touring.
  Features newly developed road-surface-illuminating turn signals that project light onto the ground when the vehicle is stopped, communicating its movements to those around it. The newly designed lighting units enhance visibility while also contributing to a stylish appearance.
- Features a full-color, multi-function instrument cluster incorporating a full-color TFT display.
- Equipped with smartphone connectivity and a USB type-C port; connects via the Suzuki Ride Connect+ app
- Features a long-life lithium-ion battery from Eliiy Power that is lightweight and compact, offering excellent reliability, durability, and starting performance.

Design Concept

Three key themes were established for the design of the GSX-10R:

① Creating a styling that faithfully inherits the DNA of the GSX-R series.

② Crafting a bold, aggressive silhouette featuring forward-swept winglets integrated into the bodywork.

③ Paying homage to the legendary K5 engine—specifically, by translating the raw power characteristic of the liter-class bikes of that era into a sharp, modern form, thereby reconstructing a style that fuses tradition with innovation.

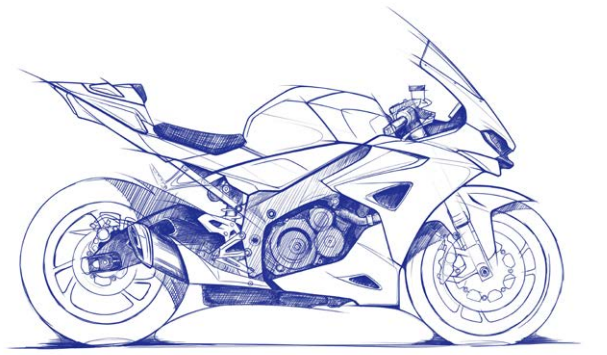
We believed that this embodiment of themes represented the core concept GSX-10R.

Born from a quest for racing victory, the K5 engine has continued to evolve through years of refinement in street-riding. The design team's shared vision for the GSX-10R was to create unprecedented value through a design that embodies the engine's performance pedigree, essentially to craft the GSX-10R as a distinct "other GSX-R." Driven by this concept, the GSX-10R's form has been honed to perfection, resulting in a style that delivers the exhilarating thrill of a true sports model—whether on the racetrack, during long-distance touring, or on city streets.

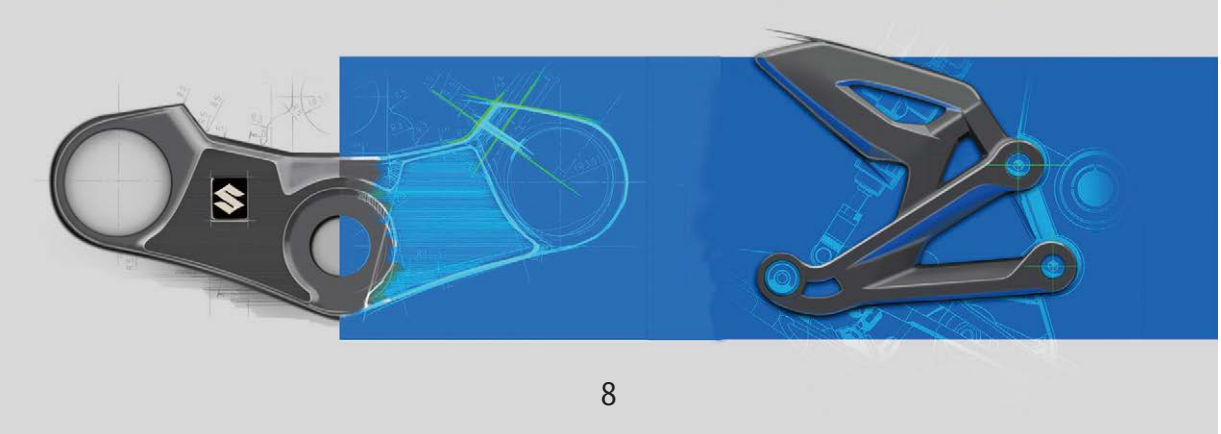


GSX-10R Image Sketch









A Piercing, Low-Rising Silhouette

The styling of the GSX-10R aims for the sharp, sleek stance that is characteristic of a sports model, conveying an impression of compactness and lightness at a glance. To achieve this, the design team focused on creating a bold, low-rising silhouette defined by distinct contours, accentuating certain areas while slimming down others. Furthermore, by collaborating closely with the engineering, production, and testing departments, the team ensured a design that compromises nothing in terms of aerodynamic performance or functionality.
For instance, the positioning of the clip-on handlebars and rear-set footpegs was determined by considering the rider's range of movement, the sense of unity between rider and machine, and the exhilarating riding experience that results. Additionally, minimizing the thickness of components like the side cowls contributes to the bike's lean, athletic appearance. It is the culmination of this meticulous attention to detail that gives the GSX-10R its aggressive styling.




SHARK
SUZUKI
GSX
10R


GSX
10R



Cowling

The GSX-10R's cowl design was optimized through repeated wind tunnel testing to balance aesthetics with aerodynamic performance. The front section, including the windscreen, features a rounded profile that accommodates the rider's helmet when tucked in, thereby reducing uncomfortable airflow. The upper cowl features a design that incorporates the latest trends, giving the bike an authentic look befitting a true sports model.
The under-cowl itself pursues a race-inspired aesthetic while prioritizing thinness and light weight. The rear cowling was designed to appear slim and compact when viewed from the side. Furthermore, meticulous attention was paid to the visibility of mounting points, with design and engineering teams collaborating to achieve a refined balance of aesthetics and functionality.







Winglets

The forward-swept winglets that define the GSX-10R's aggressive silhouette perfectly embody the fusion of beautiful design and superior functionality. These winglets enhance the front cowl's airflow characteristics and generate downforce, suppressing front-end lift, such as when accelerating out of a corner, to improve handling stability and ensure smooth acceleration. Since excessive downforce can make handling feel heavy, the design strikes a balance between agile handling and stable downforce generation, achieved through a combination of wind tunnel testing and real-world track testing.



Windscreen

The windscreen has been refined as an integral part of the cowling through a process involving design, wind tunnel testing, and on-road evaluations. For instance, its height was fine-tuned based on feedback from test riders regarding airflow against the rider's helmet and body, successfully achieving the low-profile look intended by the design. It delivers wind protection performance that reduces fatigue, whether during long-distance touring or when riding at top speeds.



Color & Graphic Concept

The body color, Suzuki's signature "on-road blue", has been updated to a deeper, richer tone. A new red has also been developed offering a bright, bold impression that evokes the excitement and dynamism of riding a sports model, and when paired with solid gray, creates a fresh, sporty color scheme. For the black option, a perennial favorite across all generations and styles, we have incorporated a metallic gray, ensuring the color retains its characteristic composure and gravitas while avoiding a monotonous appearance. Furthermore, red accents have been integrated throughout the design in alignment with our revamped corporate identity.



PRL.VIGOR BLUE / MET.MYSTIC SILVER (ASU)



PRL.PULSE RED / SLD.IRON GRAY (DE9)



MET.GALAXY GRAY / GL.SPARKLE BLACK (DB2)

About the graphics

A sense of speed is evoked by creating a visual flow that connects the lines on the side of the front cowl with the seat. This continuity extends to the "R" decal on the under-cowl and the red graphic beneath the single seat, while the use of contrasting textures for the upper rear section and the gray lower section enhances the bike's commanding presence. Additionally, the GSX-10R logo features a square layout for the "10R" with the "R" rendered in red, paying homage to the GSX-R1000R.







Key Emblem

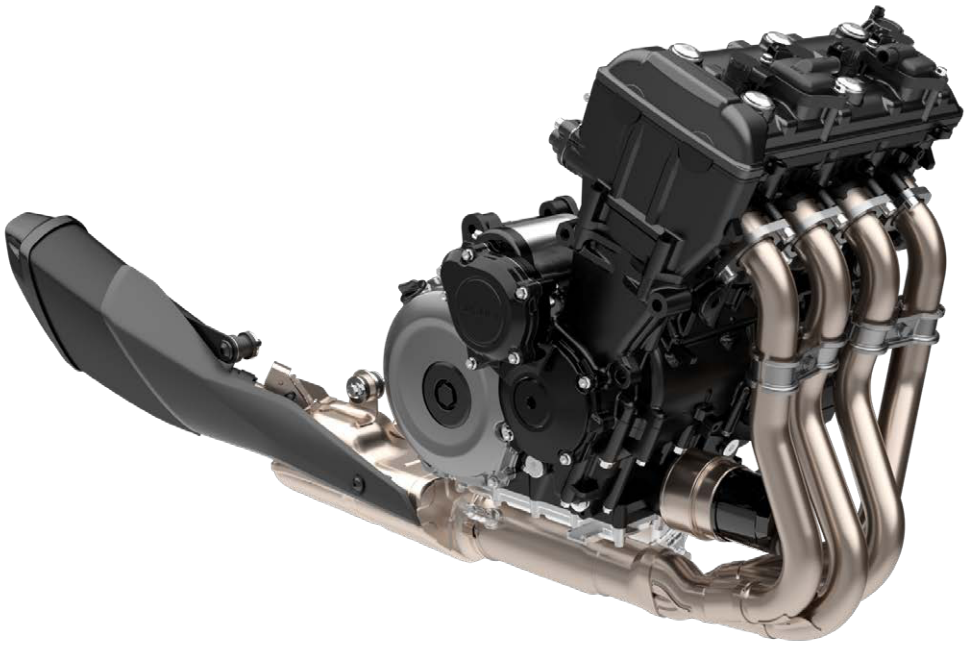
The custom-designed ignition key, featuring the "10R" logo on Key Mascot is intended to further heighten the owner's sense of pride in ownership.



4. ENGINE DESIGN

Introduction

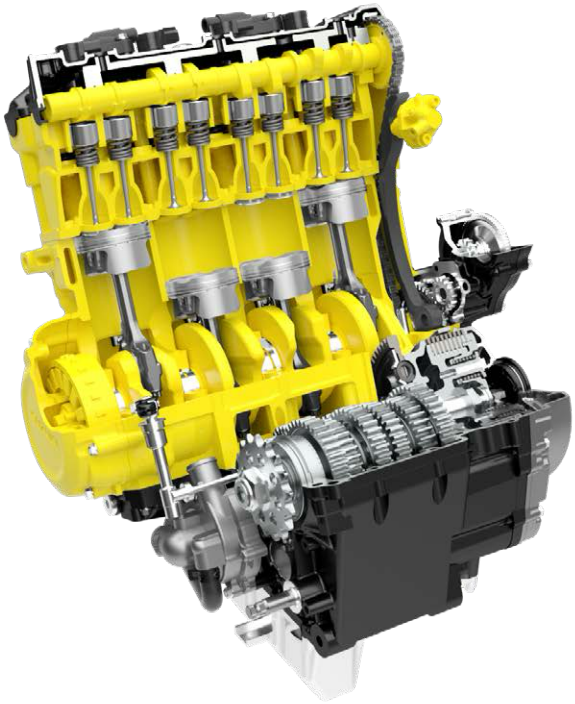
The GSX-10R's 999cc, liquid-cooled, DOHC, inline-four engine (the "K5" engine) inherits the DNA of a machine that has achieved repeated victories in production-based racing, including superbike competitions. It continues to evolve by incorporating technologies built upon a core architecture—expertise accumulated over decades of GSX-R1000 development. Modifications to exhaust valve specifications and the cam chain assembly have enhanced reliability and durability while also reducing noise. Furthermore, the engine characteristics were fine-tuned through rigorous testing not only on the punishing Ryuyo test course but also through extensive riding on public roads and the Autobahn. The result is a power delivery that retains excellent low- to mid-range rideability while offering a satisfying, spirited pull in the high-RPM range. This performance, honed over years on the street, has evolved into something truly worthy of the name GSX-10R. Additionally, the engine complies with Euro 5+ emissions standards.

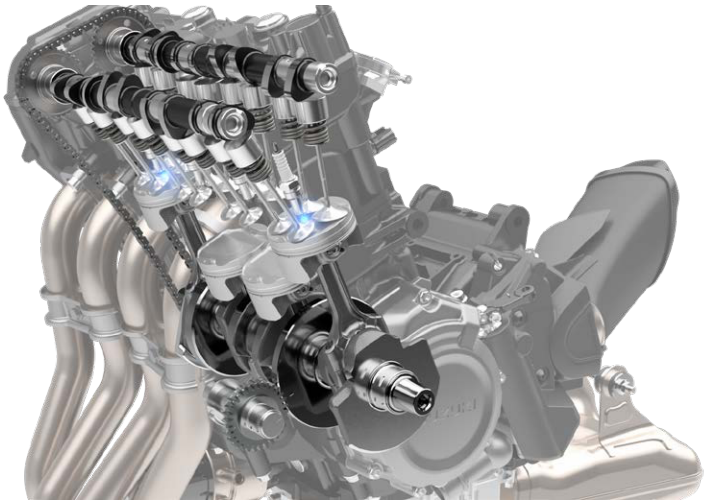


999cc 4-stroke, 4-cylinder, liquid-cooled, DOHC engine

Refinements to the Engine Intake and Exhaust Systems

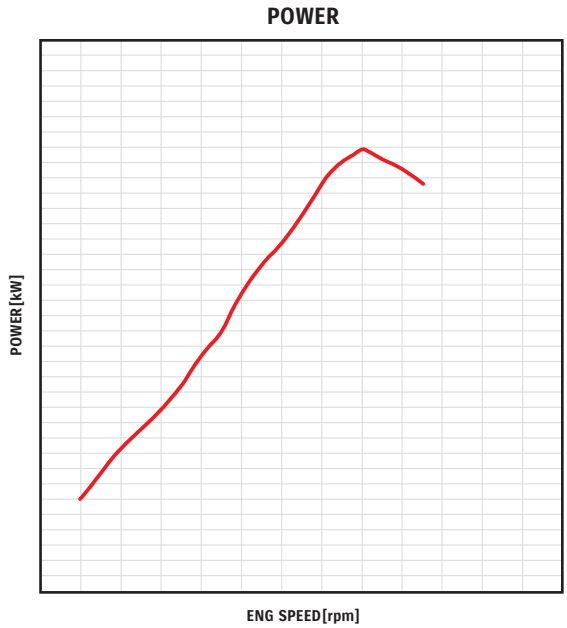
The GSX-10R further refines the proven K5 engine, with updates to various engine components that further enhance reliability. This ensures the high level of durability that allows customers to ride the motorcycle with confidence over the long term. Additionally, the engine specifications have been designed to be compatible with future alcohol-based fuels, further increasing the engine's robustness.

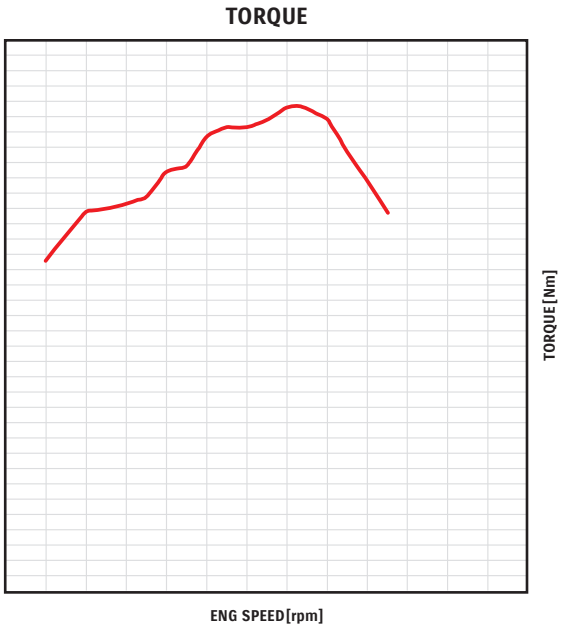




4. ENGINE DESIGN

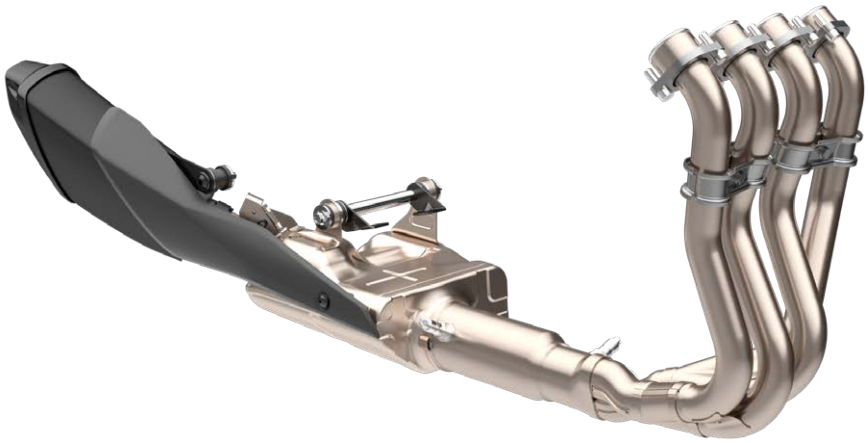
Displacement	999cm³
Bore x Stroke	73.4 mm × 59.0 mm
Maximum output	112kW (152PS) /11,000rpm
Maximum torque	106Nm/9,250rpm
Emissions level	Euro 5+
Fuel consumption 1	5.8km/L (6.3L/100km) in WMTC





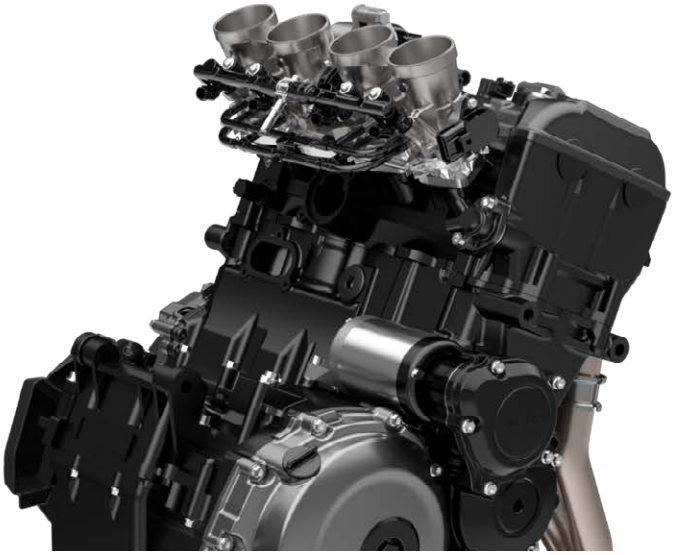
Exhaust System

The GSX-10R features a compact 4-2-1 exhaust system. The engine retains the well-regarded, refined sound of its predecessor, which is complemented by the engine's inherent quietness, letting the rider enjoy a pleasing auditory experience from the highly refined, liquid-cooled inline-four engine. Additionally, the adoption of Suzuki's proprietary Exhaust Tuning (SET) system in combination with a catalytic converter and a specialized combustion chamber design help the motorcycle meet Euro 5+ emissions standards.



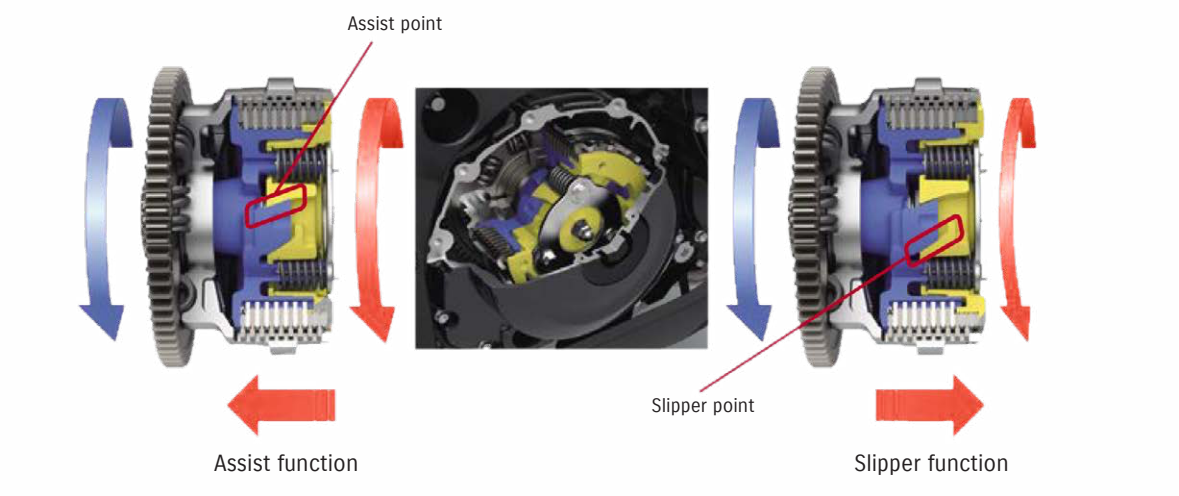
Electronic Throttle Body

The high-precision electronic throttle body, refined through the GSX-S1000 series, precisely controls engine output in response to throttle inputs. It responds faithfully to rider intent across a wide range of scenarios, delivering linear, easy-to-control power from daily commuting to spirited sports riding.



Suzuki Clutch Assist System (SCAS)

Clutch lever operation is lighter during downshifts, delivering smooth deceleration and excellent control. A slipper cam complements the conventional slipper clutch mechanism; it reduces negative engine torque during high-RPM downshifts, thereby mitigating the effects of engine braking. This prevents rear-wheel lock-up and chatter, ensuring smoother deceleration and improved control when downshifting upon corner entry. Additionally, an assist function increases clutch engagement force during acceleration. This allows for efficient torque transmission to the rear wheel even with softer springs, resulting in a lighter clutch lever feel that reduces left-hand fatigue in traffic or other situations requiring frequent clutch operation.

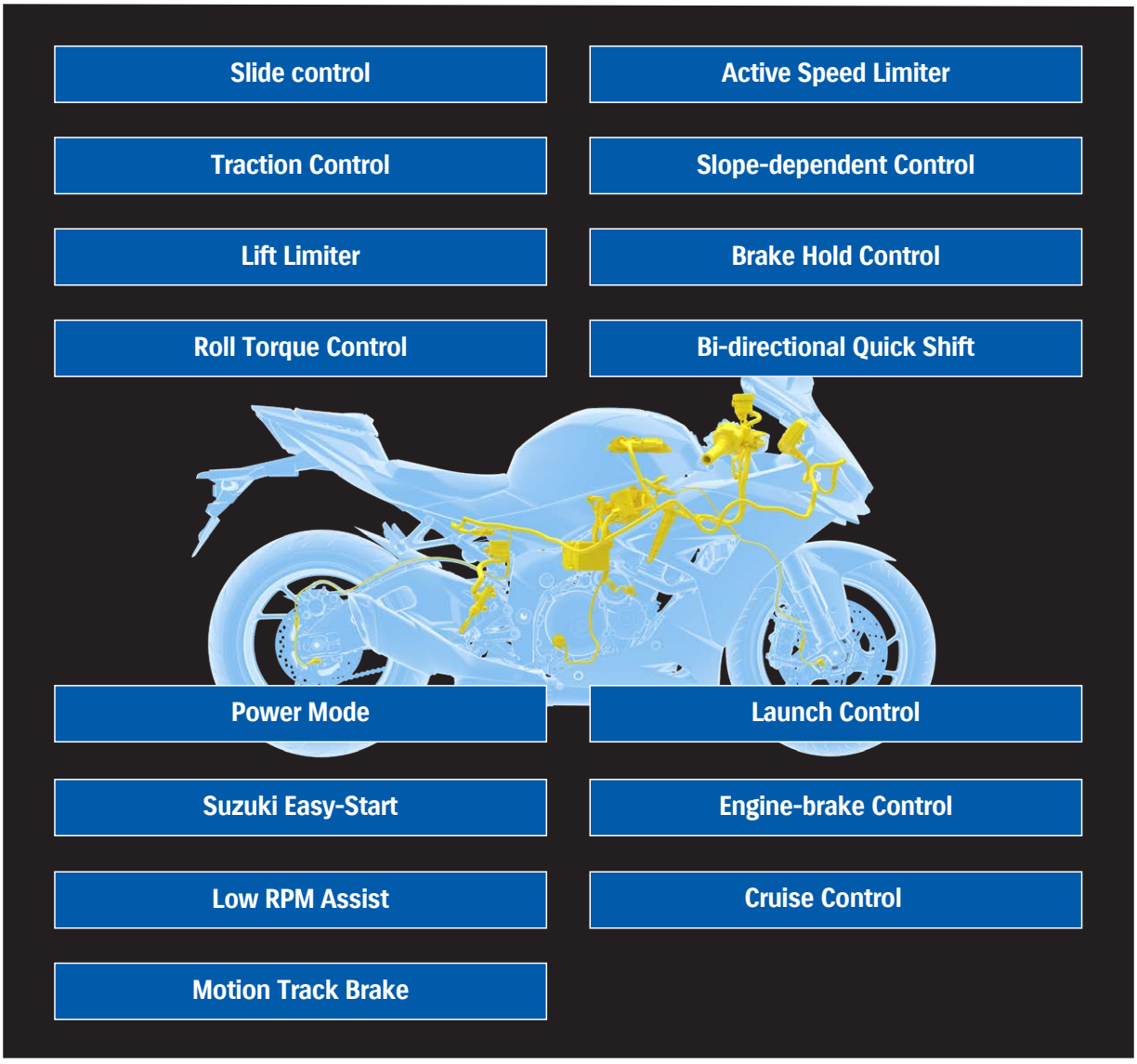


5. SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

GSX-10R

Introduction

The GSX-10R features an evolved electronic control system: the Suzuki Intelligent Ride System (SIRS). It incorporates the most extensive array of electronic control systems in Suzuki motorcycle history. By integrating newly adopted Slide Control and Brake Hold Control with Traction Control, SIRS enables riders to enjoy the GSX-10R's high-performance capabilities with greater confidence. Riders can select the optimal riding characteristics to suit riding conditions, road surfaces, and their own confidence and experience levels. Whether on the track, engaging in spirited riding, or commuting, the system enhances handling and predictability, thereby increasing rider confidence in the motorcycle and reducing fatigue, and allowing riders to fully enjoy the thrill of confidently controlling the motorcycle.

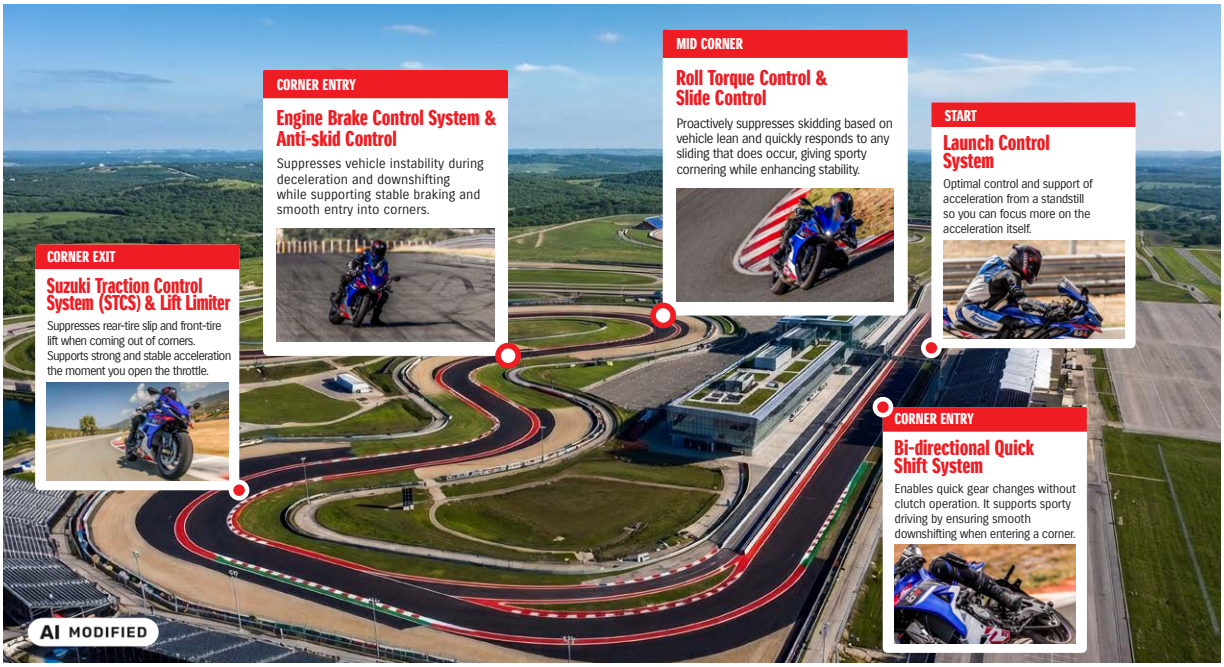


5. SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

GSX-10R

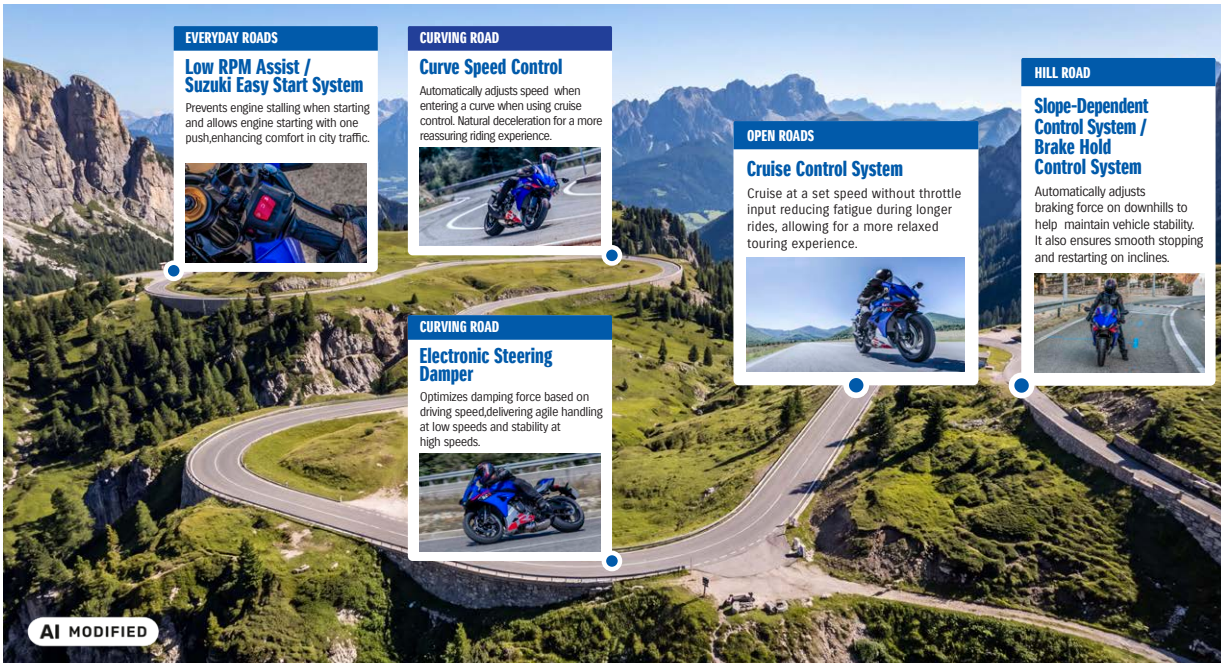
On the racetrack, to push the limits.

This bike has intelligence to respond instantly with the support each situation requires, so you can focus entirely on the ride.

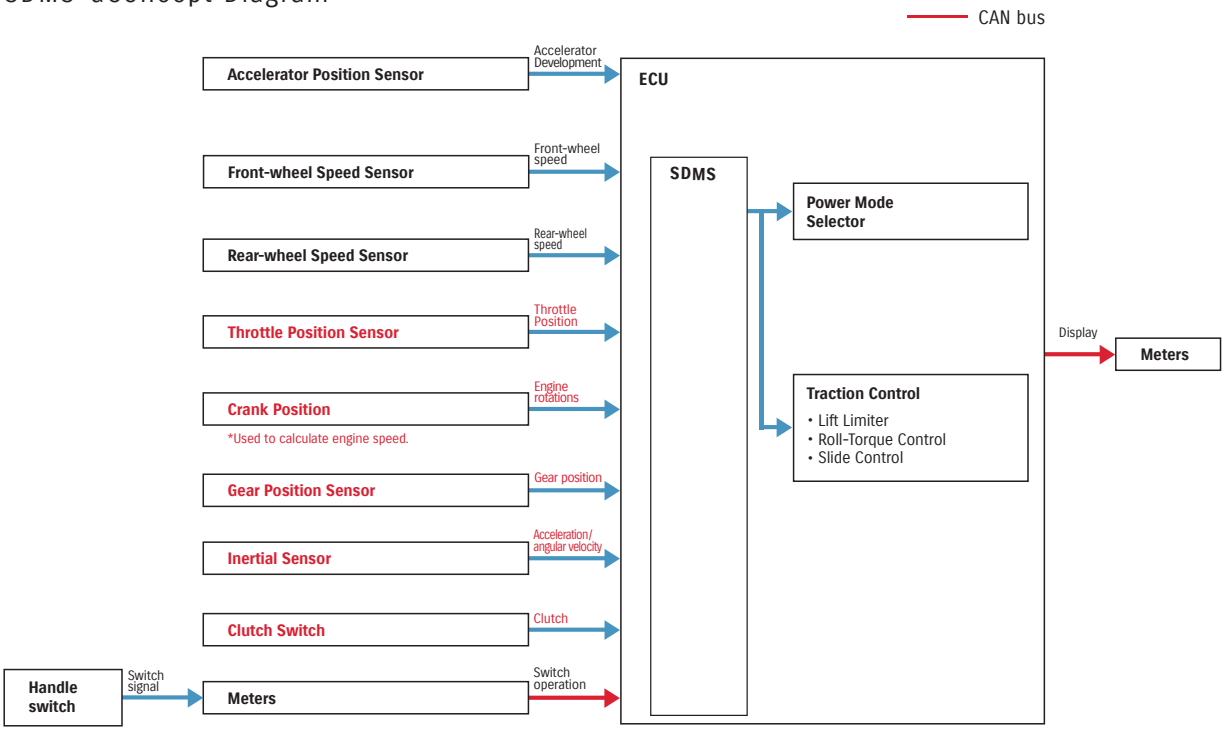


On the street, to breeze through winding roads and everyday riding.

This bike has intelligence to respond instantly with the support each situation requires, so you can focus entirely on the ride.



SDMS-αConcept Diagram

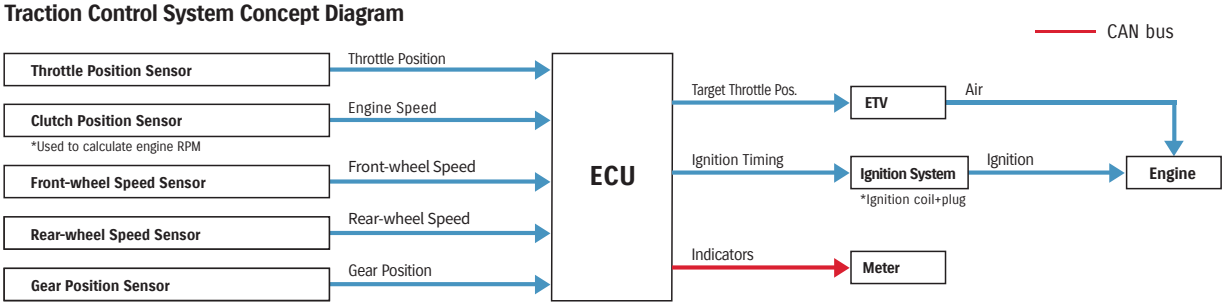


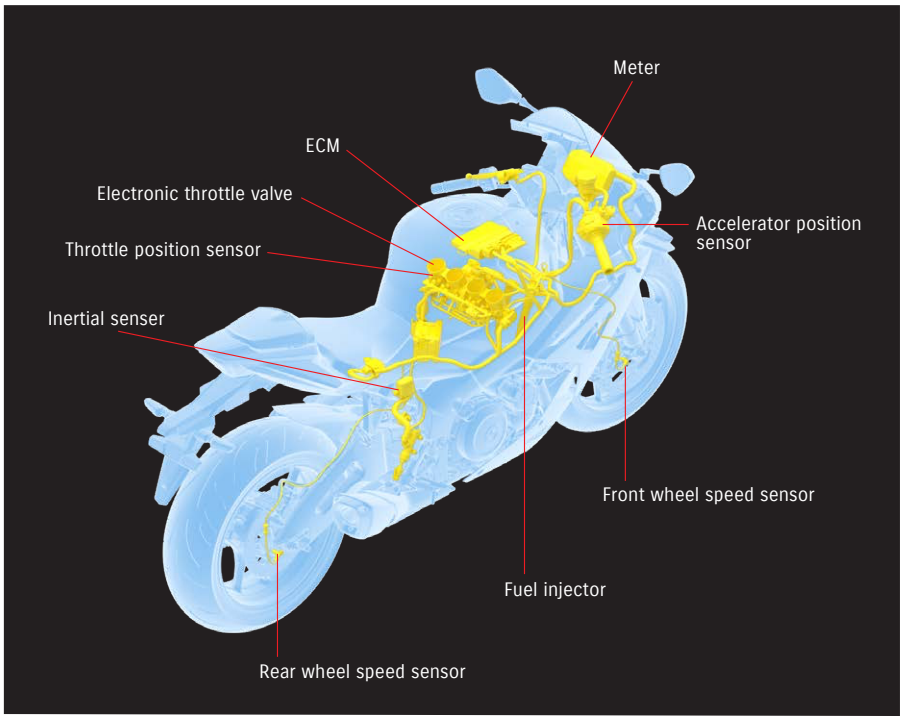
SDMS-α : Smart TLRS control

a) Traction Control

The GSX-10R features updated ECU processing that further enhances the joy of riding while increasing rider confidence regardless of experience level and reducing stress and fatigue. The higher the selected mode number, the more actively the system intervenes to suppress wheel spin. The system continuously monitors front and rear wheel speeds, engine RPM, throttle opening, and gear position. When it detects an imminent loss of traction, it immediately limits engine power by controlling throttle opening, ignition timing, and fuel injection quantity, helping prevent wheel slip.

Traction Control System Concept Diagram



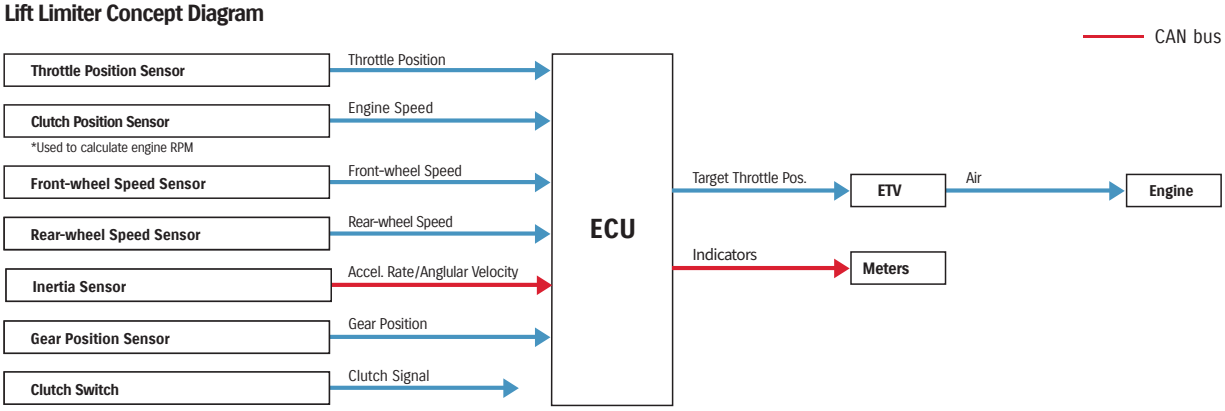


SDMS-α : Smart TLRS

b) Lift Limiter

This system enables efficient acceleration while suppressing front-wheel lift. It operates in the background, with its behavior determined by the selected STCS level. The ECM monitors engine speed (calculated using data from the crankshaft position sensor) as well as throttle position, gear position, and clutch switch status; by processing this information alongside inputs from front and rear wheel speed sensors and the IMU, it determines the appropriate power output in response to electronic throttle control operations. A wide range of settings is available, spanning from a low-intervention setting that prioritizes performance to a high-intervention setting that engages before the front wheel lifts. Additionally, when the lift limiter activates, an "LF" indicator flashes on the TFT LCD instrument panel.

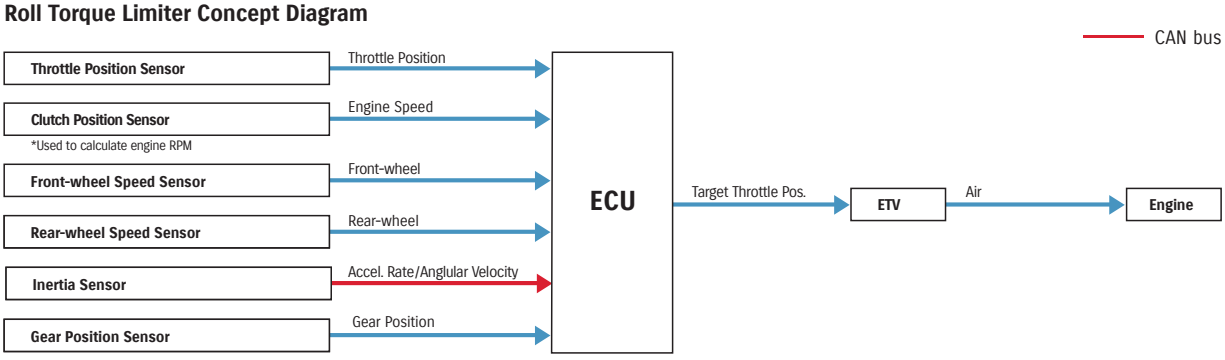
Lift Limiter Concept Diagram



c) Roll Torque Control

This system controls torque to optimize acceleration by regulating rear-wheel drive force based on the motorcycle's lean angle and wheel speed. It is an intelligent system that calculates lean angle and speed using data from the IMU and wheel speed sensors, determining the ideal power output and acceleration level for a specific corner in advance. It reduces power output before it exceeds the level the system deems necessary to effectively navigate the corner. This control function works in conjunction with the Suzuki Traction Control System (STCS) to automatically adjust the level of intervention.

Roll Torque Limiter Concept Diagram

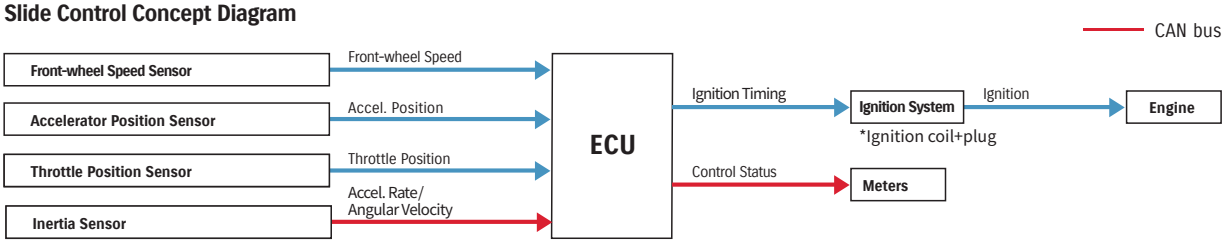


SDMS-α : Smart TLRS

d) Slide control NEW

The SDMS-α system on the GSX-10R has been further enhanced. Slide Control has been added to the Smart TLRS Control suite, complementing the existing Traction Control (T), Lift Limiter (L), and Roll Torque Control (R) functions. While Roll Torque Control employs feed-forward control to reduce output and prevent lateral sliding during cornering, Slide Control utilizes feedback control to arrest a slide once it has begun. Slide Control manages the initial stage of a slide, while Traction Control steps in with stronger intervention to ensure stability if the slide should become unmanageable. By sharing these roles, the two systems assist the rider in maintaining control as the tires approach their performance limits. We have also added a function to reset to initial values.

Slide Control Concept Diagram





5. SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) GSX-10R

Slide Control Enables Precise Cornering NEW

Slide Control, which detects lateral sliding during cornering, works together with Traction Control, which monitors front and rear wheel speeds, to enable natural cornering and precise corner exits with minimal intervention. Developed from technology Suzuki has cultivated at the forefront of racing, the system even enables a riding style that intentionally slides the rear tire through corners to reduce the turning radius. In everyday riding, it also helps prevent lateral sliding caused by improper throttle operation, giving the rider greater confidence and peace of mind. The rider can also adjust the timing of power delivery, as well as the extent to which power output is reduced to regain grip.



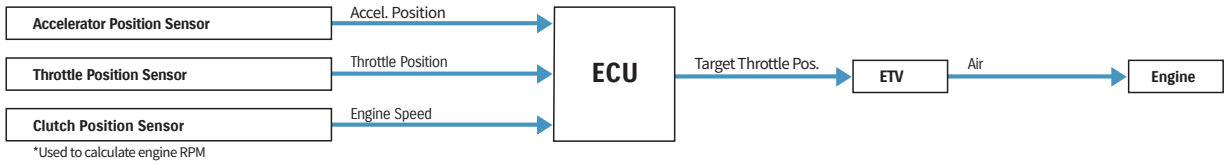




Power Mode (control of engine output levels)

You can switch between three riding modes to alter the engine control map. While peak power output remains unchanged, the settings allow you to experience distinct differences in power delivery. Selecting the appropriate mode based on weather or road conditions enhances your riding experience. The effects are particularly noticeable when rolling on the throttle from a slightly open position up to the upper end of the mid-range. Each mode is calibrated to maximize the performance of the GSX-10R. Level A offers the sharpest throttle response; tuned to deliver exhilarating acceleration and unleash the engine's full power, it is ideal for aggressive riding on circuits or roads with excellent surface conditions. Level B delivers peak power equivalent to Level 1 but provides a more linear power curve and softer throttle response. It offers a balanced setting suitable for a wide range of riding styles and road conditions. Level C features the softest throttle response and gentlest torque characteristics, prioritizing comfort and ease of control. It is the ideal choice for long-distance touring or when carrying a passenger and luggage.

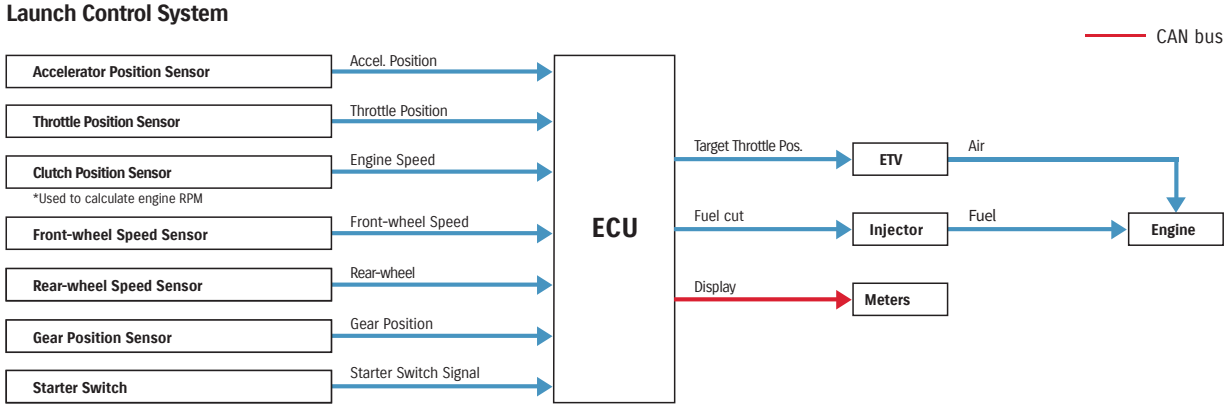
Power Mode (control of engine output levels) Concept Diagram



Launch Control System

Launch Control System enables sharp starts on circuits or surfaces with good traction by automatically limiting engine speed and optimizing torque delivery while the rider focuses on throttle and clutch operation. When selected, the system activates a dedicated map to control throttle valve opening and ignition timing based on data from the throttle grip position, throttle valve position, engine speed, gear position, and front and rear wheel speeds. At launch, it maintains the engine at the ideal RPM for an effective start. Once the clutch is engaged, the RPM limit is lifted, and the system regulates throttle opening and engine torque to ensure optimal, powerful acceleration. It also reduces the risk of the rider inadvertently closing the throttle due to a wheelie; working in conjunction with Motion Track TCS, it monitors wheel speeds while controlling throttle valve opening and ignition timing. The system automatically disengages when the rider shifts into fourth gear or closes the throttle.

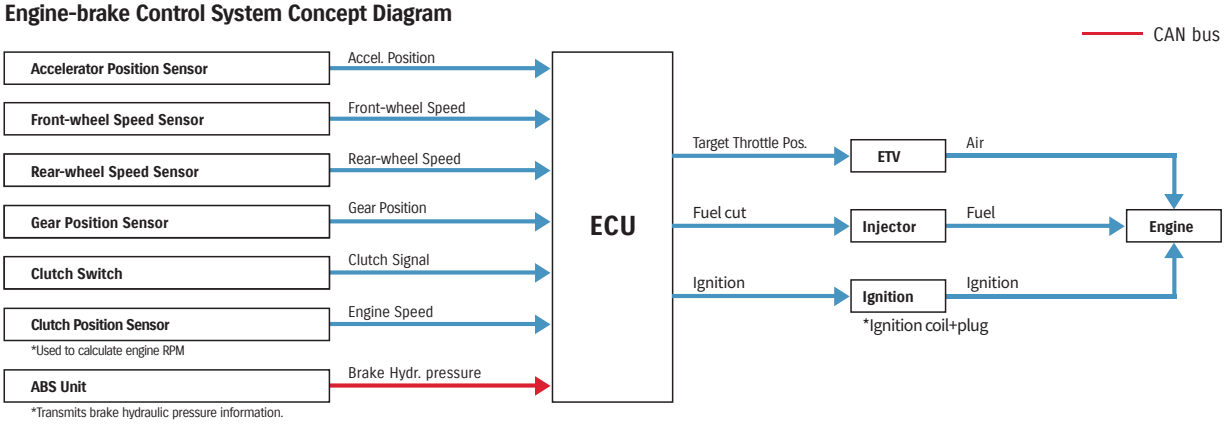
Launch Control System



Engine-brake Control System UPDATE

The strength of the engine braking generated when the throttle grip is fully closed is controlled by adjusting fuel injection and throttle valve opening. We have adopted a new anti-skid control system that maintains vehicle stability by supressing partial tire lock-up during gear shifts. You can choose from three modes plus an "OFF" setting to suit riding conditions, such as winding roads, circuits, city streets, or wet weather, and personal preference. The system monitors engine speed (calculated using data from the crankshaft position sensor). Higher settings counteract the engine braking effect during deceleration—such as after releasing the throttle or downshifting—thereby suppressing rear-wheel slip or skipping to ensure a smoother, more controllable ride.

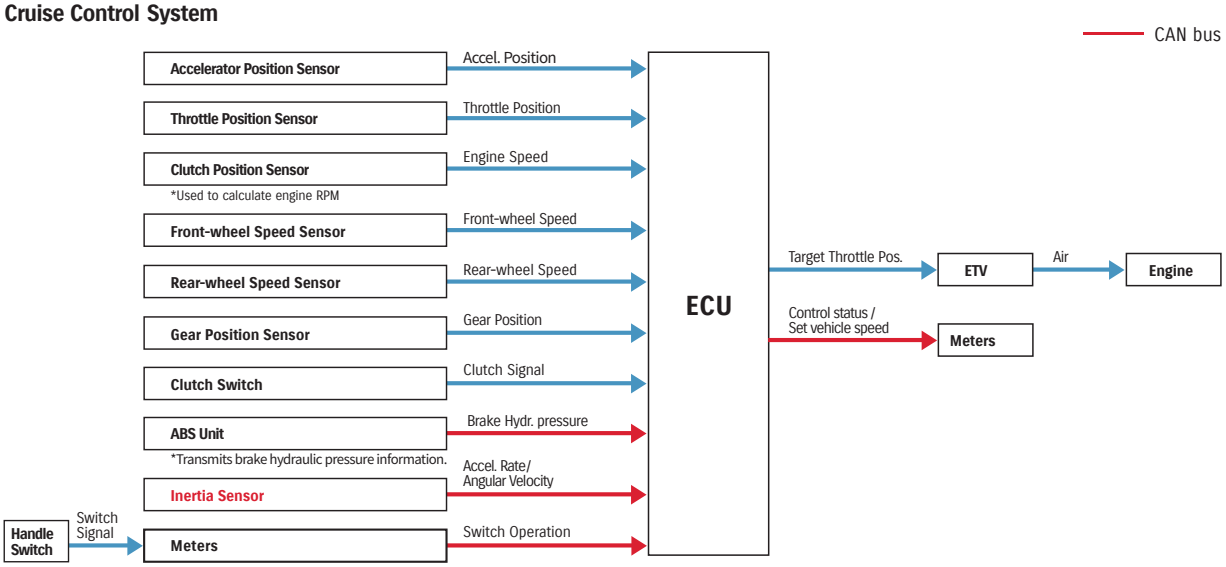
Engine-brake Control System Concept Diagram



Cruise Control System UPDATE

A feature that maintains a set speed without requiring throttle input. It allows for speed settings between 30 km/h and 180 km/h in second gear or higher. This helps reduce fatigue during long-distance touring, particularly when riding at a constant speed on highways. Furthermore, the system incorporates Curve Speed Control, which automatically reduces vehicle speed when entering a curve while cruise control System is active; this eliminates the need for speed adjustments during cornering, thereby enhancing the driving feel and reducing fatigue.We have refined the control system through rigorous testing to ensure a natural feel during acceleration and deceleration across all riding conditions. System status is shown on the display, and speed can be easily adjusted using the left-hand switch (+/-). A resume function is also included, allowing the rider to return to the previously set speed after cancelling it.

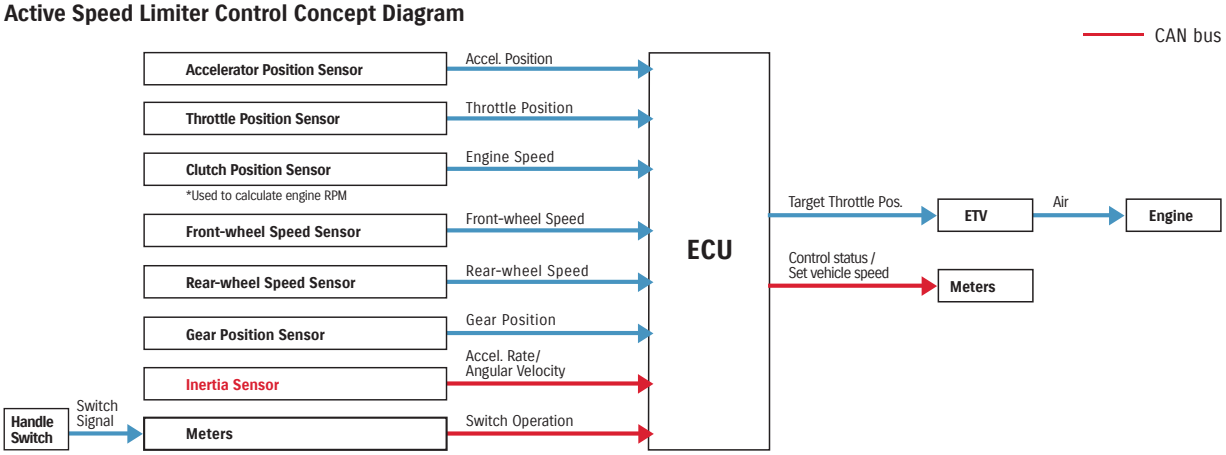
Cruise Control System



Active Speed Limiter UPDATE

It is possible for the rider to set the speed limiter at any speed. Helps riders avoid unintentionally exceeding a selected speed. Riders can freely accelerate to a set speed and decelerate normally by releasing the throttle. Additionally, the system can be temporarily deactivated with a simple twist of the throttle, making it easier to accelerate above the set speed and overtake other vehicles. This control is linked to the curve speed control, and the speed can be set not only by button operation but also by setting it according to the actual vehicle speed. We have also added a new function allowing for cancelation by twisting the accelerator in the opposite direction.

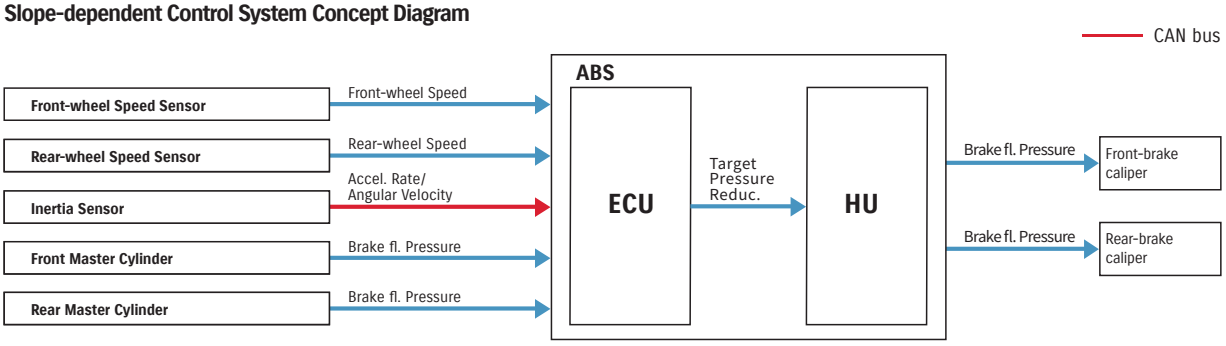
Active Speed Limiter Control Concept Diagram



Slope-dependent Control System

When braking while driving downhill, the system uses data detecting the vehicle's attitude and incline angle to optimize ABS operation according to the slope; this reduces rear-wheel lift, enabling stable braking.

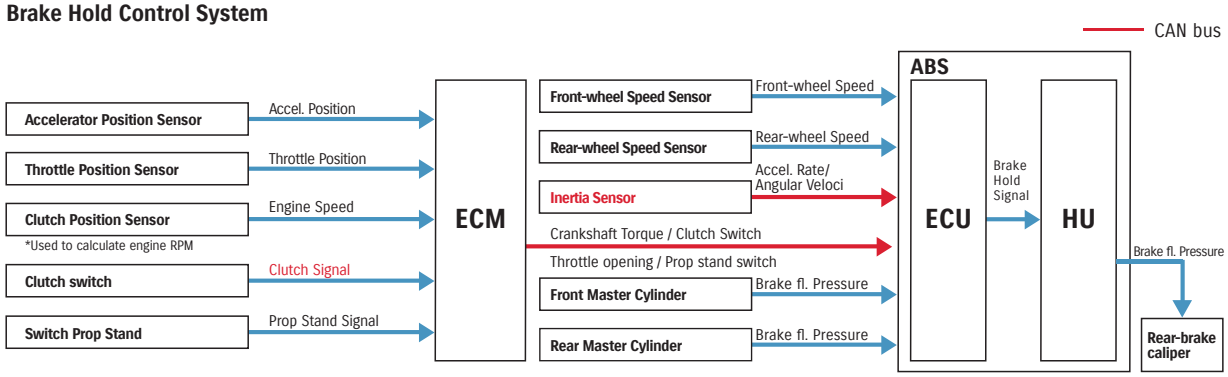
Slope-dependent Control System Concept Diagram



Brake Hold Control System UPDATE

While conventional hill-hold control systems operate only on inclines, the GSX-10R features a newly developed brake hold control system that functions on flat ground and downhill slopes as well. When the bike comes to a complete stop using the brakes on an incline, the system estimates the vehicle's orientation based on IMU data and automatically maintains rear brake pressure for approximately 30 seconds, even after the rider releases the brake. This supports a smooth restart without the risk of the motorcycle rolling backward. The system disengages when the front brake lever is quickly squeezed twice or when the bike accelerates forward. An "H" indicator on the instrument cluster lights up when the system is active and flashes when it is disengaged.

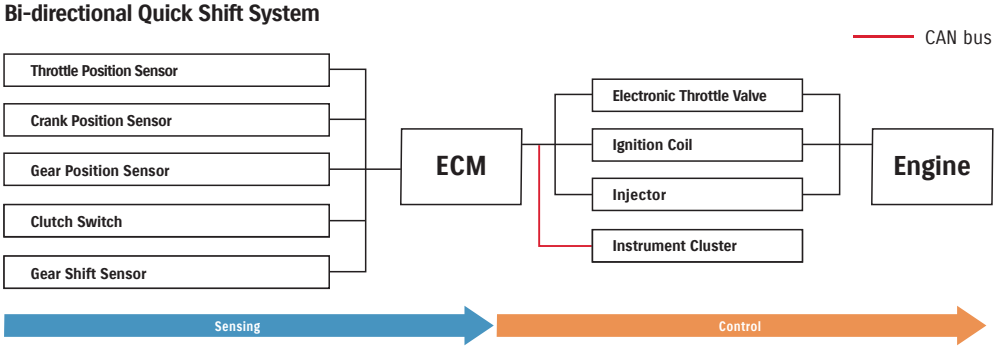
Brake Hold Control System



Bi-directional Quick Shift System

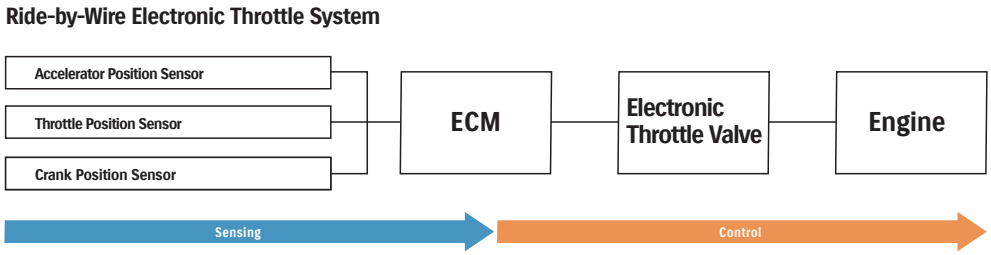
This system allows the rider to shift up and down without using the clutch or throttle, reducing the need for gear lever manipulation and rider fatigue during everything from sporty riding to everyday city commuting. When shifting up it enables rapid gear changes, resulting in virtually continuous acceleration. When downshifting the system automatically opens the throttle valve to slightly raise engine speed and momentarily relieve load on the gear dogs. This allows for quick, smooth downshifts without the need to blip the throttle or use the clutch. Optimal settings for each gear and RPM range ensure a comfortable shifting feel. By eliminating the need for clutch and throttle inputs during frequent gear changes, the system reduces rider fatigue. In addition to monitoring throttle valve position, this quick-shift system tracks shift linkage movement and stroke, as well as shift cam rotation. The system can also be switched off.

Bi-directional Quick Shift System



Ride-by-Wire Electronic Throttle System

The ECM regulates throttle valve operation, allowing for finer and more precise control over the relationship between throttle input and engine output. This achieves an optimal match between the rider's intentions and the engine's actual power delivery, while also enhancing controllability when opening the throttle to accelerate out of corners. Furthermore, the system's precision control enables specific settings to be fine-tuned and rigorously tested for each SDMS-α mode. The result is a natural throttle response that faithfully reflects the rider's intentions, whether riding in the city or enjoying sporty performance on the circuit. It also paves the way for the integration of other advanced systems, such as the bi-directional quick shift system that improve ease of riding and operability. Suzuki's proprietary ride-by-wire throttle system is also characterized by a design that is simpler, lighter, and more compact than conventional mechanical systems.



Suzuki Easy-Start System

A light press of the starter button engages the starter motor for a set period of time, allowing the rider to start the engine. Since this function is used every time the engine is started, it simplifies the daily starting process.



Low RPM Assist

The system monitors data on engine speed, gear position, throttle position, accelerator position, and the clutch switch when the rider releases the clutch lever to start moving from a standstill or while riding at low speeds. It prevents the engine speed from dropping excessively after pushing off, enabling a smoother start. Additionally, by compensating for drops in engine speed during situations such as traffic jams or U-turns, it fosters greater rider confidence.

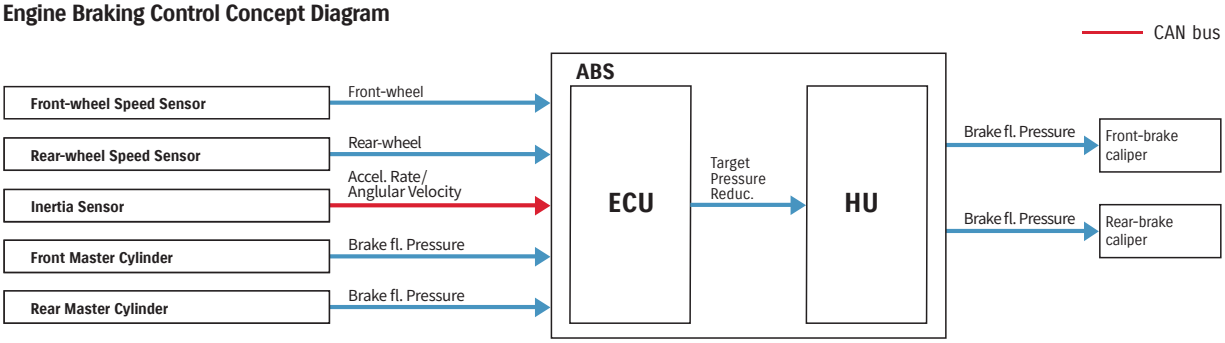
Motion Track Brake System UPDATE

The system enhances controllability by activating ABS both when riding straight and while cornering. On the GSX-10R, precision is further refined by monitoring front and rear brake pressure data in addition to conventional control parameters. The system determines when ECU intervention is required by monitoring inputs from front and rear wheel speed sensors, vehicle orientation data from the IMU, and brake pressure information. When intervention is necessary, the ABS hydraulic unit modulates brake pressure to mitigate the shock of sudden braking and reduce the risk of the bike uprighting or losing traction. This allows the bike to maintain its cornering radius and lean angle, supporting the rider in tracing their intended line. Even if a rider panics and brakes hard in a corner, the system assists with deceleration while maintaining stability. The Motion Track Brake System makes reliable, confident braking across a wide range of riding conditions possible, whether going straight or cornering.

Anti-lock Braking System (ABS)

It assists the rider in maintaining directional control of the vehicle, even during sudden braking. The GSX-10R is also equipped with Cornering ABS, which detects the motorcycle's lean angle during cornering and automatically adjusts braking force. This enables optimal braking performance across a wide range of road conditions. Additionally, the compact and lightweight design of the ABS control unit contributes to the motorcycle's agile handling.
Note：ABS is not designed to shorten braking distances. Always drive at a safe speed, taking road conditions, weather, and situations such as cornering into account.

Engine Braking Control Concept Diagram



Introduction

The development of the GSX-10R chassis began with a fundamental question: what kind of chassis is required to realize the vehicle's core concept? After extensive discussion among the development team regarding the implications of this concept, the established goal was to create a sports model that allows riders to fully enjoy the ride, whether on the racetrack or the open road. Particular emphasis was placed on the "Fun" aspect of the concept. Although the GSX-10R is a sports model, it differs from machines like the GSX-R1000R that pursue absolute, extreme performance. The aim was to provide stability and a sense of security during high-speed riding, cornering, and track sessions, allowing the rider to savor the joy of handling the machine, while also ensuring a pleasant, comfortable ride during touring or casual street riding. To achieve a high-level balance of these ideal riding characteristics with the GSX-10R, the team pursued the fundamental motorcycle dynamics of "Run. Turn. and Stop." to the fullest extent. Development focused on creating a seamless sense of unity, where the chassis, engine, bodywork, and electronic control systems work together harmoniously, allowing the rider to concentrate fully on the ride. Furthermore, test riders experienced in the GSX-R series participated in the development process, meticulously refining the ride quality to ensure the machine delivers the pure joy of control and the authentic sensation of sports riding.




SUZUKI
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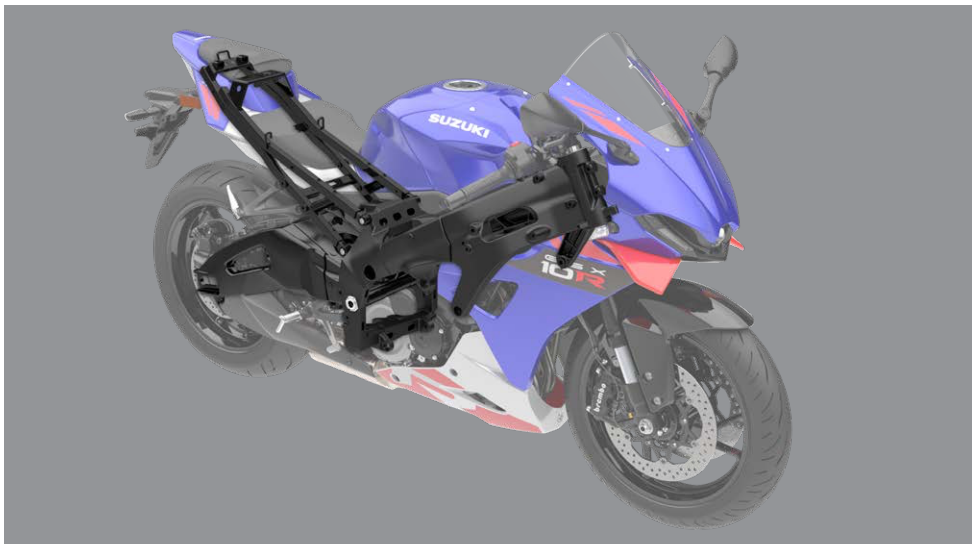



SUZUKI



Twin-Spar Aluminum Frame

The GSX-10R features an aluminum twin-spar frame. The main spars run in a straight line from the steering head to the swingarm pivot, achieving a balance of high rigidity and light weight. This design delivers agile handling and excellent road-holding performance. To accommodate the electronically controlled steering damper, a mounting boss has been added to the frame's head pipe.



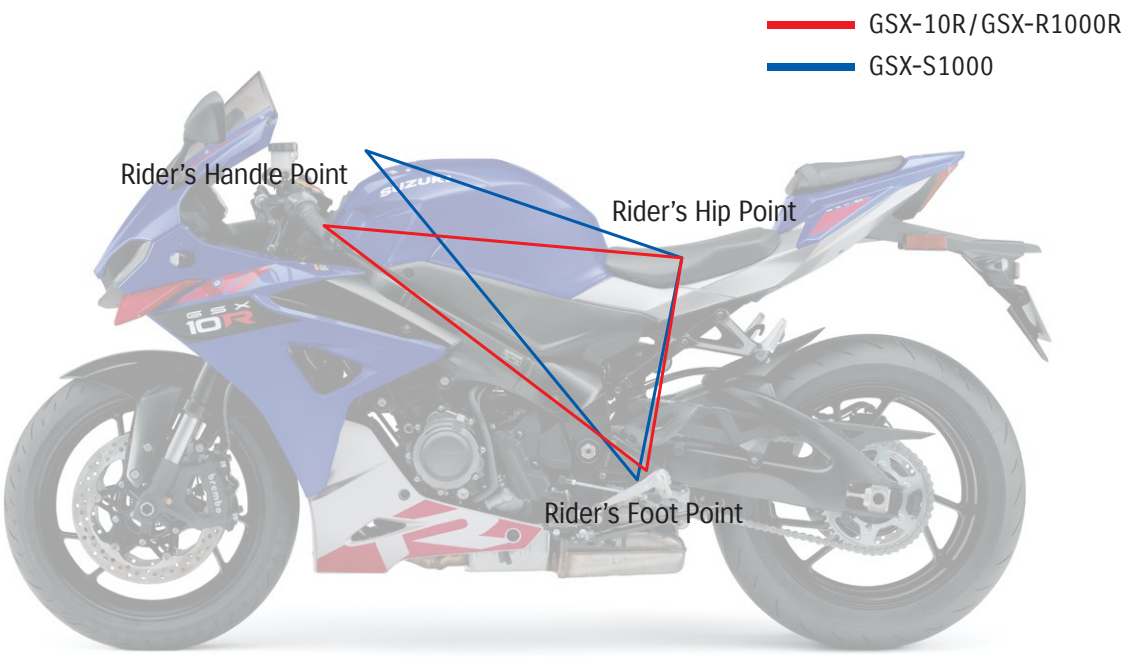
Aluminum Alloy Swingarm

The newly designed aluminum alloy swingarm strikes a balance between reduced weight, high rigidity, and stylish design, delivering excellent road-holding performance.



Riding Position

What should the riding position of the GSX-10R be? Development began by defining the triangular relationship between the handlebars, footpegs, and hip point. The development team repeatedly evaluated the position by actually sitting on prototypes and, after much discussion, selected a forward-leaning configuration. While verifying the positioning through test rides, they refined the design to achieve a balance between freedom of movement and secure hold, particularly at the rear of the fuel tank, while also optimizing control and fit for the rider's arms, hips, and legs. The result is a riding position worthy of a sports model, allowing the rider to enjoy the ride exactly as they wish across a wide range of environments, from public roads to the racetrack.



Comparison image of the GSX-10R and GSX-S1000

Reinforced Step

To support sporty riding, the GSX-10R features increased footpeg bracket rigidity for better rider hold, making it easier to sense feedback from the road surface. Additionally, the footpegs are positioned further back and higher than those on the GSX-S1000, contributing to greater lean angle clearance.



Seat Rail

A newly designed seat rail has been adopted to achieve the ideal riding position.



Ensuring Lean Angle

The GSX-10R is designed to maximize the enjoyment of cornering on both circuits and winding roads, with a particular focus on ensuring ample lean angle. Through innovations such as the muffler cover's design, it achieves a lean angle of 53 degrees, compared to the GSX-S1000's 48 degrees. This generous lean angle is designed to support confident, engaging cornering.



Electronically Controlled Steering Damper

The electronically controlled steering damper automatically increases damping at higher speeds, and reduces it at slower speeds. The result is a fine balance of precision and agility on faster and slower sections of the racetrack. To preemptively address this, an electronically controlled steering damper has been adopted. This specially designed damper automatically increases damping force at high speeds and decreases it at low speeds. It suppresses kickback on circuits and winding roads while balancing stability in high-speed sections with agility in low-speed sections, thereby enhancing the balance between handling precision and agility.



Fully Adjustable Front and Rear Suspension

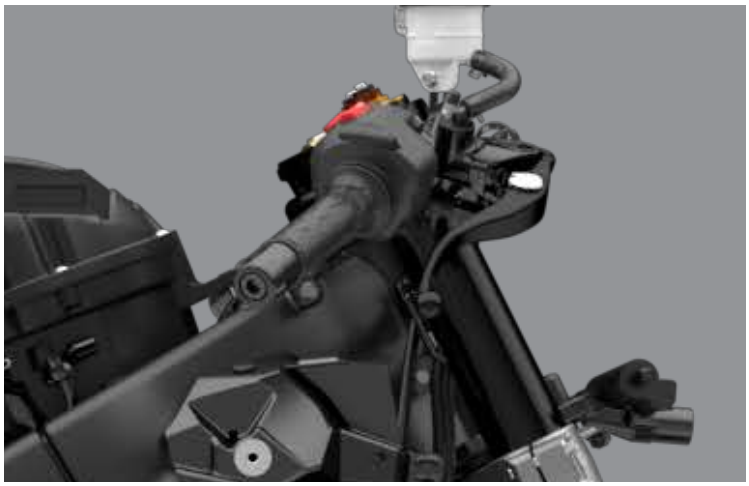
The GSX-10R features an adjustable linkage-type rear suspension. The 43mm-diameter KYB inverted front fork is fully adjustable, allowing for the tuning of rebound damping, compression damping, and spring preload. The linkage-type rear suspension, which includes the linkage, swingarm, and the shock absorber itself, has been newly designed specifically for this model. The rear suspension offers adjustability for spring preload and rebound damping, while compression damping can be adjusted separately for high-speed and low-speed operation. By adjusting the front and rear settings, the bike can adapt to a wide range of riding styles, from aggressive circuit and sports riding to supple, comfortable performance during touring or city riding. Additionally, the front fork brackets adopt a structure that balances rigidity and light weight, inheriting the design philosophy of the GSX-R1000R.





Dedicated Offset Steering Stem

To reduce the moment of inertia by concentrating steering mass, the steering stem offset on the GSX-S1000 has been changed from 35mm to 30mm, thereby improving cornering performance. This offset value is roughly equivalent to that of the GSX-R1000 (28mm).



Brake System Employing a Radial Master Cylinder

The GSX-10R features a radial front brake master cylinder paired with specially developed brake discs. This setup delivers linear braking performance, from initial bite through to maximum stopping power, while enhancing operational feel, braking capability, heat resistance, and durability. Furthermore, the system was fine-tuned through extensive testing by riders of varying skill levels, including test riders with racing experience, achieving a balance of precise control and powerful stopping force. As a result, riders of all skill levels can enjoy powerful, reliable braking with a linear, intuitive feel across a wide range of riding conditions.





Enlarged Rear Tire

The GSX-10R is equipped with Bridgestone BATTLAX HYPERSPORT S23 tires, renowned for their reliable grip in dry to semi-wet conditions, quick warm-up, and high durability. The rear tire size has been changed from the GSX-S1000's 190/50ZR17 to 190/55ZR17, while the front remains 120/70ZR17. Extensive testing, conducted to optimize performance with the new rear suspension, has resulted in agile, intuitive handling, excellent grip, and superior stability across all speed ranges. The cast aluminum wheels feature a lightweight six-spoke design that contributes to both nimble handling and powerful performance, while their sporty aesthetic further accentuates the GSX-10R's styling.



Fuel Tank

The fuel tank, designed with long-distance touring in mind, offers an ample 18-liter capacity. Its shape facilitates easy knee gripping, while an indent on the top surface can support a helmet. This design achieves a balance between freedom of movement and secure hold when riding in a forward-leaning position.





Seat

The newly developed seat strikes a balance between the freedom of movement needed for spirited riding and the comfort required for touring. The letter "R" is subtly incorporated into the rear section of the seat surface. It features a sporty, separate-seat design for the rider and passenger. The GSX-10R's excellent reach to the ground is achieved through a slimmed-down front seat profile and a seat height of 810mm (compared to 825mm on the GSX-R1000). Additionally, a storage compartment is provided beneath the passenger seat, which can be opened and closed using the key.





LED Headlight

The adoption of high-intensity LEDs ensures excellent forward visibility. The compact headlight, combined with the aerodynamic cowl design, enhances aerodynamic performance and creates a sporty front-end look. Additionally, the LED position lights are positioned diagonally beside the headlight, accentuating the GSX-10R's aggressive appearance with a sharp, distinctive look.







Suzuki Ground Beacon System (SGBS) NEW

We have incorporated a newly developed turn signal system that limits the amount of light hitting the road surface around the vehicle, thereby more clearly communicating the driver's intended movement. By designing the system to meet all regulations for turn signals without employing specialized light sources or complex control mechanisms, we have achieved a simple, lightweight solution.



Ground-Illuminating Turn Signal

LED Rear Combination Light

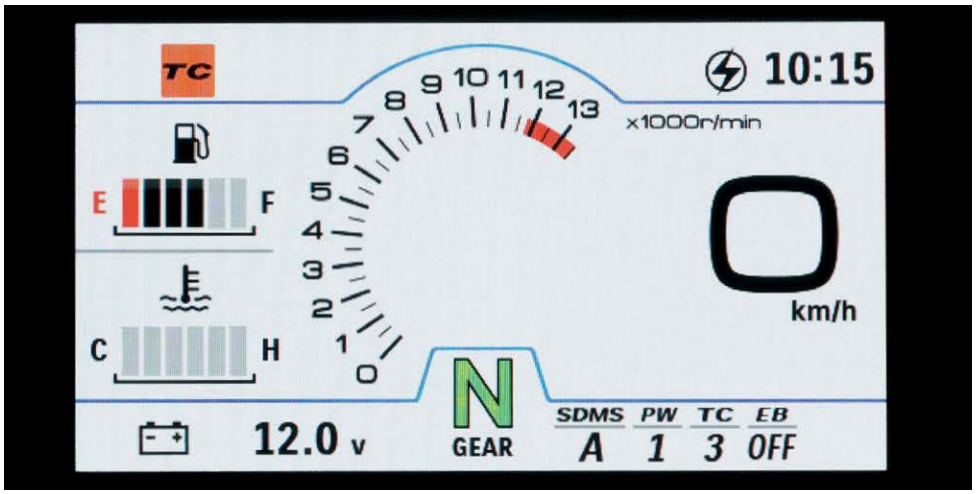
Features a sporty design that pays homage to the GSX-R1000R. It employs a structure where a transparent, light element inside the lamp glows with a three-dimensional effect, shining beautifully from various angles and enhancing the sense of premium quality.



LED Rear Combination Light

Color Multi-Function Instrument Cluster UPDATE

The GSX-10R features a full-color, multi-function instrument cluster, utilizing a color TFT display that presents a wealth of information within a compact housing. To ensure vehicle data is conveyed to the rider clearly and accurately, the display layout has been simplified, and the system employs an intuitive user interface operated solely via the "UP," "DOWN," and "MODE" handlebar switches, allowing for seamless operation and readability even during spirited riding. Furthermore, it is the first Suzuki motorcycle to continuously display the set speed on the meter while cruise control System or the ASL (Active Speed Limiter) is active. Befitting a four-cylinder sports bike, special attention was also paid to the movement of the tachometer, with responsiveness fine-tuned through rigorous testing by test riders.





Type-C USB Port

Now equipped with a type-C USB port, it is possible to charge devices such as smart phones.



Lithium Ion Battery

The GSX-10R is equipped with a lithium-ion battery. It is lightweight and compact, offering excellent reliability, durability, and starting performance, as well as a long service life. It operates across a wide temperature range, including in cold environments, and maintains stable performance even under harsh conditions. Furthermore, compared to conventional lead-acid batteries, it has an extremely low self-discharge rate, which minimizes the risk of the battery going dead during storage, ensuring stable power output over extended periods.



Smartphone connectivity using SUZUKI RIDE CONNECT+ App

The rider can connect a smartphone running iOS or Android™ by way of a Bluetooth®* connection and, as described below, access a variety of useful information and services on both the color TFT LCD screen and their smartphone.

1. Navigation	You can receive real-time map guidance and traffic information while riding to your destination.
2. Incoming Notifications	Smartphone call notifications etc. are displayed on the TFT LCD screen and communicated to the rider.
3. Weather	Real-time weather information for your current location is displayed on the TFT LCD screen.
4. Alerts	Sudden changes in weather or traffic conditions are displayed on the TFT LCD screen, helping riders stay informed about changing conditions.
5. And more	A range of other included functions help enhance rider confidence, convenience and comfort.

Note: functionality may be impacted by data transmission issues.

*The Bluetooth® word mark and logos are registered trademarks owned by Bluetooth SIG, Inc.

***Android/iOS compatible**

Download on the App Store

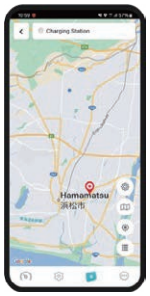
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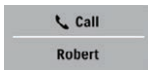
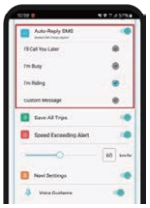
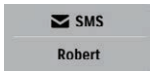
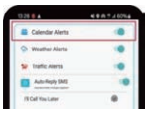
1. Navigation

You can receive real-time map guidance and traffic jam alerts while riding to your destination.

	TFT LCD screen		Smartphone	
Navigation		・**Turn-by-turn Navigation** App-linked navigation function that guides the user with directional arrows and distance displays on the meter. ・**Time and distance to destination** Displays estimated arrival time, remaining distance and traffic jam alerts.		・**Full navigation functions (including map and voice guidance)** The app displays the current position on a map and offers voice guidance when wearing a headset.
POI (Point of Interest)	-	-		・**Dealer and POI displays** Nearby dealers and points of interest are displayed, with information automatically updated.

2. Incoming Notifications

Smartphone call notifications etc. are displayed on the TFT LCD screen and communicated to the rider.

	TFT LCD screen		Smartphone	
Incoming call notification **(Via a phone line or social media calling feature)**		・**Incoming call information displayed**	-	・**Standard smartphone function**
Auto reply SMS (Android only) Automatically declines phone calls and sends an SMS message (ex. “I’m riding”) (IP not supported)	-	-		・**Auto reply function*** Automatically declines incoming calls while riding, instead sending the caller a pre-set response message. *Android only
Message notification SMS/SNS (Note: Not all social media platforms are supported.)		・**Incoming SMS information displayed**	-	・**Standard smartphone function**
Calendar notification		・**Schedule notifications** Displays scheduled events during the ride.		Supports notifications using Google Calendar on Android and the default Calendar app on iOS.

*IOS is a trademark or registered trademark of Cisco in the U.S. and other countries and is used under license. Android is a trademark of Google LLC.

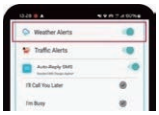
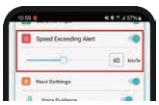
3. Weather

Real-time weather information for your current location is displayed on the TFT LCD screen.

	TFT LCD screen		Smartphone	
Temperature and weather information * Information on current location whether or not the navigation system is active.		**Weather information icon type**	-	-

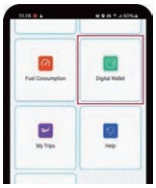
4. Alerts

Sudden changes in weather or traffic conditions are displayed on the TFT LCD screen, minimizing stresses while riding.

	TFT LCD screen		Smartphone	
Weather alert Fog, Rain, Thunderstorm, Snow, Hailstorm		**Weather alert mark Rain alerts and traffic jam information** When the navigation system is in use, an alert appears when there are rain clouds on the selected route. *Alternating between Alert mark and TBT arrow. 		**Notifications can be switched on or off.**
Traffic alert				
Specified speeding alerts The app helps promote more cautious riding.	 During Navigation	**Speed warning displayed**	 App Settings	**Speed warning setting / Warning display function**

5. And more

A range of other included functions help enhance rider confidence, convenience and comfort.

<table>
<tr><th></th><th colspan="2">TFT LCD screen</th><th colspan="2">Smartphone</th></tr>
<tr><td>Last parked location
Makes it easy locate the GSX-10R in parking lots, etc.</td><td>-</td><td>-</td><td>-</td><td>Map display</td></tr>
<tr><td>Daily/Monthly Displays fuel consumption and mileage
When connected, (regardless whether the navigation system is set; riding when not connected is not included).*</td><td>-</td><td>-</td><td rowspan="3">
</td><td rowspan="3">・Odometer
・Tripmeter
・Trip average speed
・Daily fuel consumption
・Monthly log (Distance ridden, average fuel consumption)
・Maintenance information (tires, battery)
・Share trip routes to SNS</td></tr>
<tr><td>Trip history
・Records the last 10 routes navigated in the past and 10 favorite routes.
・Riding time / distance / Fuel consumption / max speed / average speed / map
・SNS sharing (same as Google Maps)</td><td>-</td><td>-</td></tr>
<tr><td>Vehicle information Fuel
Odometer and tripmeter (A & B); stats from last time the phone was connected.*</td><td></td><td>Fuel</td></tr>
<tr><td>Service Alerts
Maintenance information (5 selectable items such as oil, tires, battery, etc.)</td><td>-</td><td>-</td><td rowspan="2"></td><td rowspan="2">Alerts for managing Service and Digital wallet expiry dates</td></tr>
<tr><td>Digital wallet
Expiry date alerts can be set and images saved for a driver's license and up to 3 pieces of identification.</td><td>-</td><td>-</td></tr>
</table>

*The connection between the GSX-10R and the smartphone is terminated when the ignition switch is turned off, preventing unnecessary consumption of either device's battery.

8. GENUINE ACCESSORIES

A wide range of attractive accessories is available for the GSX-10R. You can customize your GSX-10R to suit your preferences and needs with items that enhance its sporty appearance, make daily riding more convenient and enjoyable, or provide added protection for both rider and machine.

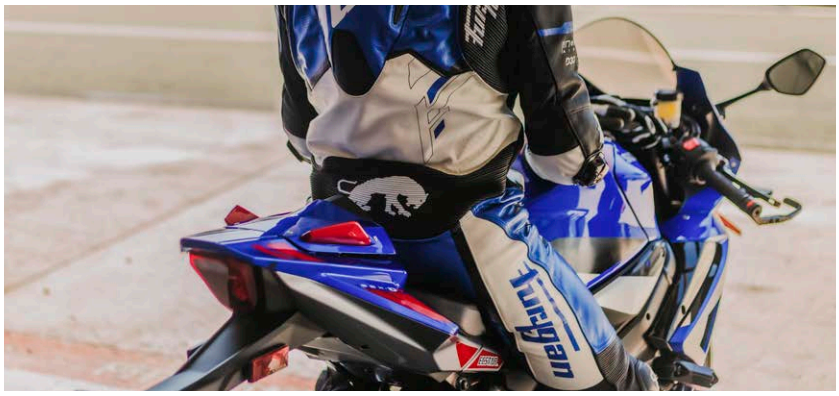
Among these, the single-seat cowl winglet stands out as a particularly appealing option. Its design coordinates with the front winglets, further accentuating the GSX-10R's styling and evoking the look of a racing machine.





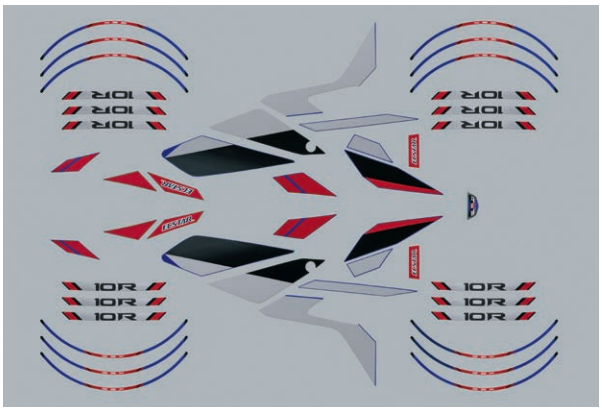
Single Seat Cowl

This is a single seat cowl featuring four winglets. Its design complements the winglets on the front cowl, inspired by cutting-edge racing machines and creating a striking visual impact while maintaining the overall balance of the motorcycle. Styled in line with current sportbike trends, this accessory further accentuates the GSX-10R's racing-inspired aesthetic.









Decal Kit



Single Seat Cowl



Fuel Tank Bag (Small)



Frame slider



Fuel Tank Protection



Fuel Tank Pad

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



PRL.VIGOR BLUE / MET.MYSTIC SILVER (ASU)



PRL.PULSE RED / SLD.IRON GRAY (DE9)



MET.GALAXY GRAY / GL.SPARKLE BLACK (DB2)

10. SPECIFICATIONS

GSX-10R

Overall length		2,130 mm (83.8 in.)
Overall width		740 mm (29.1 in.)
Overall height		1,175 mm (46.2 in.)
Wheelbase		1,455 mm (57.2 in.)
Ground clearance		145 mm (5.7 in.)
Seat height		810 mm (31.8 in.)
Curb mass		214 kg (471 lbs.)
Engine type		4-stroke, In-line 4-cylinder, liquid-cooled, DOHC
Bore x stroke		73.4 mm x 59.0 mm (2.8 in. x 2.3 in.)
Engine displacement		999 cm^3 (60.9 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.)
Brake	Front	Disc, twin
	Rear	Disc
Tires	Front	120/70ZR17M/C (58W) tubeless
	Rear	190/55ZR17M/C (75W) tubeless
Ignition system		Electronic ignition (transistorized)
Fuel tank capacity		18 L (4.7/3.9 US/Imp gal)
Oil capacity (overhaul)		3.4 L (3.6/3.0 US/Imp qt)
Fuel consumption		15.8 km/L (6.3L/100km) in WMTC
CO_2 emissions		146 g/km

European Spec. shown.

Actual fuel consumption and CO_2 emissions may differ owing to conditions such as the weather, road, rider behavior, and maintenance.

Specifications, appearances, color (including body color), equipment, materials and other aspects of the SUZUKI products shown in this catalog are subject to change by Suzuki at any time without notice and they may vary depending on local conditions or requirements.