



SUZUKI

Way of Life!

GSXR1000/R



Photo : GSX-R1000R

Own The Racetrack

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 GSX-R1000 will Own The Racetrack.

GSX-R1000 / R



Photo : GSX-R1000R

Metallic Triton Blue (YSF)



Compact engine



Headlight



Functional instrument cluster

Specifications

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	
Engine Displacement	999.8 cm ³ (61.0 cu.in)	
Bore x Stroke	76.0 mm x 55.1 mm	
Compression Ratio	13.2 : 1	
Transmission	6-speed constant mesh	
Overall Length	2,075 mm (81.7 in)	
Overall Width	705 mm (27.8 in)	
Overall Height	1,145 mm (45.1 in)	
Wheelbase	1,420 mm (55.9 in)	
Ground Clearance	130 mm (5.1 in)	
Seat Height	825 mm (32.5 in)	
Curb Mass	202 kg (448 lbs) [GSX-R1000] 203 kg (452 lbs) [GSX-R1000R]	
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/55ZR17M/C (75W), tubeless
Ignition Type	Electronic ignition (Transistorized)	
Fuel Tank	16.0 L (4.2 US gal)	

Colors



Pearl Glacier White (YWW)
Photo : GSX-R1000R



Glass Sparkle Black /
Pearl Mira Red (JSP)
Photo : GSX-R1000R



Pearl Glacier White /
Glass Sparkle Black (AGT)
Photo : GSX-R1000



Glass Sparkle Black /
Metallic Mat Black No.2 (KGL)
Photo : GSX-R1000



Metallic Triton Blue (YSF)
Photo : GSX-R1000

<New Features>

- New color and graphics.
- The color of muffler body is changed from silver to black.
- The front brake hose is changed from rubber type to stainless steel braided type*. *Only for GSX-R1000R.
- The bi-directional quick shift system is standard equipment for GSX-R1000.
- The 2019 GSX-R1000R adopts new Bridgestone BATTLAX RACING STREET RS11. The new tire pattern improves wear resistance and reduces lowering gripping force. It also provides high cornering performance.
- The part of the frame connecting to the swing arm pivot is newly variable*. (Comply with new race regulation.) *1. Only for GSX-R1000R. *2. Race use only. Please be sure to ride on the standard position on the public road.

<Key Features>

- Four-stroke, liquid-cooled, DOHC, 999.8cm³ inline-four engine, is the most powerful, hardest accelerating, cleanest running GSX-R engine ever built.
- The Suzuki Racing VVT (SR-VVT), Suzuki Racing Finger follower valve train, 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 SR-VVT is simple, compact, light and positive. The centrifugally operated system is built into the intake cam sprocket and an adjacent guide plate, using 12 steel balls and slanted grooves to rotate the sprocket and retard the intake valve timing at a pre-set rpm, adding significantly to high-rpm power.
- The Suzuki Dual-Stage Intake (S-DSI) system has dual-stage intake funnels for cylinders #1 and #4, and single-stage, conventional intake funnels for cylinders #2 and #3. Normally, shorter conventional intake funnels are better for high-rpm power while longer conventional intake funnels are better for low and mid-range power. Thanks to the physics of air flow, S-DSI intake funnels provide the best of both, acting like a longer intake funnel at low and mid rpm, and acting like a shorter intake funnel at higher rpm.
- The IMU-based advanced electronic management system is operated by a 32-bit dual processor ECM (Electronic 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 adjusts ignition timing, opens or closes the throttle valves, and adjusts the amount of injected fuel to work with the traction control system, maximize intake charge velocity, and produce efficient and complete combustion. The result is effective traction control and more linear throttle response, along with more power,

more torque and reduced emissions across the rpm range.

- The 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. IMU-based systems are a product of advanced engineering and MotoGP development.
- A racing-type bi-directional quick shift system allows the rider to upshift and downshift without using the clutch or throttle operation.
- The Suzuki Drive Mode Selector (S-DMS) allows the rider to pick from three available mapping and engine power delivery characteristic settings.
- Suzuki's advanced Motion Track TCS (Traction Control System) 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.
- Each forged aluminum piston has short skirts, cutaway sides and a short, DLC coated wrist pin to reduce friction. The compression ratio is 13.2:1.
- Suzuki Clutch Assist System (SCAS) works as a slipper clutch during downshifts, reducing mechanical pressure on the plates, inducing slip and limiting back-torque. SCAS increases mechanical pressure on the plates during acceleration, allowing the use of lighter clutch springs and thus making it easier to pull in the clutch lever.
- The chassis is compact and light-weight, providing quick response and agility. It is designed to increase the rider's confidence in RUN, TURN, STOP performance on the racetrack.
- The main frame is aimed to provide nimble handling and great road holding performance. It is significantly light-weight and compact.
- Brembo stainless steel brake discs are 320mm in diameter. 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 lightweight yet produce a large contact area between the disc and the inner disc 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 under 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 and requires 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 Nissin master cylinder.

- The Motion Track Brake System works with the IMU (Inertial Measurement Unit). The IMU constantly monitors motorcycle movement in 6-directions along 3-axis, Pitch, Roll and Yaw.
- The bodywork is compact, sleek and narrow, to increase aerodynamic efficiency. Lift has been reduced and CdA has been improved thanks to a small frontal projected area. The fairing is 16mm narrow at its widest point.
- Suzuki Ram Air Direct (SRAD) intake ducts are positioned close to the center of the fairing nose, where air pressure is highest. The intake ducts are also large, thanks to the compact LED headlight.
- The GSX-R1000's full-LCD instrument panel is light-weight and compact. Thanks to its full-LCD design, much more information is now available to the rider. The GSX-R1000R model features a unique black instrument panel background. Instruments are brightness-adjustable in six levels.
- Both GSX-R1000 models feature sharp, clean and light-weight LED turn signals*. *Not available in North American spec.

<Key Features for GSX-R1000R>

- The GSX-R1000R model's launch control system makes it easier for a racer to get a good start in closed-course 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.
- The GSX-R1000R model features the Showa Balance Free Front (BFF®) forks, which were developed for racing use and have been adapted to mass production. BFF forks provide more consistent damping and enhanced performance, increasing cornering traction by delivering smoother, more controlled travel and doing a better job of dealing with pavement imperfections.
- The GSX-R1000R model features the Balance Free Rear Cushion (BFRC®) lite. On the street, the BFRC lite shock absorber is more responsive and improves traction and rider comfort. Damping adjustment controls are conveniently located and clearly labeled on the upper shock body, and the BFRC lite shock absorber works with a progressive linkage.
- The standard-model GSX-R1000's Showa Big Piston Front (BPF) forks have been well-proven and out-perform the suspension fitted to standard models sold by many competitors.
- The GSX-R1000's Showa rear shock works with a progressive linkage that makes the suspension more responsive and increases traction over uneven pavement ripples as well as over larger bumps.

* Traction control system is not a substitute for rider's throttle control under the various conditions, and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.

* ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

Specifications, appearance, colors (including body color), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice, and they may vary depending on local conditions or requirements. Some models are not available in some regions. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes.

- 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.

PRINTED IN JAPAN GSX-R1000R/L9 Leaflet 99999-A0002-191 Sep.'18

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