



2013

GSX-R 1000

GSX-R 1000

MSRP: \$13,799 / \$13,999 1 Million Commemorative Edition

As Suzuki celebrated 60 years of motorcycle production in 2012, the one millionth GSX-R rolled off the production line too. Both of these feats are only possible thanks to the on-going and continued support from Suzuki fan, racers, and dealers worldwide. To acknowledge this important milestone, Suzuki brings GSX-R1000 1 Million Commemorative Edition for the 2013 model year. This special equipped production model will be limited to 1,985 units worldwide, taken after 1985, when GSX-R series was introduced and completely redefined the definition of a sport bike. Taking the market by storm, the GSX-R delivered new levels of performance and agility, quickly dominating both the roads and racetracks of the world.

The 2013 Suzuki GSX-R will once again prove itself to be legendary motorcycle with amazing throttle response, power, and acceleration at mid range engine speeds – all with great fuel economy. Engineering your dream bike to go fast is not the only priority at Suzuki. The GSX-R1000 delivers outstanding braking capabilities with its Brembo calipers and heat-resistant stainless steel brake discs. The bike maneuvers like a dream with a solid chassis design and responsive suspension.

Simply put, the GSX-R1000 offers outstanding engine performance from idle to redline, smooth suspension performance, responsive handling, and superior braking to Own The Racetrack.

For 2013: the GSX-R1000 is available in Pearl Glacier White; Metallic Triton Blue/Glass Splash White and Metallic Mat Black/Glass Sparkle Black.



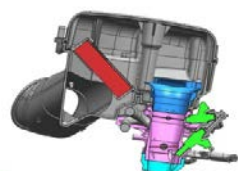
TOP 10 FEATURES



Suzuki Drive Mode Selector (S-DMS) offers push-button selection of three race-developed engine control maps that regulate the Suzuki Dual Throttle Valve (SDTV) fuel injection, secondary throttle valve and ignition system to suit personal preference or riding conditions, such as going from the street to a racetrack or breaking in a new rear tire. S-DMS allows the rider to select full engine power or reduced power with softer throttle control when desired. A switch is conveniently located on the left handlebar for easier operation.



Crankcase design incorporates large pentagonal cut-outs in the side of the of each cylinder bore allowing air trapped underneath each descending piston to more quickly escape to adjacent cylinders where the pistons are rising. The shape of the ventilation holes – wider at the top, narrow at the bottom – matches the actual flow of trapped air, reducing pumping losses & improving overall acceleration.



Suzuki Dual Throttle Valve (SDTV) fuel injection system, an exclusive Suzuki race-developed design, uses two butterfly valves in each throttle body barrel. The primary valve is controlled by the rider and the secondary valve is controlled by the ECM, offering superb throttle response, unrivaled acceleration and improved fuel efficiency.



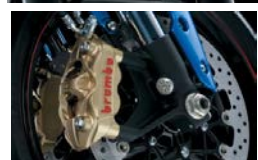
Suzuki Exhaust Tuning (SET) servo-controlled butterfly valve in the exhaust pipe helps to maximize torque throughout the rev range in diverse running conditions by optimizing the exhaust-system back-pressure in accordance with the engine speed, throttle position and gear position. The 4-2-1 exhaust system increases mid-range engine power output and is lightweight, contributing to improved agility and handling.



Lightweight Showa Big Piston front Fork (BPF) eliminates the internal cartridge assembly inserted into each fork leg and instead uses a single 39.6mm piston riding on the inside wall of the inner fork tube. This endurance-race-proven design provides more effective, linear damping performance, especially noticeable during hard braking and at corner entry giving superior feedback to the rider.



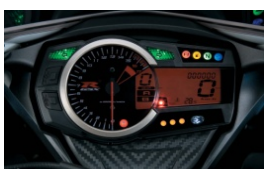
Electronically controlled steering damper provides lighter steering at slower speeds and more damping force on the racetrack and at highway speeds, providing consistent stability to suit various riding conditions.



Twin front disc brakes with full-floating 310mm discs and rigid, radial-mount, lightweight Brembo monobloc front brake calipers provide unparalleled braking performance and handling.



A Showa rear shock works through an aluminum alloy linkage mounted on the swingarm and an extruded aluminum alloy link rod connected to the frame. The rear shock offers adjustable rebound damping, spring preload, and both high-speed and low-speed compression damping.



Digital instrumentation features an analog tachometer with LCD readouts of the speedometer, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, shift light and S-DMS.



Suzuki Clutch Assist System (SCAS) is incorporated into the back torque-limiting clutch, for light clutch pull, responsive feel at the lever and optimum clutch performance.

SUZUKI EDGE							
MODEL NAME:	2013 Suzuki GSX-R1000	SUZUKI EDGE	2013 Honda CBR1000RR	2013 Yamaha YZF-R1	2013 Kawasaki Ninja ZX-10R	2013 BMW S 1000 RR	2013 Ducati Panigale 1199
MSRP:	\$13,799 \$13,999 (1 Million Ed)	The GSX-R1000 is the best value in its offering the most state-of-the-art performance, such as Brembo monoblock front brake calipers, Showa Big Piston Fork (BPF) front suspension, Suzuki Dual Throttle Valve (SDTV) fuel injection, and Suzuki Clutch Assist System (SCAS), at a MSRP that is \$500-\$700 lower than the Yamaha YZF-R1, \$500-\$1,500 lower than the Kawasaki Ninja ZX-10R and an incredible \$1,250-\$6,726 lower than the BMW 1000RR.	\$13,800 \$14,400 (Respol) \$14,800 (ABS)	\$14,290 \$14,490 (Blue)	\$14,299 \$15,299 (ABS)	\$15,050 \$20,525 (HP4)	\$17,995 \$22,995 (S) \$27,995 (S Tricolor) \$29,995 (R)
ENGINE							
Engine:	999cc liquid-cooled, in-line four-cylinder, DOHC	The GSX-R1000's 999cc, liquid-cooled, 4-stroke engine with large, race-proven, high-quality titanium intake & exhaust valves, shot-peened conrods, forged pistons and iridium spark plugs features more class-leading state-of-the-art features like Suzuki Dual Throttle Valve (SDTV) fuel injection and Suzuki Composite Electrochemical Material (SCEM) plated cylinders, and boasts more displacement than the Yamaha YZF-R1 and Kawasaki Ninja ZX-10R, providing the incredible acceleration, massive torque and stunning top end performance that have made the GSX-R1000 the dominant bike winning multiple AMA Superbike Championships.	999cc liquid-cooled, inline four-cylinder, 16 valve, DOHC	998cc liquid-cooled, inline four-cylinder, 16 valve, DOHC	998cc liquid-cooled, inline four-cylinder, 16 valve, DOHC	999cc liquid cooled, inline four-cylinder, 16 valve, DOHC	1198cc, liquid-cooled, Superquadro: L-twin cylinder, 8 valve, Desmodromic
Compression Ratio:	12.9:1	A high compression ratio gives the GSX-R1000 unrivaled torque and powerful top end performance compared to the competition. The GSX-R1000's compression ratio is .2 higher than the Yamaha YZF-R1 and .6 higher than the Honda CBR1000RR.	12.3:1	12.7:1	13.0:1	13.0:1	12.5:1
Bore Stroke:	74.5mm x 57.3mm	Oversquare bore and stroke dimensions provide the GSX-R1000 with an optimal balance between horsepower and torque, resulting in class-leading performance, top end power and acceleration. Large race-proven high quality intake & exhaust titanium valves, shot-peened conrods, forged pistons and iridium sparks plugs result in championship winning performance	76.0mm x 55.1mm	78.0mm x 52.2mm	76.0mm x 55.0mm	80mm x 49.7mm	112mm x 60.8mm
Fuel System:	Suzuki Dual Throttle Valve (SDTV) fuel injection utilizing 44mm throttle bodies	The GSX-R1000 boasts the exclusive, state-of-the art, Suzuki Dual Throttle Valve (SDTV) electronic fuel injection system, featuring 12-hole, fine-spray injectors per cylinder, and two butterfly valves in each throttle body barrel. The primary valve is controlled by the rider via the twist grip, and the secondary valve is controlled by the ECM system, resulting in class-leading performance and improved fuel efficiency that you won't find on any of the competition.	EFI 46mm Throttle bodies	EFI 45mm Throttle bodies	EFI 47mm Throttle bodies	EFI 48mm Throttle bodies	EFI 67.5mm Throttle bodies

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Transmission:	6-speed constant mesh	A close-ratio 6-speed transmission incorporates a back torque-limiter that offers smoother downshifting, stabilizing the chassis providing legendary championship-winning GSX-R performance together with state-of-the-art technology like Suzuki Clutch Assist System (SCAS), which provides quick, efficient clutch operation with superb feel at the lever making the GSX-R1000 the Top Performer	6-speed	6-speed	6-speed	6-speed	6-speed
CHASSIS							
Brakes Front:	Dual hydraulic disc brake full-floating 310mm discs, radial-mount Brembo monoblock calipers	The GSX-R1000's high-performance twin disc brakes are developed through Suzuki's domination on racetracks around the world. Full-floating 310mm discs and rigid, lightweight radial-mount Brembo monoblock calipers provide unparalleled braking performance and feel at the lever.	Dual disc, 320mm discs	Dual disc, 310mm discs	Dual disc, 310mm discs	Dual disc, 320mm	Dual disc brake, 330mm
Brakes Rear:	Disc brake, 220mm disc, single-piston caliper.	A lightweight 220mm single rear disc brake works with a lightweight single-piston Nissin caliper and is mounted above the swingarm, giving the GSX-R1000 class-leading braking power.	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm	Disc brake, 245mm
Curb Weight:	448 lbs. (203kg)	The GSX-R1000 is 6 lbs lighter than the Yamaha YZF-R1 and 3 lbs lighter than the BMW 1000R, and offers the most state-of-the art performance features in its class at a competitively light curb weight.	439 lbs.	454 lbs.	436.6 lbs.	451 lbs. (incl ABS) 439 lbs. (HP4)	414 lbs. 417 lbs. (Panigale R)
Final Drive:	Chain, DID50VAZ, 114 links	The GSX-R1000 features a high-quality D.I.D. brand 114-link chain drive for reliably delivering maximum performance from the GSX-R1000's powerful 999cc fuel-injected 4-stroke engine.	O-ring chain	O-ring chain	O-ring chain	O-ring chain	O-ring chain
Fuel Tank Capacity:	4.6 US gal. (17.5L) 4.4 US gal. (16.5L) CA	The optimal 4.6 gallon fuel tank on the GSX-R1000, along with the GSX-R1000's efficient Suzuki fuel-injected engine produces outstanding fuel efficiency & power, easily accommodates long rides, while keeping the bike lightweight and agile	4.7 US gal.	4.8 US gal.	4.5 US gal.	4.6 US gal.	4.5 US gal.
Overall Length:	80.5 in. (2045mm)	The GSX-R1000 has the shortest overall length in its class – 1 inch shorter than the Yamaha YZF-R1 and 1.4 inches shorter than the Kawasaki Ninja ZX-10R, for superior maneuverability and responsive handling through corners.	N/A	81.5 in.	81.7 in.	80.9 in.	N/A
Wheelbase:	55.3 in. (1405mm)	The GSX-R1000 features the shortest wheelbase in its class – nearly half an inch shorter than the Yamaha YZF-R1, and nearly an inch shorter than the Kawasaki ZX-10R, offering excellent handling, maneuverability, and performance.	55.5 in.	55.7 in.	56.1 in.	56.4 in.	56.6 in.

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Seat Height:	31.9 in. (810mm)	The GSX-R1000 features the lowest seat height in its class – .9 inch lower than the Yamaha YZF-R1, and lower than the Honda CBR1000RR and Kawasaki Ninja ZX-10R, to accommodate a variety of riders and allow the rider to have a low, centered riding position.	32.3 in.	32.9 in.	32.0 in	32.3 in.	32.5 in.	
Suspension Front:	Show Big Piston Fork (BPF), 43mm inverted telescopic, coil spring, oil damped, 4.7-inches wheel travel	The GSX-R1000 features a class-leading, lightweight, race-developed Showa Big Piston Fork (BPF) inverted front suspension providing more effective, more accurate, and more linear damping performance, especially noticeable during hard braking and at corner entry – together with Brembo mono block calipers results in better feedback to the rider and unrivaled handling.	43mm inverted (BPF) fork, 4.3-in. travel	43mm inverted fork, 4.7-in. travel	43mm inverted (BPF) fork, 4.7-in. travel	46mm inverted fork, 4.7-in.travel	50mm inverted fork; 4.72 in.travel	
Suspension Rear:	Showa single shock, fully adjustable, link type, coil spring, oil damped, 5.1-in travel	A Showa single rear shock on the GSX-R1000 features adjustable spring preload and 2-way compression damping adjustment with high-speed and low-speed settings allows for precise settings. Also included is a ride height adjustment system. This race-proven high-performance rear suspension design gives the GSX-R1000 unrivaled handling and performance on the road or track.	Single shock, 5.4-in. travel	Single shock, 4.7-in. travel	Single shock, 5.5-in. travel	Single shock, 5.1-in. travel	Single shock; 5.12 in. travel	
Tires Front:	120/70ZR-17	The GSX-R1000 features a new high-quality Bridgestone S20 120/70ZR 17” front tire that gives riders sportier handling and more confident cornering thanks to its new pattern and MotoGP construction technology, providing unrivaled performance and superior grip in a variety of road conditions.	120/70ZR-17	120/70ZR-17	120/70ZR-17	120/70ZR-17	120/70ZR-17	
Tires Rear:	190/50ZR-17	The GSX-R1000 features a new high-quality Bridgestone S20 190/50ZR 17” rear tire that Provides strong grip with new compound that works in a wider range of temperatures. Tire features quick warm-up, even in low temperature conditions provides unrivaled performance and superior grip in a variety of road conditions.	190/50ZR-17	190/55ZR-17	190/55 ZR-17	190/55ZR-17 200/55ZR-17 /HP4	200/55ZR-17	
Warranty	12 Month unlimited mileage limited warranty	The GSX-R1000 features Suzuki’s 12-month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP).	12 month limited warranty	12 month limited warranty	12 month limited warranty	36 months or 36,000 miles warranty	24 month limited warranty	