

2015 EDGE Product Comparison Guide



Way of Life!



GSX-R1000

GSX-R1000



2015 GSX-R1000 & GSX-R1000 ABS

For more than a decade, the GSX-R1000 has been the most successful motorcycle in liter-class, production-based road racing. It's a distinction gained through a determination to OWN THE RACETRACK, a passion that runs deep among Suzuki engineers. Bred from the same DNA as the GSX-RR1000 Moto GP machines, the GSX-R1000 draws heavily on Suzuki's racing expertise.

Commemorating the marque's 2015 return to Moto GP competition, there are two new limited versions of the GSX-R1000, both turned out with special Suzuki Racing Blue paint and graphics treatment to salute Suzuki's spirit and passion for racing. The new 2015 GSX-R1000A gains ABS to its impressive list of technical credentials.

Since 1985, the GSX-R line has been continuously refined to deliver new levels of performance and agility. Uncluttered through focused engineering, the 2015 GSX-R1000 and GSX-R1000 ABS employ a 999cc four-cylinder, over-square power plant that brings enhanced throttle response across the entire rpm range to dominate whatever road lays ahead of it, track or street.

The Suzuki GSX-R1000 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. Both the GSX-R1000 and GSX-R1000 ABS deliver outstanding braking capabilities with BREMBO monobloc calipers gripping heat-resistant stainless steel brake discs. These bikes maneuver like a dream with a solid chassis design and responsive suspension.

Colors

GSX-R1000 Metallic Triton Blue with MotoGP graphics, & Pearl Mira Red / Metallic Matte Black

GSX-R1000 ABS Metallic Triton Blue with MotoGP graphics

Pricing

GSX-R1000 MSRP \$13,899

GSX-R1000A ABS MSRP \$14,399



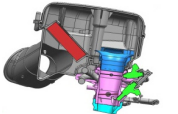
TOP 10 FEATURES



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, and ignition system to suit personal riding preference or road 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 as riding conditions change.



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. **Standard equipment Antilock Brake System (ABS) on the GSX-R1000 ABS** enhances brake performance as the system monitors wheel speeds to match stopping power to available traction.



A Showa rear shock works through aluminum alloy links 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.

MODEL:	2015 Suzuki GSX-R1000	SUZUKI EDGE	2015 Honda CBR1000RR	2015 Yamaha YZF-R1	2015 Kawasaki Ninja ZX-10R	2015 BMW S1000 RR	2015 Ducati Panigale 1299
MSRP:	\$13,899 \$14,399 (ABS)	The GSX-R1000 continues to be the best value in its class by offering more state-of-the-art and practical performance attributes, 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). This real-world performance comes in at a MSRP that is \$400 lower than the Kawasaki Ninja ZX-10R, \$1,601 less than the BMW S1000RR, an astounding \$2,591 lower than the Yamaha YZF-R1 and an incredible \$5,396 lower than the Ducati Panigale 1299. Plus there is now an ABS variant that provides this safety feature at a price well below its competitors.	\$14,199 \$14,999 (ABS) \$17,299 (SP)	\$16,490 \$21,990 (M)	\$14,299 \$15,299 (ABS) \$14,599 (Anniversary) \$15,599 (ABS Anniversary)	\$15,500 \$20,300 (HP4)	\$19,295 \$24,995 (S)
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 connecting rods, forged pistons and iridium spark plugs features even more technological 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. This stout and race proven engine creates incredible acceleration from strong 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 water/oil cooled, inline four-cylinder, 16-valve, DOHC	1285cc liquid-cooled, L-twin cylinder, 8 valve, Desmodromic
Compression Ratio:	12.9:1	A high compression ratio gives the GSX-R1000 a rider-friendly balance of torque and top end performance as compared to the competition. The GSX-R1000's compression ratio is higher than the Honda CBR1000RR and the Ducati Panigale. The BMW, Kawasaki and Yamaha offer similar compression ratios, but the GSX-R1000's combustion chamber design permits efficient mixture burning that not only contributes to performance but outstanding fuel economy.	12.3:1	13.0:1	13.0:1	13.0:1	12.6:1
Bore x Stroke:	74.5mm x 57.3mm	Over square bore and stroke dimensions provide the GSX-R1000 with an optimal balance between horsepower and torque, resulting in a class-leading balance of top end power and acceleration performance. Large race-proven high quality intake & exhaust titanium valves, shot-peened connecting rods, forged pistons and iridium sparks plugs result in championship winning performance.	76.0mm x 55.1mm	79.0mm x 50.9mm	76.0mm x 55.0mm	80mm x 49.7mm	116mm x 60.8mm

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Fuel System:	Suzuki Dual Throttle Valve (SDTV) fuel injection utilizing four 44mm throttle bodies	The GSX-R1000 boasts the exclusive, state-of-the art, Suzuki Dual Throttle Valve (SDTV) electronic fuel injection system, featuring two 12-hole, fine-spray injectors per cylinder, and two butterfly valves in each throttle body barrel. The rider maintains practical control of the throttle via the twist grip that connects to the main butterfly valve using low friction cables. The secondary valve is controlled by the ECM so it maintains high intake velocity that results in seamless performance and improved fuel efficiency that you won't find on any of the competition.	EFI 46mm x 4 throttle bodies	EFI 45mm x 4 throttle bodies	DFI 47mm x 4 throttle bodies	EFI 48mm x 4 throttle bodies	EFI 67mm x 2 throttle bodies
Transmission:	6-speed constant mesh	A close-ratio 6-speed transmission incorporates a back torque-limiter equipped primary driven gear that creates smoother downshifting to help stabilize the chassis during spirited riding or racing. More GSX-R state-of-the-art technology is present with the Suzuki Clutch Assist System (SCAS), which provides quick, efficient clutch operation with superb, low effort feel at the lever while compressing the disc-pack tighter to make sure all of the engine's power is transmitted to the drive line.	6-speed	6-speed	6-speed	6-speed	6-speed
CHASSIS							
Front Brakes:	Dual hydraulic disc brake with full-floating 310mm discs, radial-mount BREMBO 4-piston monoblock calipers	The GSX-R1000's high-performance twin disc front brakes were 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. The GSX-R1000 ABS also uses these top-shelf components in addition to a compact Antilock Brake System (ABS) controller that further enhances stopping performance.	Dual disc, 320mm discs	Dual disc, 320mm discs	Dual disc, 310mm discs	Dual disc, 320mm discs	Dual disc, 330mm discs
Rear Brakes:	Disc brake, 220mm disc, single-piston caliper.	A lightweight 220mm single disc rear brake works with a lightweight single-piston Nissin caliper mounted above the swing arm. The rear brake pedal linkage is designed to modulate the single piston rear caliper to provide riders with the controlled touch required for precise riding. The GSX-R1000 ABS also uses these top-shelf components in addition to a lightweight Antilock Brake System (ABS).	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 245mm disc
Curb Weight:	448 lbs. (203kg), 452 lbs. (ABS)	The GSX-R1000 is three pounds lighter than the BMW 1000R, and offers the most state-of-the art performance features in its class at a competitively light curb weight. The GSX-R1000 ABS brings additional brake system features to the motorcycle, adding only four pounds of total weight.	440.9 lbs. 467.3 lbs. 440.9 lbs.	439 lbs. 441 lbs. (CA) 443 lbs. (M)	443.2 lbs.	451 lbs. (ABS) 439 lbs. (HP4)	420 lbs.

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Final Drive:	Chain, DID50VAZ, 114 links	The GSX-R1000 features a high-quality D.I.D. brand 114-link chain drive, reliably delivering maximum performance from the motorcycle's strong 999cc fuel-injected 4-stroke engine.	O-ring chain	O-ring chain	O-ring chain	O-ring chain	O-ring chain
Fuel Tank:	4.6 US gal. (17.5L) 4.4 US gal. (16.5L) CA	The 4.6 gallon fuel tank on the GSX-R1000, along with the motorcycle's efficient Suzuki fuel-injected engine produces outstanding fuel efficiency & power, easily accommodates long rides, while keeping the bike lightweight and agile. The shape of the fuel tank was carefully sculpted to fit within the cockpit space to ensure rider control and comfort.	4.6 US gal.	4.5 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 – 1.2 inches shorter than the Kawasaki Ninja ZX-10R and 1.15 inches shorter than a Honda CBR1000RR, for superior maneuverability and responsive handling through corners. This also keeps the motorcycle compact for parking or accepting a quality, protective cover.	81.65 in.	80.9 in.	81.7 in.	80.8 in.	81.1 in.
Wheelbase:	55.3 in. (1405mm)	The GSX-R1000 matches the shortest wheelbase in its class, over an inch shorter than the Ducati Panigale 1299 and about an inch shorter than the Kawasaki ZX-10R, offering excellent handling, maneuverability, and performance.	55.5 in.	55.3 in.	56.1 in.	56.6 in.	56.6 in.
Seat Height:	31.9 in. (810mm)	The GSX-R1000 features the lowest seat height in its class – 1.8 inches lower than the Yamaha YZF-R1, and lower than the BMW S1000RR, Honda CBR1000RR, Ducati Panigale 1299 and Kawasaki Ninja ZX-10R. This reasonable seat height accommodates a variety of riders and allows the rider to have a low, centered riding position and be able to touch the ground with more confidence at stops.	32.2 in.	33.7 in. 33.9 in. (M)	32.0 in.	32.1 in.	32.68 in.
Front Suspension:	Showa Big Piston Fork (BPF), 43mm inverted telescopic, coil spring, oil damped, 4.7-inches wheel travel	The GSX-R1000 features 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. The motorcycle is also equipped with an electronically controlled steering damper to offer additional control at higher road speeds but a lighter steering touch at lower speeds.	43mm inverted fork, 4.3-in. travel	43mm inverted fork, 4.7-in. travel	43mm inverted fork, 4.7-in. travel	46mm inverted fork, 4.7-in.travel	50mm inverted fork, 4.72 in.travel 43mm inverted fork, 4.72 in.travel (S-model)

MODEL:	2015 Suzuki GSX-R1000	SUZUKI EDGE	2015 Honda CBR1000RR	2015 Yamaha YZF-R1	2015 Kawasaki Ninja ZX-10R	2015 BMW S1000 RR	2015 Ducati Panigale 1299
Rear Suspension:	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 two-way compression damping adjustment with high-speed and low-speed settings allowing for precise suspension tuning. 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, 4.7-in. travel	Single shock; 5.12 in. travel
Front Tires:	120/70ZR-17	The GSX-R1000 features a high-quality Bridgestone S20 120/70ZR 17" front tire that gives riders sportier handling and more confident cornering thanks to its unique tread pattern and MotoGP multi-compound 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
Rear Tires:	190/50ZR-17	The GSX-R1000 features a high-quality Bridgestone S20 190/50ZR 17" rear tire that provides strong grip with its multiple compound rubber and composite carcass that works in a wider range of temperatures. These tires will warm to optimal operating temperatures quickly, even in low temperature conditions so the motorcycle can perform using the tire's superior grip in a variety of road conditions.	190/50ZR-17	190/55ZR-17 200/55ZR-17 (M)	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). Suzuki's SEP plans not only extend the length of coverage but include additional benefits during the factory warranty's term.	12 month limited warranty	12 month limited warranty	12 month limited warranty	36 months (or 36,000 miles) limited warranty	24 month limited warranty