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GSX-R1000R



- DOHC inline-4 engine produces great top-end power with a strong low- to mid-range pull thanks to the exclusive Suzuki Variable Valve Timing system
- Advanced electronics include an Inertia Measurement Unit, adjustable Traction Control, a Bi-directional quick-shifter, and launch control to increase track and street performance
- Twin-spar-type aluminum frame is lighter and more compact than the prior GSX-R1000 for nimble handling with a high level of grip when cornering
- Advanced Showa balance-free suspension combines with ABS-equipped Brembo T-drive front brake rotors and 4-piston calipers for extraordinary handling and stopping performance
- Aerodynamic fairing houses a bright LED headlight and Suzuki Ram Air Direct ducts that feed the engine to boost top-end power
- Blacked-out instrument panel, LED position lights, and GSX-R1000R logo alerts others that your bike is something extraordinary



GSX-R1000R COLORS



Metallic Triton Blue



Pearl Glacier White



Glass Sparkle Black

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It has been three decades, with more than a million editions sold, since the GSX-R line was born. And a decade and a half has elapsed since the first GSX-R1000 transformed the open sportbike class forever. Built to own the racetrack, the GSX-R1000 captured the MotoAmerica Superbike Championship in its debut year, asserting its claim as the king of sportbikes.

This motorcycle's chassis forms the lightest, the most compact, the most aerodynamic, and the best-handling GSX-R1000 ever. Cradled in this aluminum frame is an advanced engine that uses an exclusive Variable Valve Timing system and Ride-by-Wire throttle bodies for a wide spread of power while delivering smooth and precise throttle response.

Using an Inertial Measuring Unit (IMU) the GSX-R1000R's advanced electronics package includes selectable performance modes so the motorcycle enhances and fine tunes rider inputs. The 6-axis IMU lets the GSX-R1000R recognize its position on the street or racetrack to help the rider achieve an extraordinary level of riding performance.

Up front, the unique Brembo T-drive brake rotors grasped by monobloc calipers connected to the exclusive Suzuki Motion Track Anti-lock Brake System provides strong, controlled braking. The precise and smooth Showa balance free suspension keeps the sticky Bridgestone RS10 tires in touch with the road. All of this forward-looking motorcycle technology is covered in all-new, wind tunnel-developed bodywork that's uniquely GSX-R.

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ADVANCED ELECTRONICS FEATURES

- Lightning-fast 32-bit Dual Processor Engine Control Module (ECM) blends Suzuki's vast street-going EFI knowledge with the intelligence from Suzuki's race-winning MotoGP program. GSX-R1000R riders will get sportbike performance without peer while simultaneously receiving polished street manners.
- Using MotoGP knowledge, Suzuki has fitted an Inertial Measurement Unit (IMU) on the GSX-R1000R. The IMU provides 3-axis, 6-direction, and motion and position information to the ECM so instantaneous adjustments can be made electronically to the engine and chassis components that influence performance.
- The LCD Multifunction Instrument Panel was inspired by the GSX-RR MotoGP dash. This panel is laid out so the rider can easily see the tachometer bar, speedometer digits, and other essential operational information. This effective display is critical, as it is the rider's interface to the GSX-R1000R's advanced electronics. The panel on the GSX-R1000R is unique, as it features a black background.
- The Ride-by-Wire electronic throttle bodies are precisely opened by the ECM to match the throttle grip rotation of the rider's hand and the refinement from the IMU-influenced electronics. The result is a strong, seamless engine power delivery from idle to redline.
- The 3-mode Suzuki Drive Mode Selector (S-DMS) system lets the rider select the power output levels of the engine to match riding ability and conditions.
- The Suzuki-exclusive 10-mode Motion Track Traction Control System (MT-TCS), with IMU influence, increases rider confidence by allowing adjustments to the amount of intervention to match riding ability and surface conditions.
- Exclusive to Suzuki, the Motion Track Anti-lock Brake System brings additional control to anti-lock braking (ABS). Like a conventional Anti-lock Braking System, the Motion Track Brake System provides the appropriate amount of braking force for the available traction. When the IMU detects the rear wheel lifting up from extreme braking forces, the ABS control module will adjust the front brake pressure to reduce the rear wheel lift. If the IMU senses the motorcycle is leaned over when the brakes are used, the ABS unit will adjust the brake pressure to an optimal amount to help maintain good braking force and tire grip.
- The Suzuki Easy Start System simplifies start-up for the GSX-R1000R rider as the ECM automatically cranks the engine for 1.5 seconds (or until it starts) with a momentary press of the starter button. There is no need to pull in the clutch lever if the transmission is in neutral. Once started, the ECM will control the electronic throttle bodies to maintain a consistent engine idle speed, whether the engine is cold or warm.
- The innovative Suzuki Low RPM Assist System smooths take-offs and reduces the chance of the rider stalling the motorcycle. If necessary, the ECM raises engine RPM slightly for a smoother start when the clutch is released so it's easier to ride away from a stop or navigate at very low speeds in traffic.
- The Suzuki Launch Control System provides GSX-R1000R riders a competitive advantage when launching their motorcycle at the start of the race. This system will modulate power so the rider can concentrate on clutch operation.
- The Suzuki Bi-directional Quick-shift System lets GSX-R1000R racers shift faster than ever before. By ignition timing manipulation on upshifts and electronic throttle body manipulation on downshifts, clutch-less shifting helps deliver faster and more consistent lap times.
- The crankshaft retains Suzuki's Even Firing Order Engine legacy. Uneven firing order engines used in other motorcycles vibrate more, while the GSX-R1000R ABS makes good power at all engine speeds and runs smoother and more reliably while emitting a screamer exhaust note.
- The short-stroke engine has a 76.0 mm bore versus a 55.1 mm stroke yet is narrower than the prior generation GSX-R1000R thanks to effective design.
- Compared to the prior generation GSX-R1000R, the engine has been rotated back and positioned in the frame to create optimal chassis dimensions for precise handling and to balance the motorcycle's weight.
- The proprietary Suzuki Racing Variable Valve Timing System (SR-VVT) uses a centrifugal actuated mechanism on the intake camshaft sprocket to increase high engine RPM power without losing low- to mid-range power.
- The Suzuki Racing Finger Follower valve train weighs less than a tappet-style valve train for reduced friction and increased valve response at higher engine speeds.
- Titanium valves – two 31.5 mm intake and two 24 mm exhaust valves – are used for each cylinder. The lighter valves respond well to the finger follower's arms and permit a 14,500 RPM redline that helps produce very high peak horsepower.
- Aluminum pistons, 76.0 mm in diameter, were engineered with use of FEM (Finite Element Method) analysis and are cast for optimal rigidity and weight.
- Suzuki Composite Electrochemical Material (SCEM) coated cylinders are integrated into the upper crankcase to reduce friction and improve heat transfer and durability.
- The high 13.2:1 compression ratio helps produce high horsepower. The cylinder head's shallow combustion chamber minimizes heat produced during operation.
- The EFI system uses Suzuki's Ride-by-Wire Electronic Throttle Bodies where the throttle valves are controlled by a servo motor for fast response to rider throttle grip input while delivering precise and smooth power delivery.
- The automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle regardless of engine temperature.
- Complementing the four primary fuel injectors in the throttle bodies are four Suzuki Top Feed Injectors (S-TFI) that spray fuel from the top of the air box directly into the intake funnels. This results in higher peak power, more efficient combustion, and a higher level of fueling control.
- To increase top-end power without losing lower RPM performance, the air box is equipped with Staked Air Intake Funnel for the #1 and #4 cylinders. This simple design allows good air flow at all intake speeds without requiring a mechanism that adds weight or complexity.
- A pair of Suzuki Ram Air Direct (SRAD) intake ducts are used to exponentially increase the volumetric flow of air coming in the air box as road speed increases.
- The digital ignition fires iridium-type spark plugs that increase spark strength and combustion efficiency. These quality components also last longer than conventional spark plugs.
- The 4-2-1 exhaust system with titanium muffler is designed to help the engine deliver a wide range of performance with an exciting rush up to redline. The titanium muffler has a pleasing appearance while creating an exciting, distinctive sound.

ENGINE FEATURES

- The compact, liquid-cooled, DOHC, 999.8cc inline-4-cylinder engine is designed with a high level of top-end performance plus strong low- to mid-range power.
- The Suzuki Exhaust Tuning (SET) system valve in the mid-pipe helps control back-pressure and flow to the muffler to widen power delivery and reduce exhaust sounds without needing a larger silencer.

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- A pair of SET-Alpha exhaust valves are in the balance tubes between the #1 and #4, and the #2 and #3 head pipes. Actuated by a cable from the main SET-valve, the Alpha valves open at higher engine speeds and close at lower RPM to help the engine create high peak power without losing low- and mid-range horsepower.
- The cooling system was designed using advanced analysis design so the coolant flows through the engine and radiator more efficiently. This design uses 400cc less coolant than the prior generation GSX-R1000R, but the new system has better cooling efficiency while being more compact and lighter.
- The fairing lowers efficiently guide cooling air to the high-capacity curved radiator. Twin cooling fans ensure good cooling at lower road speeds.
- Additional heat is removed from the engine via the use of an air-cooled, radiator-style oil cooler mounted directly below the main radiator.

TRANSMISSION FEATURES

- The cassette-style, 6-speed transmission lets riders precisely match the gear ratio to the riding condition. A cassette-style transmission can be easily removed from the crankcase as an assembly with the engine still in the frame, facilitating racetrack gear changes and simplified service.
- Based on Suzuki's race-proven close-ratio transmissions, the GSX-R1000R gear box features vertically staggered shafts to reduce overall engine length.
- The primary gear ratio is lower compared to the prior generation GSX-R1000R for stronger acceleration.
- The Bi-directional Quick-shift system lets riders, using their motorcycle in competition, shift faster than ever before. The system's clutch-less shifting delivers the rider faster and more consistent lap times.
- The shift linkage can be easily set up for reverse pattern, GP-style shifting (even with the quick-shifter in use).
- A programmable shift light is on the main panel to provide a visual alert to the rider to shift when a certain engine RPM is reached.
- The GSX-R1000R is equipped with the Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch. SCAS works like a slipper clutch during downshifts, while increasing pressure on the plates during acceleration. This smooths engine braking and lightens the clutch lever pull.
- To reduce weight, a new 525-size drive chain is used with a 45/17 final sprocket ratio that complements the larger rear tire dimensions.

CHASSIS FEATURES

- Using lessons learned from Suzuki MotoGP chassis development, the engine angle of the GSX-R1000R was rotated backwards 6 degrees as compared to the prior generation GSX-R1000R. This had the joint effect of reducing the distance of the fork to the center of the chassis by 20 mm and increasing the swingarm length by 40 mm. This increases chassis stability and improves aerodynamics.
- The aluminum twin-spar-style frame was designed using FEM analysis technology to place strength in the proper places; the new frame is also 10% lighter than the prior generation GSX-R1000R. The spars of the frame are set 20 mm closer to help improve aerodynamics and looks and to bring more comfort to the rider.
- The aluminum Superbike-braced swingarm has equalized bracing to the main beams to provide balanced support and movement to the shock absorber to improve racetrack handling while conveying a consistent suspension feel to the rider.
- Racetrack-developed links connect the single Showa Balance Free Rear Cushion-lite (BFRC-lite) shock to the braced swingarm. The BFRC-lite's innovative design controls damping force outside of the shock body to not only control how the suspension strokes but helps smooth reaction over bumpy surfaces or when the chassis is pitched during braking. This produces a superb level of response in a racetrack environment and sets a new standard for rider feedback and comfort during street riding.
- The Showa Balance Free Front Fork (BFF) uses race-level technology to bring excellent damping force responsiveness not seen in a SuperSport motorcycle before. This suspension's design controls damping force outside of the spring chamber so the fork precisely maintains consistent damping regardless of its stroking action. With the BFF the rider enjoys an unparalleled level of surface feedback and ride compliance.
- The GSX-R1000R is also fitted with a lightweight, race-ready upper triple clamp in conjunction with the BFF.

- Brembo Radial Mount Brake Calipers provide the rider with strong braking performance combined with superb feel.
- The new Brembo T-drive Brake Rotors feature two methods of attaching the 320 mm floating disc to the carrier. There are five conventional floating rotor spools that maintain the rotor's relationship to the caliper, and there are five new-design T-drive fasteners that enable the rotor to absorb more braking energy than a disc with conventional spools alone. As a result of the larger-diameter discs, and the energy they can absorb, the GSX-R1000R has more braking force available to the rider than ever before.
- The front brakes are complemented by a 240 mm rear disc brake with a Nissin single-piston caliper to help make sure the rider can have controlled stops.
- Like conventional ABS, the Motion Track Brake System provides the appropriate amount of braking force for the available traction, with additional chassis pitch input from the IMU. When the IMU detects the rear wheel lifting up from extreme braking forces, or the motorcycle is leaned over, the ABS will adjust the front brake to help settle the chassis and maintain braking.
- Unique to Suzuki, the lightweight 6-spoke wheels reduce unsprung mass and have been designed to handle the braking and drive forces that a GSX-R1000R can create.
- The track-day-ready Bridgestone RS10 low-mass tires, with a high 55% profile in the back, are premium high-grip radials that achieve excellent handling and stability.
- The aerodynamic bodywork was created by Suzuki styling designers and engineers using numerous wind tunnel tests to achieve a slippery shape and compelling appearance. Narrower than ever before, the GSX-R1000R's shape directly aids performance by improved handling and top speed on the racetrack.
- The dual SRAD intake ducts are positioned close to the center of the fairing nose, where air pressure is highest. The intake ducts are also larger, thanks to the compact LED headlight.
- The reasonable sport riding position is created by a carefully crafted relationship between the clip-ons, footrests, and seat. The top of the fuel tank is lowered 21 mm to make it easier for the rider to tuck in on a racetrack straightaway.
- The reasonable 825 mm (32.5 in.) seat height contributes to the good rider interface that aids in guiding the motorcycle on the road or racetrack.
- The passenger seat can be removed and exchanged with an optional, color-matched solo tail cowl.
- The shifter and rear brake pedal are adjustable in relationship to the footrests, and the hand controls are adjustable in relation to the grips. The front brake lever has a slot machined in the end to prevent wind pressure from applying the front brake.
- Special GSX-R1000R logos are applied to the tail section of the motorcycle denoting its unique capabilities and status.
- The black and white GSX-R1000R models feature tri-color blue Suzuki Racing Heritage stripes on the fairing, sparkling blue wheels, and blue-anodized outer tubes on the Showa BFF.
- The Metallic Triton Blue GSX-R1000R model features a Team Suzuki ECSTAR MotoGP motif that includes race-inspired graphics and gold-anodized outer tubes on the Showa BFF and rear shock absorber body.

ELECTRICAL FEATURES

- Controller Area Network wire harness (CAN Bus) allows for fast and precise communications between all of the GSX-R1000R's Electronic Systems. With a CAN Bus system, riders will experience swift and trouble-free electronic system operation while the size and complexity of the wiring is simplified.
- The LCD multifunction instrument panel has a black background with white digits and has an adjustable-intensity, white-color backlight for great nighttime visibility. The LCD main panel is flanked by LED indicators that include the turn signals, high beam, traction control, shift light, plus coolant temperature and oil pressure alerts.
- The LED headlight is lightweight, bright, and distinctive. This low-electric-draw light has a narrow, stacked shape to allow the SRAD ducts at the nose of the fair access to the high-pressure air created at higher speeds.
- The LED combination tail and brake light has a very low electrical draw and the vertically stacked shape permits the tail section to be narrow for better air flow at the back of the motorcycle. The outer section of the taillight uses surface-type light-

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emitting diodes for a smooth glow while the center portion uses bright, conventional LEDs for attention when the brakes are applied.

- A pair of distinctive, arched LED position lights accent the top edge of the SRAD ducts in the fairing nose to increase visibility and add to the motorcycle's unique character.
- The turn signals are lightweight and use incandescent bulbs with amber lenses so the motorcycle's turn indication is highly visible to other traffic.
- New poly-function start/stop switch combines the engine stop and start functions. The switch is a fine complement to the Suzuki Easy Start system fitted to the GSX-R1000R.
- The motorcycle's lightweight battery is a great benefit during closed course competition or track-day use. This compact battery has ample capacity to start the engine and supply power to the advanced electronics.

ADDITIONAL FEATURES

- A variety of Genuine Suzuki Accessories are available, plus a large selection of GSX-R logo apparel.
- 12-month unlimited mileage, limited warranty.
- Coverage can be increased via Suzuki Extended Protection
- For more details, please visit www.suzukicycles.com.

**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.*

**Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

GSX-R1000R SPECS

Engine:	4-stroke, liquid-cooled, 4-cylinder, DOHC
Displacement:	999.8cc
Bore x Stroke:	76.0 x 55.1 mm (2.992 x 2.169 in.)
Compression Ratio:	13.2:1
Fuel System:	Suzuki Fuel Injection with Ride-by-Wire throttle bodies
Starter:	Electric
Lubrication:	Wet sump
Transmission:	6-speed constant mesh
Clutch:	Wet, multi-plate type
Final Drive:	Chain, RK525GSH
Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brakes, Front:	Brembo 4-piston, twin disc, ABS-equipped
Brakes, Rear:	Nissin, 1-piston, single disc, ABS-equipped

Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	16.0 L (4.2 US gallons)
Ignition:	Electronic ignition (transistorized)
Headlight:	LED
Taillight:	LED
Overall Length:	2,075 mm (81.7 in.)
Overall Width:	705 mm (27.8 in.)
Overall Height:	1,145 mm (45.1 in.)
Wheelbase:	1,425 mm (56.1 in.)
Ground Clearance:	130 mm (5.11 in.)
Seat Height:	825 mm (32.5 in.)
Curb Weight:	203 kg (448.0 lbs.)

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