

EDGE Product Comparison Guide

2017 GSX-R600



GSX-R 600

SUZUKI

GSX-R 600



Suzuki Drive-mode Selector (S-DMS) and automatic Electronic Steering Damper helps the rider control the motorcycle with confidence.

Trim, compact and agile chassis handles each corner with precision. The entire motorcycle is fitted with quality components usually reserved for larger, more expensive motorcycles.

Fully adjustable SHOWA suspension and strong BREMBO Monobloc front brakes complement the aluminum twin-spar frame.

Fuel-injected 599c liquid-cooled, DOHC 16-valve four-cylinder engine delivers robust, linear power through entire RPM range.



Sharp GSX-R styling was developed on the racetrack, yet this motorcycle interfaces with the rider in a surprisingly comfortable fashion.

2017 GSX-R600 Overview

The Suzuki GSX-R600 is a class-leading sport bike worthy of its race-winning GSX-R heritage. Whether you're carving through your favorite canyon or dominating the racetrack, it offers unparalleled performance. A compact, powerful 4-cylinder engine demonstrates the advanced race-proven technology of the GSX-R line when you hit the throttle and push it to redline, while supremely refined suspension systems front and rear help provide precise, responsive handling. Wrapped in aerodynamic and lightweight bodywork that's lifted from the race track, the GSX-R600 can not only win races, it can win envy.

For twenty-five years the GSX-R600 has blended a strong Suzuki inline four engine with a nimble chassis, intertwined with smart technology and features to dominate the middleweight sportbike class and the racetrack. Riders selecting a GSX-R600 over a Honda CBR600RR can keep \$291 in their wallet, while selecting the Suzuki saves \$500 compared to the Kawasaki ZX-6R. The Yamaha YZF-R6 is \$1000 more expensive than the Suzuki, while the MV Augusta F3 675 is a shocking \$3099 more than the well-balanced GSX-R600.

Model: GSX-R600L7
Pricing: MSRP \$ 11,199
Colors: Glass Sparkle Black/Marble Daytona Yellow, Mate Black/Gloss Sparkle Black, or Metallic Triton Blue

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GSX-R 600

TOP 10 FEATURES



High-revving, potent 599cc 4-stroke, liquid-cooled inline 4-cylinder engine features aggressive camshaft profiles, shot-peened con-rods, chrome-nitride-coated upper compression and oil control rings, pentagonal ventilation holes and a race-proven over square bore/stroke ratio for outstanding engine performance on the road or track.



Suzuki Drive Mode Selector (S-DMS) offers handlebar-mounted, push-button selection of two modes that change the engine power delivery to suit personal preference or riding conditions, such as going from the street to a racetrack. S-DMS allows the rider to select full engine power or reduced power with softer throttle control when desired.



Lightweight, aerodynamic bodywork, with twin vertically-stacked headlights, features aggressive styling and uses fewer panels that are thinner with less overlap, less seams and reduced front and rear overhang to reduce bodywork weight without compromising Suzuki's strict quality and durability standards.



Twin lightweight, radial-mounted four-piston Brembo monobloc calipers with full-floating 310mm discs provide class-leading braking performance and aid handling. The 32mm caliper pistons are staggered to promote even pad wear, the trailing pistons offset relative to the pad centerline.



Electronically controlled steering damper automatically 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.



Low-mass and compact twin-Spar aluminum frame is constructed of five, precision cast sections producing a chassis that's lightweight and strong. The bridged, cast aluminum swingarm is equally light and rigid.



The lightweight Showa Big Piston Front Fork (BPF) eliminates complex valve parts and uses a single large-diameter piston to control damping force. This endurance-race-proven design, along with a fully adjustable Showa rear shock, delivers more effective, linear damping performance, resulting in better feedback to the rider for superlative handling.



Analog and digital instrument panel features a sweep-face tachometer with LCD readouts of the speedometer, odometer, dual trip meter, reserve countdown, clock, coolant temperature/oil pressure indicator, programmable shift light, S-DMS and gear position indicators, plus the built-in lap timer.



Suzuki Dual Throttle Valve (SDTV) fuel injection system gives the GSX-R600 unrivaled performance and great fuel economy. This design features two fine spray 8-hole injectors for each cylinder for improved fuel atomization and two 40mm butterfly valves per throttle body, providing more linear throttle response, increased torque and reduced emissions.



The 3-way adjustable foot pegs help offer a comfortable, ergonomic riding position for a variety of riders. An optional, color-matched tail cowl is available to replace the passenger seat for solo riding style or track days.

MODEL:	2017 Suzuki GSX-R600	SUZUKI EDGE	2016 Honda CBR600RR	2016 Kawasaki ZX-6R	2016 MV Augusta F3 675	2017 Yamaha YZF-R6
MSRP:	\$11,199	<p>The Suzuki GSX-R600 is a class-leading sport bike worthy of its race-winning GSX-R heritage. Whether you're carving through your favorite canyon or dominating the racetrack, it offers unparalleled performance. A compact, powerful 4-cylinder engine demonstrates the advanced race-proven technology of the GSX-R line when you hit the throttle and push it to redline, while supremely refined suspension systems front and rear help provide precise, responsive handling. Wrapped in aerodynamic and lightweight bodywork that's lifted from the race track, the GSX-R600 can not only win races, it can win envy.</p> <p>For twenty-five years the GSX-R600 has blended a strong Suzuki inline four engine with a nimble chassis, intertwined with smart technology and features to dominate the middleweight sportbike class and the racetrack. Riders selecting a GSX-R600 over a Honda CBR600RR can keep \$291 in their wallet, while selecting the Suzuki saves \$500 compared to the Kawasaki ZX-6R. The Yamaha YZF-R6 is \$1000 more expensive than the Suzuki, while the MV Augusta F3 675 is a shocking \$3099 more than the well-balanced GSX-R600.</p>	\$11,490	\$11,699 (\$12,699 w/ABS)	\$14,298	\$12,199
ENGINE						
Engine:	599cc, 4-stroke, 4-cylinder, liquid-cooled, DOHC 16-valves	The potent 600cc 4-stroke, liquid-cooled engine in the GSX-R600 features more state-of-the-art features and race-developed technology than the competition, including camshaft refined via through MotoGP use, shot-peened connecting rods, chrome-nitride coated upper compression and oil control rings, and pentagonal ventilation holes – all of which provide the GSX-R600 with stunning power to match its impressive handling. Even with the same engine size as the Honda CRB600RR and Yamaha YZF-R6, 37cc less displacement than the Kawasaki ZX-6R, and 76cc less displacement than the expensive MV Augusta F3 675, the GSX-R600 propels its diminutive chassis with breathtaking results.	599cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	636cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	675cc liquid-cooled, 3-cylinder, 4-stroke, DOHC 12-valves	599cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves
Bore & Stroke:	67.0 x 42.5mm	Oversquare bore and stroke dimensions provide the GSX-R600 with an optimal balance between horsepower and torque and allows a higher RPM - resulting in class-leading performance and unmatched acceleration compared to the 600cc competition.	67.0 x 42.5mm	67.0 x 45.1mm	79.0 x 45.9mm	67.0 x 42.5mm

MODEL:	2017 Suzuki GSX-R600	SUZUKI EDGE	2016 Honda CBR600RR	2016 Kawasaki ZX-6R	2016 MV Augusta F3 675	2017 Yamaha YZF-R6
Compression Ratio:	12.9:1	The GSX-R600 features an optimal compression ratio 12.9:1, resulting in maximum performance and improved engine efficiency. This ratio and the efficient combustion chamber design permits the engine to use 90-octane fuel which is considered mid-grade and is priced lower than premium.	12.2:1	12.9:1	13.0:1	13.1:1
Rider Aids:	Suzuki Drive Model Selector (S-DMS)	The Suzuki Drive Mode Selector (S-DMS) on the GSX-R600 lets rider's select engine power delivery to match preferences or riding conditions. The system's control over engine output feels so smooth and natural, it does not detract from riding enjoyment. The rider can select one of two modes. Easily controlled via a handlebar mounted rocker switch. Mode A delivers strong acceleration is suitable for spirited riding by skilled riders when the road conditions are very good. Mode B provides a very smooth power delivery. This is well suited for poor road conditions (debris or water are present).	None	Traction Control & Power Mode Selector	Traction Control & Quick-shift	Traction Control & Power Mode Selector
Fuel System:	Suzuki Electronic Fuel Injection utilizing 40mm Suzuki Dual Throttle Valve (SDTV) equipped throttle bodies	The GSX-R750 boasts the exclusive, state-of-the art, Suzuki Dual Throttle Valve (SDTV) electronic fuel injection system, featuring dual 8-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 throttle, and the secondary valve is controlled by the ECM system. This SDTV system delivers excellent drivability and coupled with the GSX-R600's Suzuki Ram Air Direct (SRAD) system, helps the motorcycle deliver additional horsepower as road speed increases.	EFI	EFI	EFI	EFI
Final Drive:	Chain (RK sealed 525 O-ring)	The GSX-R600 comes with a special-strength, high-quality chain that has lubricants sealed inside the plates and rollers via O-rings for long life and quiet operation. The 525 size chain was specially developed to handle the performance from the bike's engine but is lightweight in comparison to the chains used on the many of its competitors.	Chain	Chain	Chain	Chain
Transmission:	6-speed constant mesh	The GSX-R600 features a 6-speed close-ratio transmission with vertically staggered shafts that reduce overall engine length and weight, providing legendary GSX-R championship-winning performance. The GSX-R600's gearbox features close gear ratios giving it better take-off, straight-line acceleration and drive out of corners than the competition.	6-speed	6-speed	6-speed	Chain

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CHASSIS						
Front Brakes:	Twin 310mm discs, four-piston BREMBO Monobloc calipers	The epitome of braking performance in the class, the GSX-R600 has a lightweight, hollow three-spoke cast aluminum front wheel fitted with two, large 310mm floating brake rotors gripped by BREMBO monobloc hydraulic, quad-piston calipers that deliver superb braking performance.	Dual 310mm discs, 4-piston calipers (ABS equipped)	Dual 310mm discs, 4-piston calipers (ABS optional)	Dual 320mm discs, 4-piston calipers (ABS equipped)	Dual 320mm discs, 4-piston calipers (ABS equipped)
Rear Brakes:	Single 220mm disc, single-piston NISSIN caliper	Mounted to a lightweight cast aluminum rear wheel, the GSX-R600 has a 220mm rear rotor and strong NISSIN brake caliper provide controllable, consistent stopping power for reliable stopping performance.	Single 220mm disc, twin piston caliper (ABS equipped)	Single 220mm disc, twin piston caliper (ABS optional)	Single 220mm disc, twin piston caliper (ABS equipped)	Single 220mm disc, twin piston caliper (ABS equipped)
Curb Weight:	412 lbs. (187 kg)	The GSX-R600's 412-lb curb weight is competitively appropriate for the 600cc sportbikes class. It is similar to the weight of the Honda CBR600RR, and is 7 pounds less than the Yamaha YZF-R6, and over 15 pounds less than the Kawasaki ZX-6R.	410.0 lbs.	427.8 lbs.	381.4 lbs. <i>(Dry weight)</i>	419.0 lbs.
Fuel Tank:	4.5 US gal. (17.0L) CA Model 4.2 US gal. (16.0L)	A large 4.5 gallon fuel tank is an optimal size to accommodate long rides, while keeping the GSX-R600 lightweight and agile. The Suzuki fuel-injected engine in the GSX-R600 is also well-suited for extended range riding, producing excellent power and performance with exceptional fuel efficiency.	4.8 US gal.	4.5 US gal.	4.36 US gal.	4.5 US gal.
Wheelbase:	54.5 in. (1385mm)	The GSX-R600 features a competitive wheelbase offering superb handling and performance. The GSX-R600's 54.7 inch wheelbase (shorter than the Kawasaki ZX-6R and similar to other 600cc sportbikes) better centers the combined rider/machine mass between the wheels, improving racetrack cornering and also shortening the reach between the seat and the handlebars. Careful positioning of the swingarm pivot location, made possible by the engine design, also contributes to the motorcycle's superb handling behavior.	53.9 in.	54.9 in.	54.3 in.	54.1 in.
Overall Length:	79.9 in. (2030mm)	The GSX-R600 has a shorter overall length than any 600cc supersport bike, with less front and rear overhang, resulting in superior handling and performance on the road or track. Careful design has produced a comfortable rider's cockpit and appropriate passenger accommodations that are not common for motorcycles of this size.	Not published	82.1 in.	81.01 in.	80.3 in.

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Overall Width:	28.0 in. (710mm)	Due to its well-designed four cylinder engine, the GSX-R600 is narrow and maneuverable with a 28-inch overall width that is as trim as most 600cc supersport bikes. The engine and sleek fairing are actually narrower than the specification indicates as the fairing-mounted mirrors provide an excellent rear view for maneuvering through traffic.	Not published	27.8 in.	28.5 in.	27.4 in.
Seat Height:	31.9 in. (810mm)	The GSX-R600 has an ideal 31.9-inch seat height that is the lowest of any Japanese 600cc supersport bike. This low seat and it's carefully crafted shape were designed to make it easier for riders to comfortably put both feet on the ground when stopped. The passenger seat and grab bar can be swapped out with a solo tail cowl to complete the racing heritage look.	32.3 in.	32.7 in.	31.7 in.	33.5 in.
Front Suspension:	Showa BPF-type, 41mm inverted telescopic, coil spring, oil damped, adjustable spring preload, compression & rebound damping: 4.7 in (120mm) travel	The GSX-R600 features the race-developed lightweight Showa Big Piston Fork (BPF) inverted front suspension. The BPF suspension eliminates complex valve parts and uses a single large-diameter piston to control damping force. This endurance-race-proven design has strong axle clamps to support the powerful BREMBO front brakes while delivering effective, linear damping performance that results resulting in better feedback to the rider for superlative handling.	41mm inverted telescopic forks, (travel not published)	41mm inverted telescopic forks, 4.7 in. travel	43mm inverted telescopic forks, 4.9 in. travel	43mm inverted telescopic forks, 4.7 in. travel
Rear Suspension:	Showa, link type, coil spring, oil damped, adjustable 7-step spring preload & rebound damping; 5.1 in (129.5mm) travel	The GSX-R600 boasts a strong, braced superbike-style aluminum swingarm and link-type rear Showa shock with spring preload and damping force adjustment provides better stability and consistent performance on a variety of road and racetrack conditions as compared to the competition. The GSX-R600 matches the rear suspension travel of the Honda CBR600RR, is 0.7 inches more than the MV Augusta F3 675, and 0.8 inches more than the 2017 YZF-R6.	Link style single shock, 5.1 in. travel	Link style single shock, 5.3 in. travel	Link style single shock, 4.8 in. travel	Link style single shock, 4.7 in. travel
Front Tire:	120/70-ZR17	Fitted to a 3-inch wide, three hollow-spoke cast aluminum wheel, the premium radial front tire on the GSX-R600 is designed for maximum grip. The tire's belting is configured to maximize the stopping power from the large, twin front brake rotors.	120/70-17	120/70-17	120/70-17	120/70-17

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Rear Tire:	180/55-ZR17	Mounted to GSX-R600's 5.5-inch wide cast aluminum rear wheel is a high-quality 180/55ZR 17" rear tire that compliments the performance and grip characteristics of the front tire. This tire's belting is configured to best transmit the power from the GSX-R600's engine.	180/55-17	180/55-17	180/55-17	180/55-17
Color:	Glass Sparkle Black/Marble Daytona Yellow, Mat Black/Glass Sparkle Black, or Metallic Triton Blue	The GSX-R600 is proudly offered in a two-tone black and yellow scheme, or a flat and glossy black, or a blue MotoGP motif. Each version displays the iconic GSX-R logo on each side of the fairing denoting that this GSX-R600 is continuing the legend that dominates the racetrack.	Black/White	Gray/Black	White, Red, or Silver	Black, Blue or White/Silver
Warranty	12 Month Unlimited Mileage Limited Warranty	The GSX-R600 is delivered with a 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP). These plans add years of protection, and can be transferred to the next owner and help maintain resale value.	12 month limited warranty	12 month limited warranty	24 month limited warranty	12 month limited warranty