



Way of Life!



GSX-R 1000/R



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- Always wear a helmet, eye protection and protective clothing.
- Enjoy riding safely.
- Read your Owner's Manual carefully.
- Never ride under the influence of alcohol or other drugs.

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Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.



Way of Life!



12 titles in 15 years
WORLD ENDURANCE CHAMPIONSHIP



8 wins in 15 years
24 hours of Le Mans



10 titles in 15 years
AMA SUPERBIKE CHAMPIONSHIP



11 wins in 15 years
Bold'or 24HOURS ENDURANCE

Introducing the all-new Suzuki GSX-R1000 and GSX-R1000R.

It has been three decades and more than a million sold since the GSX-R line was born.

More than 15 years since the GSX-R1000 transformed the open sportbike class.

Now, the 6th-generation GSX-R1000 is redefining what it means to be The Top Performer. It embodies the life work of Suzuki engineers who are passionate about the GSX-R1000 and its place in motorcycle history. Men who love riding and racing, determined to restore the GSX-R1000 to its throne as The King of Sportbikes.

It is the most powerful, hardest-accelerating, cleanest-running GSX-R ever built.

It is also the most compact, the most aerodynamic and the best-handling GSX-R1000, with smoother throttle response and better combustion efficiency. With a supremely effective electronic engine management system that doesn't require a degree in engineering to understand, and doesn't need a squad of computer technicians to make work.

Above all, it is a GSX-R. Built to run right and be reliable, designed to help make everybody a better rider. Engineered using experience gained over 30+ Years of Domination in production-based Superbike, Superstock and Endurance races worldwide, combined with new proprietary technology developed in the MotoGP World Championship.

It is the most advanced, most exciting Suzuki GSX-R in history, with an aggressive new look to match.

Available in two versions, the standard GSX-R1000 and the limited-production GSX-R1000R.

Both versions come fully equipped for the street, ready for licensing. But take off the mirrors and the license plate and tape the lights and they're also ready for closed-course fun.

The heart of a racebike beats in every GSX-R1000 and GSX-R1000R, delivering an invitation: Own The Racetrack.



Own The Racetrack

An All-New, Integrated Design

It started with a goal: Reclaim the GSX-R1000's sportbike performance leadership.

The discussion went from there. The fundamental capabilities that make a great sportbike were distilled down to three words: Run. Turn. Stop. Make the new GSX-R1000 run better, turn better and stop better than any other sportbike.

Run: Build an all-new, more compact and lighter engine with class-leading power, delivered smoothly and controllably across a broad rpm range, equally suited for driving hard out of a racetrack corner or accelerating effortlessly onto a public highway.

Turn and Stop: Design an all-new, more compact chassis delivering nimble handling with excellent front-end feel and braking, as useful for trail-braking on the racetrack as for rolling into tight corners on a country road. Add advanced electronics that aren't too complicated to actually use, plus bodywork with refined aerodynamics that reduce drag at top speed on the racetrack and improve rider comfort on brisk street rides.

In short, develop a new, unmatched combination of reliability, durability, usability and overall performance with excellent racing potential in a package that works as well for street riders as it does for track-day riders and amateur or professional racers.

The work was in the details. Engine dimensions, shape, and positioning affect wheelbase and swingarm length and overall handling, as well as the room available for the fuel tank and air cleaner box and ram-air intake ducts and the width of the frame itself. The frame and chassis design can equally affect engine design, packaging and positioning, including cylinder angle and the throttle body downdraft angle—which in turn can affect combustion efficiency and throttle response and overall performance. It's all connected.

Cue the Suzuki Integrated Design approach, with a dedicated team of talented engine, chassis, electronic and aerodynamic engineers working together on the overall design of a groundbreaking sportbike.



A Compact Engine, Making More Power Across A Broader Range



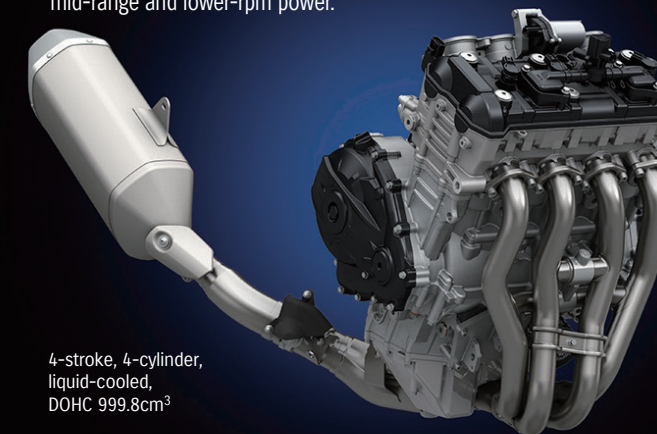
GSX-R1000R

The design team quickly settled on basic engine design goals. The new engine would rev higher and make more peak horsepower, while maintaining excellent low-to-mid-range power and drive. It would be a compact and lightweight Inline Four, DOHC with chain cam drive and four titanium valves per cylinder set at narrow angles, with a more over-square bore/stroke ratio, a higher redline and a higher compression ratio.

The details started with bore and stroke of 76 mm x 55.1 mm and 999.8 cm³ of displacement. Followed by a new valve train developed in MotoGP competition, using thinner-wall, hollow camshafts operating lighter, F1-style pivoting finger followers. Each finger follower is 6 grams lighter than a conventional bucket tappet (10 grams vs. 16 grams), and because each follower pivots on a fixed shaft, its moving mass is just 3 grams. The lighter moving mass allows maximum engine rpm and valve lift to be increased while improving valve response and maintaining accurate valve control. Each finger follower in the GSX-R1000 is designed based on the actual followers used in the GSX-RR MotoGP racebike, including a DLC coating to increase durability.

Finger followers positioned between the valves and the cam lobes are by nature thicker than the top of conventional bucket tappets. To minimize the resulting increase in overall cylinder head height, conventional aluminum valve spring retainers are replaced with thinner, steel valve spring retainers.

The exhaust valves are now made out of titanium instead of steel, are slightly smaller (measuring 24 mm instead of 25 mm) and are lighter (by 8.2 grams each). The reduction in exhaust valve weight contributes to the new engine's ability to reliably turn higher rpm, and slightly larger (31.5 mm instead of 30 mm) titanium intake valves help add high-rpm power. But exploiting the higher engine speed and increasing the high-rpm power without affecting lower and mid-rpm power presented a challenge. The valve timing needed for higher peak power also reduces mid-range and lower-rpm power.

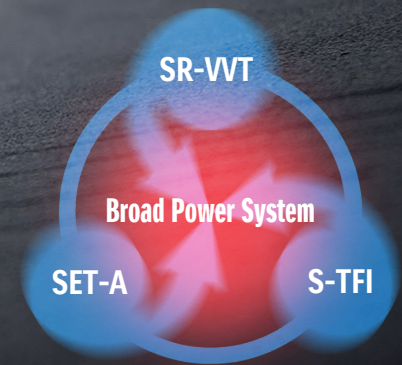


4-stroke, 4-cylinder,
liquid-cooled,
DOHC 999.8cm³



GSX-R1000R

Broad Power System

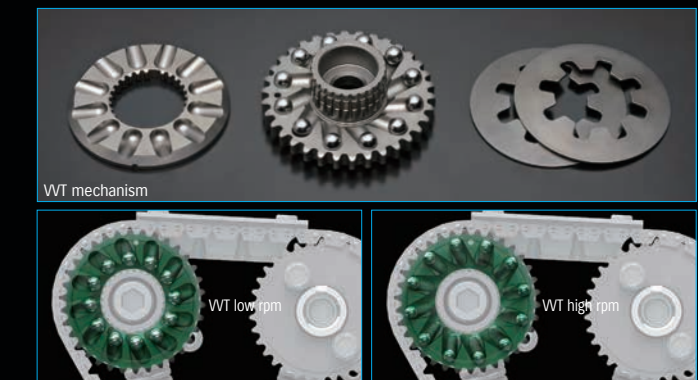


The Suzuki Racing VVT (SR-VVT), Suzuki Exhaust Tuning-Alpha (SET-A), and Suzuki Top Feed Injector (S-TFI) systems combine to make the Broad Power System, increasing high-rpm performance without reducing low and mid-range performance. The result is strong, linear power and enhanced acceleration throughout the rpm range.

The solution was the Suzuki Racing Variable Valve Timing (SR-VVT) system developed in MotoGP racing. Unlike complicated systems used by other manufacturers, the SR-VVT system is simpler, more compact, and lighter. The system is built into the intake cam sprocket and an adjacent guide plate, using 12 steel balls positioned between slanted radial grooves in the intake cam sprocket and straight radial grooves in the guide plate attached directly to the camshaft. As centrifugal force moves the balls outward at high rpm, the offset grooves align, rotating the position of the cam sprocket on the camshaft and retarding intake cam timing, adding significantly to high-rpm power.

The beauty of the SR-VVT system is in its compact simplicity, light weight, reliability and seamless operation. Centrifugal force is constantly produced when the engine is running, and is free in that it does not use

power that could otherwise turn the rear wheel. For more than a decade, racers have not been able to feel when the system moved to change the valve timing. What they have been able to feel is a seamless, significant increase in high-rpm power, without sacrificing any low or mid-range. And the system is built into existing parts, takes up no extra room in the engine, with a minimal weight increase.



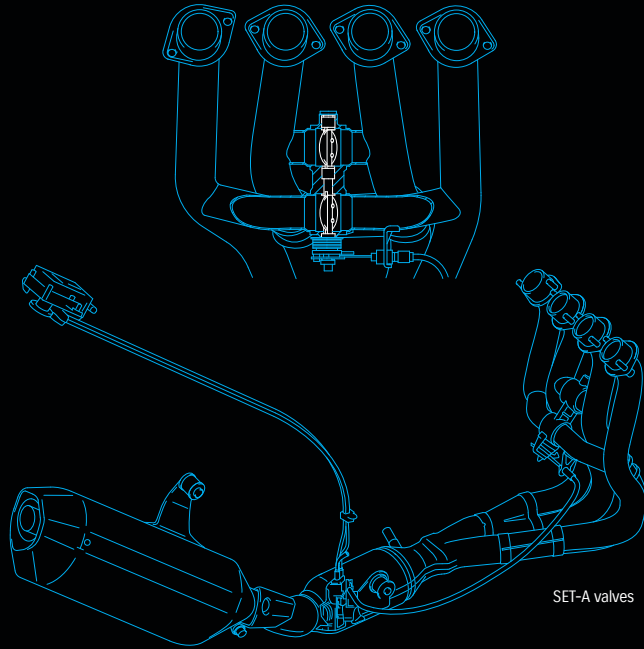
WT mechanism

WT low rpm

WT high rpm

The new GSX-R1000's 4-into-2-into-1 thin-wall stainless-steel Suzuki Advanced Exhaust System (S-AES) is also designed to increase high-rpm horsepower without reducing mid-range and lower-rpm power. GSX-R1000 models have long used a servo-operated Suzuki Exhaust Tuning (SET) butterfly valve built into the mid-pipe to help maximize torque throughout the rpm range by optimizing back pressure based on engine rpm, throttle position and gear position. But the new GSX-R1000's exhaust system improves on that idea with the addition of new Suzuki Exhaust Tuning-Alpha (SET-A) butterfly valves.

A header balance tube connects the head pipes for cylinders #1 and #4, and another header balance tube connects the head pipes for cylinders #2 and #3, a design feature that normally increases high-rpm power at the



SET-A valves



GSX-R1000R

expense of mid-range and lower-rpm power. Suzuki engineers added a servo-operated SET-A butterfly valve in each header balance tube, which remains closed to enhance mid-range and low-rpm power, then opens at high rpm to add significant top-end power.

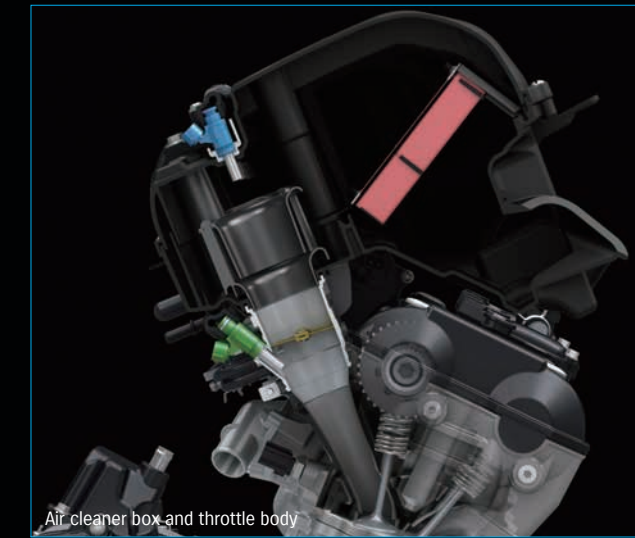
Each forged aluminum piston has short skirts and cutaway sides to reduce weight and friction, a DLC-coated wrist pin to reduce friction and a carefully shaped piston dome to increase compression while also enhancing combustion efficiency. The L-shaped upper compression ring is pushed out against the cylinder wall by combustion pressure, reducing blow-by and improving sealing. The oil control ring features a chrome-nitride coating, which is harder and smoother than conventional chrome plating, reducing friction, increasing durability, and also enhancing sealing.

The pistons are carried by chrome-molybdenum steel connecting rods with a carburized surface treatment to increase strength. The cylinders are built into the upper crankcase casting and are plated with Suzuki's own race-proven nickel-phosphorus-silicon-carbide bore coating known as SCEM (Suzuki Composite Electrochemical Material), reducing friction and improving heat transfer, durability and ring seal.

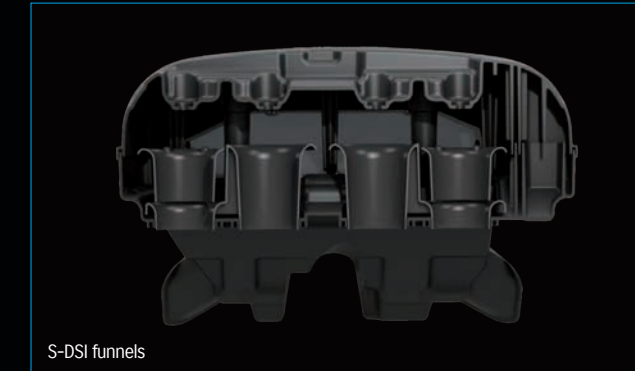
Cutouts in the sides of the cylinder bores (below the piston stroke) allow air trapped underneath each descending piston to quickly escape to adjacent cylinders where pistons are rising. The cutouts minimize internal crankshaft air-pressure resistance to downward piston movement, reducing mechanical power loss, and contributing to better ring seal.

Careful design of internal passageways increased the rate at which coolant flows through the cylinder head and dramatically improved heat transfer. A new, higher-capacity radiator equipped with dual fans helps make the cooling system more efficient even with a smaller volume of coolant, contributing to weight reduction.

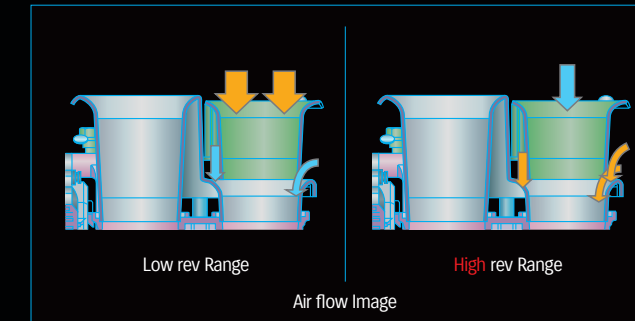
The close-ratio six-speed transmission has the previous model's internal ratios and vertically staggered shafts to reduce overall engine length. But the gears are redesigned to handle the power increase. A new Suzuki Clutch Assist System (S-CAS) uses a pressure plate with built-in engagement ramps and cams. The S-CAS design automatically reduces pressure on the plates, (increasing slip and limiting back-torque), during deceleration, downshifts and hard braking on the racetrack. The system also reduces slip by increasing mechanical pressure on the plates during acceleration, allowing the use of lighter clutch springs and making it easier to pull in the clutch lever.



Air cleaner box and throttle body



S-DSI funnels



Low rev Range

High rev Range

Air flow Image

Ride By Wire Throttle Bodies

The new throttle bodies are 19 mm shorter, simpler, lighter and more compact than the previous model's throttle bodies, with a larger bore (46 mm versus 44 mm). Each one has a single butterfly valve controlled by an advanced electronic engine management system, and each cylinder is fed by two ultra-fine-atomization 10-hole injectors. One injector is mounted at a steep angle in the throttle body itself and operates any time the engine is running. A second showerhead injector—also known as a Top Feed Injector (TFI)—is mounted in the top of the air cleaner box, directly over each throttle body's intake funnel (or velocity stack), and operates at higher rpm. The TFI showerhead injector delivers additional fuel in an improved spray pattern designed to enhance combustion efficiency, throttle response and top-end power.

Suzuki Dual-Stage Intake (S-DSI) System

The new S-DSI system delivers advantages of variable-length intake funnels (or velocity stacks) without extra weight, complexity, or cost. The S-DSI funnels use a new stacked, dual-stage design, with a longer funnel positioned over a short funnel, and a gap in between. The dual-stage S-DSI funnels are fitted to cylinders #1 and #4, with conventional funnels fitted to cylinders #2 and #3. Shorter conventional funnels are better for high-rpm power and longer conventional funnels are better for low and mid-range power. Thanks to the physics of air flow, S-DSI funnels provide the best of both, acting like a longer funnel at low and mid rpm, and acting like a shorter funnel at higher rpm.

At low and mid rpm, most of the air flows through the longer, upper funnel into the short funnel, increasing low-end and mid-range power. At higher rpm, more air flows around the base of the longer upper funnel and directly into the short lower funnel, increasing top-end power. Using two S-DSI funnels and two conventional funnels helps produce a broader powerband and a seamless transition from low and mid-range into the high-rpm range.

Advanced IMU-Based Electronics To Help Manage An Exciting Ride

The IMU-based advanced engine management system is operated by a 32-bit dual processor ECM (Engine Control Module). As the rider turns the handlebar twist grip, the ECM reads throttle position, crankshaft position and rpm, gear position, front and rear wheel speed, IMU position, and exhaust oxygen content. The system then opens or closes the throttle body butterfly valves and increases or reduces the amount of fuel injected to maximize intake charge velocity and produce the most efficient and complete combustion possible. The result is more linear throttle response along with more power, more torque and reduced emissions across the rev range.

IMU To Track Motorcycle Motion

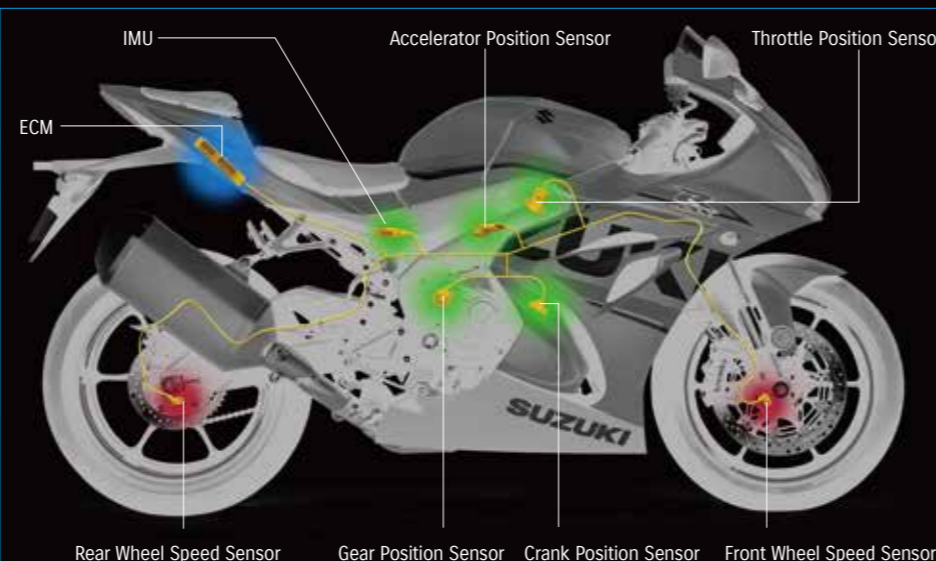
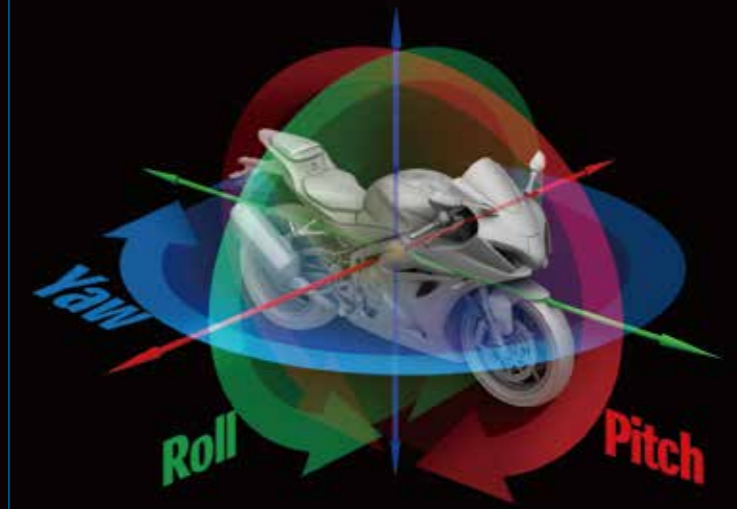
The new GSX-R1000's advanced electronic management system incorporates feedback from a Continental Inertial Measurement Unit (IMU) which tracks the motion and position of the motorcycle in 6-directions, along 3-axis, Pitch, Roll and Yaw. Monitoring these motorcycle motions in real time allows traction, braking and cornering control to be more precise and effective. The GSX-R1000's IMU-based systems are a product of advanced engineering, developed in MotoGP competition.

Suzuki Drive Mode Selector (S-DMS) And Motion Track TCS (Traction Control System)

Using the S-DMS switch on the left handlebar, the rider can select three different mapping and engine power delivery settings designed to match power delivery to various ambient conditions, such as riding on different racetracks, or on tight and twisty roads, or in urban settings, or in traffic, or on straight and open highways. The rider can change the power mode while riding, as long as the throttle is closed. Note: Full power is available in all three modes.

The S-DMS system works with the 10-level Motion Track TCS system, offering the rider a wide variety of power delivery and control choices.

IMU / 6-directions, along 3-axis, Pitch, Roll and Yaw.



Motion Track TCS (Traction Control System)

Suzuki's advanced Motion Track TCS allows the rider to select 10 different levels of traction control intervention, depending upon road or racetrack conditions as well as personal preference and experience. The power mode and level of TCS intervention can be changed while riding, as long as the throttle is closed.

The Motion Track TCS continuously monitors front and rear wheel speed, throttle position, crankshaft position, gear position, and motorcycle motion, and quickly reduces engine power output when a loss of traction is detected or predicted. Power output is controlled by managing ignition timing and throttle valve position.

Motion Track TCS reads sensor input every 4-milliseconds (0.004-second), for precise response. And by using input from the IMU (Inertial Measurement Unit), the ECM can calculate the motorcycle's motion in 6-directions (along 3-axis, Pitch, Roll and Yaw), for more precise traction control.

A Choice Of 10 Levels Of Motion Track TCS Intervention

The rider can choose from 10 levels of Motion Track TCS intervention:

Mode 1 is the minimum, Mode 10 is the maximum intervention level. Modes 1-4 are designed for racetrack riding; Modes 5-8 are designed for street riding; and Modes 9-10 are designed for slippery road conditions. Modes 1-4 allow some rear-wheel spin on the racetrack, for the experienced rider who prefers minimal electronic intervention. In Modes 5-8, the Motion Track TCS intervenes earlier than it does in Modes 1-4. When the motorcycle reaches a specific lean angle, the system softens the throttle response and power delivery for easier control using the throttle twist grip. When wheel spin or slide is detected, the system immediately reduces power. Modes 9-10 are designed for slippery road conditions, and the system activates earlier than in other modes. The instrument panel indicates what Mode has been selected, and a light shows when Motion Track TCS intervention is active.

Low RPM Assist

Suzuki's new Low RPM Assist system monitors and automatically adjusts engine rpm when taking off from a stop or riding slowly. The system makes it easier to pull away from a standstill or maneuver in heavy traffic or through a crowded parking lot.



Suzuki Easy Start System

The dual processor ECM also runs a new one-touch Suzuki Easy Start system, and an idle-speed system, which improves cold starting, reduces cold-start emissions and stabilizes engine idle under various conditions, based on coolant temperature.

The convenient Suzuki Easy Start System automatically starts the engine with one touch of the starter button mounted in the switch module on the right handlebar; there's no need to hold the button down until the engine fires. Thanks to the new system, the rider doesn't have to pull the clutch lever in to start the engine, as long as the transmission is in neutral.

Launch Control (GSX-R1000R)

The GSX-R1000R model's launch control system makes it easier for a racer to get a good start in competition by automatically limiting engine rpm and optimizing torque delivery while the rider holds the throttle twist grip wide open and concentrates on feeding in the clutch lever.

Once launch control is selected using a switch on the right handlebar, the system engages special maps controlling throttle valve opening and ignition timing. The system monitors throttle twist grip position, throttle valve position, engine rpm, gear position, front wheel speed, and rear wheel speed.

At the moment of launch, the system is set to hold the engine at ideal rpm for an effective launch. Once the clutch lever is released and the clutch engaged, rpm is no longer limited but throttle opening is controlled to keep the engine at the ideal torque for strong acceleration.

The launch control system not only helps the rider get a good initial launch, but also helps reduce the need to close the throttle twist grip prematurely. It does so by working with Motion Track TCS and controlling throttle valve opening and ignition timing while monitoring front and rear wheel speeds. The launch control system automatically disengages when the rider upshifts into fourth gear or closes the throttle twist grip.

Bi-Directional Quick Shift System (GSX-R1000R)

The GSX-R1000R model also has a new racing-type bi-directional quick shift system, allowing the rider to upshift and downshift without using the clutch or the throttle.

The quick shift system allows the rider to upshift smoothly and quickly at full throttle, without closing the throttle. The system automatically interrupts power delivery just long enough (between 50 and 75 milliseconds, depending upon the sensitivity adjustment) to unload the transmission gear dogs and allow a clean upshift, producing smoother, almost uninterrupted acceleration.

For quicker and smoother downshifts without manually blipping the throttle twist grip or using the clutch, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio.

The quick shift system monitors shift-linkage stroke and shift-cam rotation as well as engine rpm.



Packaging The Engine And Chassis

The previous generation GSX-R1000 has won many national and world championship races and titles around the world. But professional racers asked for more front-end feel and feedback under racing conditions. Testing revealed that reducing the distance between the front axle and the swingarm pivot could improve the rider's ability to feel what the front tire was doing during hard cornering on the racetrack.

To find the room to reduce the distance from the front axle to the swingarm pivot, the engineers reduced the forward angle at which the cylinders are inclined from vertical, from 32 degrees to 26 degrees. That made the new engine shorter from the front of the cylinder head to the rear of the crankcases, and provided the room.

Meanwhile, the increase in cylinder bore made the new engine's cylinder/cylinder-head assembly slightly wider. But re-routing the oil passageways in the crankcases made the new engine 6.6 mm narrower at its widest point, contributing to better aerodynamics via a smaller frontal projected area.

The new GSX-R1000's chassis is more compact and narrower than the previous model's chassis. Suzuki engineers designed a new twin-spar aluminum perimeter frame that's 20 mm narrower at the widest point between the spars and weighs 10% less. It's constructed of four sections, welded together. Two main spar sections are built up using inner castings and outer stampings to optimize torsional rigidity, and link the cast steering head/front engine hanger section to the cast rear section incorporating upper and lower rear engine mounts and swingarm pivot plates. The frame is 60 mm wider and stronger at the rear engine mounts, reducing vibration.

The upper rear shock mount is moved back by 48 mm and down by 20 mm, making room for a race team to install a modified fuel tank for longer-distance events. The new bolt-on rear subframe is now made of square aluminum tubing, reducing weight by 38%.

A new aluminum swingarm is braced on both sides instead of on one, to improve weight and rigidity balance. It's also 25 mm longer from the pivot shaft to the rear-most axle position, improving cornering feel on the racetrack.

The riding position—defined by the relative positioning of the footpegs, the seat and the handlebars—is unchanged. But it's now easier for the rider to tuck in because the top of the fuel tank is 21 mm lower, and there's more room for a helmet chin bar when the rider is fully tucked in. The fuel tank is narrower and sleeker, making it easier for the rider to move from side to side and quickly change direction on a racetrack. The tank is also easier for the rider to grip with their knees while entering hard-braking corners on the racetrack, and the shape of the tank flows seamlessly into the seat and tail section.



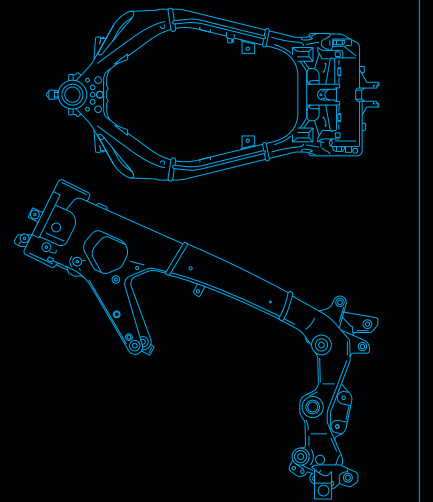
GSX-R1000

An All-New Chassis, With A Lighter Frame



Frame and Swingarm

Frame



Proven Showa Suspension

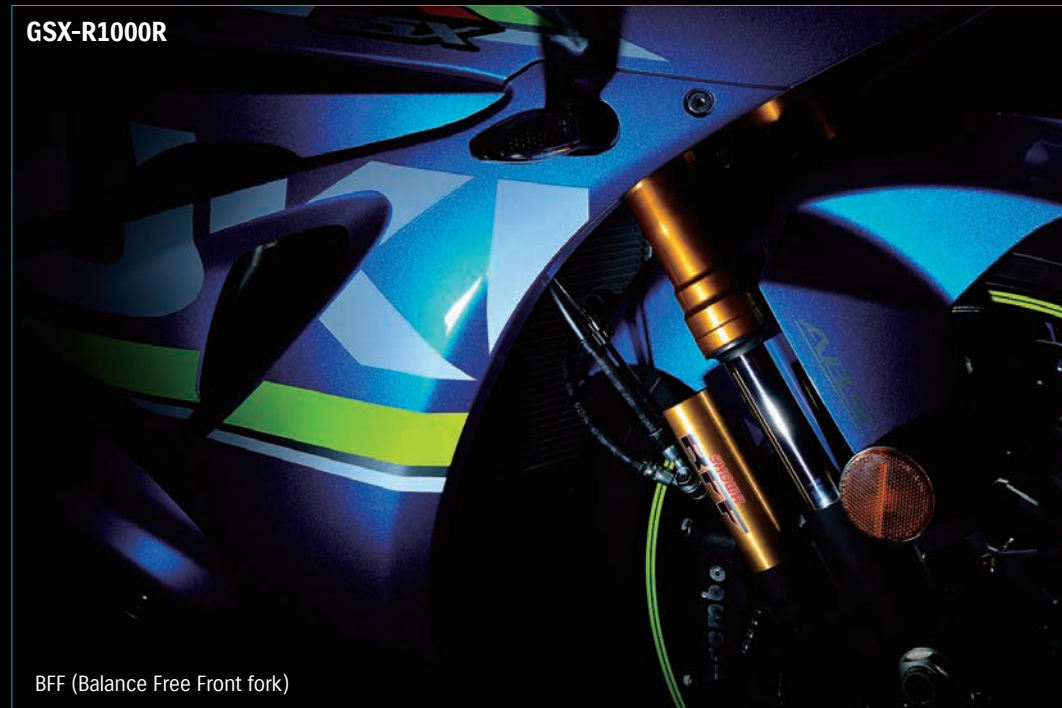
The standard GSX-R1000 model's Showa BPF (Big Piston Front) forks out-perform the suspension fitted to the standard models sold by competitors. The design eliminates the internal cartridge assembly used in conventional forks and instead uses a larger piston riding against the inside wall of the inner fork tube itself. The design responds well to small bumps with more effective compression damping, especially during hard braking on the racetrack. BPF forks feature adjustable rebound damping, compression damping and spring preload. The standard model's Showa rear shock works with a progressive linkage and rebound damping and both high-speed and low-speed compression damping are adjustable, as are spring preload and rear ride height.

The GSX-R1000R model goes a step farther with the latest Showa BFF, or (Balance free Front) forks and BFRC lite, or (Balance Free Rear Cushion lite) shock, developed for racing and now adapted to mass production. Both improve cornering traction by delivering smoother, more controlled travel and doing a better job of dealing with pavement imperfections.

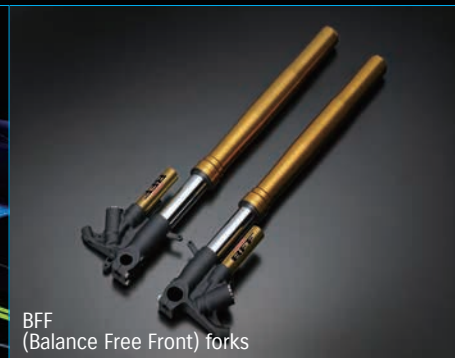
The BFF system equalizes (or balances) oil pressure above and below the solid internal piston as it moves, pushing oil out of the fork leg (or shock) and through damping circuits that run to the other side of the piston, where it is drawn back into the fork leg (or shock). The external compression and rebound damping circuits are more precise than valve stacks fitted above and below the piston in other types of forks and shock, and damping control is "set free" (or isolated) from the influence of unequal pressure. It's a difference that can be felt on the racetrack, with riders reporting better feel and drive grip that allowed them to initiate their drive sooner and accelerate out of corners harder. As is the case with the standard model, the GSX-R1000R model's BFR lite shock works with a progressive linkage. The BFF forks and the BFR lite shock are fully adjustable.

Both models have an automatic steering damper. The ECM monitors wheel speed and uses a solenoid to move a tapered needle in an oil passageway to adjust oil flow, increasing damping force at higher speeds and reducing damping force for lighter steering at lower speeds.

GSX-R1000R



BFF (Balance Free Front fork)



BFF (Balance Free Front) forks



BFRC lite (Balance Free Rear Cushion lite)

GSX-R1000



BPF forks



SHOWA rear shock

New Brembo Discs And Radial-Mount Calipers

New Brembo stainless steel brake discs are 10 mm larger in diameter, measuring 320 mm. Each disc features a new hybrid mounting system using a 50/50 combination of 5 conventional spring loaded floating pin mounts and 5 Brembo T-drive floating mounts.

The Brembo T-drive floating mounts are lighter yet have more contact area between the disc and inner carrier, requiring fewer mounts (10) than conventional mounts alone (12), minimizing the weight gain from the larger discs.

But T-drive mounts can also produce an audible rattle in certain conditions. Conventional spring-loaded pin mounts are slightly heavier and produce a smaller contact area, but are quieter. Using a combination of T-drive and pin mounts reduces rattle as well as requiring fewer mounting points.

The GSX-R1000's Brembo radial-mount, monoblock front brake calipers each have four 32 mm pistons and work with a radial-pump, 19 mm master cylinder. The rear brake system uses a single-piston caliper and a 220 mm disc. The end of the front brake lever is slotted to reduce the chance that wind pressure will induce brake drag at high speed.

Motion Track Brake System

The new GSX-R1000R model and the ABS version of the standard GSX-R1000 model are equipped with the new Motion Track Brake System, which works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement in 6-directions along 3-axes, Pitch, Roll and Yaw. Using IMU input, the Motion Track Brake System reduces rear-wheel lift during very hard braking on the racetrack, and is especially effective on downhill sections of track. On the GSX-R1000R model, the system also optimizes brake pressure when the motorcycle is leaning.

ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.



Brembo front brake disc



Brembo front brake caliper

Bridgestone RS10 Radial Tires And New 6-Spoke Wheels

New light-weight, 6-spoke cast aluminum wheels contribute to nimble handling and sporty appearance. Bridgestone BATTLEAX RACING STREET RS10 radial tires have earned a good reputation worldwide for producing consistent performance and durability across a wide range of ambient conditions.

The new GSX-R1000 comes with a 120/70ZR17M/C (58W) front tire. A larger, 190/55ZR17M/C (75W) rear tire replaces the existing model's 190/50ZR17M/C (73W) rear tire and is designed to work with the increase in horsepower and torque.

New GSX-R1000 Tire Size, Brand

Front tire 120/70ZR17M/C (58W) Bridgestone BATTLEAX RACING STREET RS10
Rear tire 190/55ZR17M/C (75W)

Current GSX-R1000 Tire Size, Brand

Front tire 120/70ZR17M/C (58W) Bridgestone BATTLEAX HYPERSPORT S20
Rear tire 190/50ZR17M/C (73W)



120/70ZR17M/C (58W)

190/55ZR17M/C (75W)

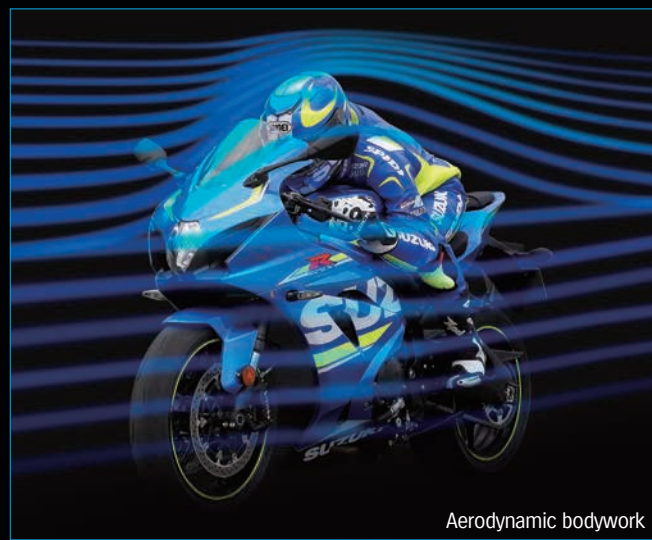


GSX-R1000R

Improved Aerodynamics

The 2017 GSX-R1000 has MotoGP-inspired, sleeker and more aerodynamic bodywork designed to improve handling and top speed on the racetrack. The front fairing is 13 mm narrower, and reshaped fairing ears are closer to the handlebars and produce better air flow around the rider's hands and arms. The lower leading edge of the fairing nose directs air into new Suzuki Ram-Air Direct (SRAD) intake ducts, which have a smoother internal shape that increases the flow of pressurized air into the air cleaner box. The fairing radiator cowl projects forward on each side, directing more cooling air into the radiator itself. The shape of the front fender increases down force, smoothes the flow of cooling air into the radiator and increases the air reaching the front brake calipers.

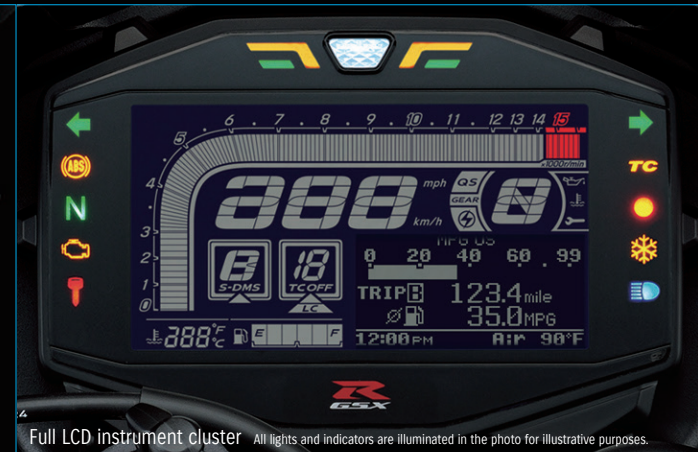
The bodywork has a more connected flow line from the fairing nose to the tail section. It has a smaller frontal projected area and smoother wind-tunnel-developed lines, reducing the coefficient of drag and also reducing lift at racetrack speeds. It's lighter, producing less moment of inertia and less leverage on the center of gravity. And it directs the air flow to improve engine and brake cooling while also increasing down force, rider wind protection, and engine efficiency. Which means that besides looking great, the new bodywork also helps the GSX-R1000 run, turn, and stop on the racetrack.



Aerodynamic bodywork



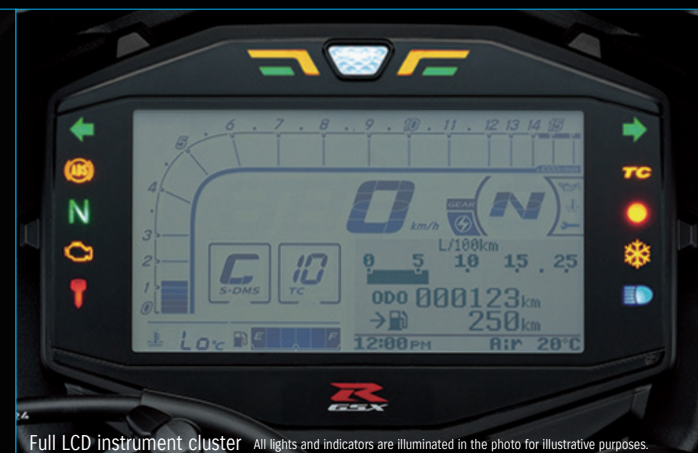
LED Headlight and LED Position lights



Full LCD instrument cluster All lights and indicators are illuminated in the photo for illustrative purposes.



LED Headlight



Full LCD instrument cluster All lights and indicators are illuminated in the photo for illustrative purposes.

*The freeze indicator starts blinking when the ambient temperature falls below 3°C. It continues to blink for 30 seconds then remains lit until the ambient temperature rises above 5°C.

Advanced Lighting And Instrumentation

The new Suzuki GSX-R1000 features a LED headlight that is more compact than a halogen headlight, yet produces excellent lighting. Installed in the nose of the fairing, the LED headlight is narrower and shorter, contributing to the new GSX-R's aerodynamics. The low-beam and high-beam elements are stacked, with the low beam positioned above the high beam. New LED position lights are located above the SRAD intakes on each side of the GSX-R1000R model's headlight. Both the standard and R models feature LED elements for the vertical

taillight and brake light assembly, as well as for the license plate light. The LED license plate light is about half the size and significantly lighter than a conventional bulb, yet produces more light and is better at resisting vibration, allowing the rear fender assembly to be lighter. Both GSX-R1000 models have LED turn signals, making them lighter and brighter. (Not available in North American market.) The new GSX-R1000 features full LCD instrumentation. The dash is brighter and easier to read, and incorporates S-DMS mode and Motion Track TCS



GSX-R1000R

level indicators as well as a fuel gauge and readouts showing instantaneous or average fuel consumption, ambient temperature, freeze indicator and service reminders. Other features include a relocated, more visible shift light and the usual speedometer, tachometer, odometer, tripmeter, clock, lap time, and water temperature displays. Other indicators include neutral, high beam, turn signal, and ABS operation. The gear position indicator is linked to a new, more accurate magnetic sensor. The GSX-R1000R model also comes with a lighter, more compact battery.

GSX-R1000: The King Of Sportbikes

The King Of Sportbikes is back, better than ever, ready to reign.

It is the culmination of more than 30 years of reliable GSX-R performance, innovation, domination and unmatched value.

It is the physical embodiment of the pride and passion and expertise and determination of a Suzuki engineering team that loves riding and racing like life itself. Built with pride and passion in what the name GSX-R represents. With expertise developed over more than three decades of GSX-R performance. With determination to see the GSX-R1000 reclaim its rightful title as The King Of Sportbikes.

It is a machine designed to turn a simple expression of what really matters—Run, Turn, Stop—into the powerful combination of acceleration, cornering, and braking that makes this the most awesome GSX-R ever produced.

Offered with the certain knowledge that—if you're ready—the new GSX-R1000 will Own The Racetrack.



GSX-R1000 (Available in non-ABS and with ABS)



YSF: Metallic Triton Blue

GSX-R1000R (available only with ABS)



YSF: Metallic Triton Blue



YVZ: Pearl Mira Red



YVB: Glass Sparkle Black



YKV: Metallic Mat Black No.2

SPECIFICATIONS

Overall length	2,075mm (81.7in)	
Overall width	705mm (27.8in)	
Overall height	1,145mm (45.1in)	
Wheelbase	1,420mm (55.9in)	
Ground clearance	130mm (5.1in)	
Seat height	825mm (32.5in)	
Curb mass	GSX-R1000	200kg (441lbs)
	GSX-R1000A	202kg (445lbs)
	GSX-R1000R	203kg (448lbs)
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC	
Bore x stroke	76.0mm x 55.1mm (2.9 in x 2.3 in)	
Displacement	999.8cm ³ (61.0 cu. in)	
Compression ratio	13.2 : 1	
Fuel system	fuel injection	
Starter system	Electric	
Lubrication system	Wet sump	
Transmission	6-speed constant mesh	
Primary reduction ratio	1.652 (76/46)	
Final reduction ratio	2.647 (45/17)	
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail	23°20' / 95mm (3.7in)	
Brakes	Front	Disc, twin
	Rear	Disc
Tyres	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/55ZR17M/C (75W), tubeless
Ignition system	Electronic ignition (transistorized)	
Fuel tank	16 L (4.2/3.5 US/Imp gal)	
Oil capacity (overhaul)	4.1L (1.1/0.9 US/Imp gal)	