

# GSX-R1000

ABS

## Specifications

Overall length	2045 mm (80.5 in)	Transmission	6-speed constant mesh
Overall width	705 mm (27.8 in)	Primary reduction ratio	1.617 (76 / 47)
Overall height	1130 mm (44.5 in)	Final reduction ratio	2.470 (42 / 17)
Wheelbase	1405 mm (55.3 in)	Suspension	Front Inverted telescopic, coil spring, oil damped
Ground clearance	130 mm (5.1 in)		Rear Link type, coil spring, oil damped
Seat height	810 mm (31.9 in)	Rake / trail	23.5° / 98 mm (3.9 in)
Curb mass	205kg (452lbs)	Brakes	Front Disc, twin
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC		Rear Disc
Bore x stroke	74.5 mm x 57.3 mm (2.9 in x 2.3 in)	Tires	Front 120/70ZR17M/C (58W), tubeless
Displacement	999 cm <sup>3</sup> (61.0 cu. in)		Rear 190/50ZR17M/C (73W), tubeless
Compression ratio	12.9 : 1	Ignition system	Electronic ignition (transistorized)
Fuel system	Fuel injection	Fuel tank	16.5L (4.4/3.6 US/Imp gal) <California spec>
Starter system	Electric		17.5L (4.6/3.8 US/Imp gal) <Other spec>
Lubrication system	Wet sump	Oil capacity (overhaul)	3.6 L (3.8/3.2 US/Imp qt)



Metallic Triton Blue (YSF)



Pearl Mira Red / Metallic Mat Black No.2 (ARB)



Glass Sparkle Black / Metallic Mat Fibroin Gray (AR4)

## ENDURANCE WORLD CHAMPIONSHIP



Specifications, appearance, colors (including body color), equipment, materials and other aspects of the SUZUKI products shown on 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 territories. 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-R1000A L5 Product Information 99999-A0002-251 SEP '14

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Way of Life

# GSX-R1000

ABS



Professional riders in a closed course.

# Bred From The Same DNA

The more you look at the GSX-R1000, the more you realize that beauty has many forms. Bred from technologies conceived, refined, and track tested in the development of MotoGP machines like the GSX-RR, the GSX-R1000 proves that beauty is much more than skin deep.



# The Top Performer

For more than a decade, the GSX-R1000 was the most successful name in 1,000cm<sup>3</sup> production-based road racing around the globe, earning it the title of The Top Performer. It's a record and title gained through a dedicated drive to Own The Racetrack—a passion that runs deep among Suzuki engineers.

Bred from the same DNA as our MotoGP machines, the GSX-R1000 draws heavily on Suzuki's racing expertise. Commemorating the marque's 2015 return to MotoGP racing, the new GSX-R1000 is dressed in Suzuki Racing Blue to express Suzuki's spirit and passion for racing. Equipped with an Antilock Brake System, it's ready to reclaim its Top Performer status and Own The Racetrack.

## Anti-lock Brake System



A standard feature on the GSX-R1000 ABS is an Anti-lock Brake System that enhances brake performance. The system monitors wheel speeds to match stopping power to available traction helping prevent wheels from locking up due to hard braking or to changes in road conditions. Front brakes feature Brembo radial-mount monoblock calipers that deliver exceptional controllability with immense stopping power.

\* Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

## Suzuki Drive Mode Selector (S-DMS)



The unique S-DMS system allows the rider to select from three fuel-injection and ignition-system maps, thereby adjusting power delivery to suit personal preferences.

A button on the left handlebar control module lets the rider instantly switch between the three maps, which are displayed as "A", "B", and "C" on the instrument panel.

The "A" setting yields sharp throttle response throughout the throttle-opening range to realize maximal power delivery. The "B" setting yields relatively soft throttle response up to the middle of the throttle-opening range. The "C" setting yields relatively soft throttle response throughout the throttle-opening range by reducing engine power.



# Control is Power



Photo: Riding by Takuya Tsuda in Suzuki Ryuyo Course.

## Highly balanced fundamental elements

### Mr. Nobuatsu Aoki

#### Profile:

- 2014 and 2013 SUZUKI MotoGP machine GSX-RR test rider
- 2nd with GSX-R1000, 2013 World Endurance Championships, Suzuka 8-hour
- 2005 and 2007, 2008 SUZUKI MotoGP rider



#### For the racetrack and the road

It's a machine that can accommodate riders of different levels. Twist the grip and the bike accelerates, apply the brakes and it decelerates—these are basic functions that you'd expect with any bike, but bikes that let you perform these basics with this high level of confidence are few and far between. It's a joy to ride racetrack and street. That is the great advantage of the GSX-R.

### Mr. Takuya Tsuda

#### Profile:

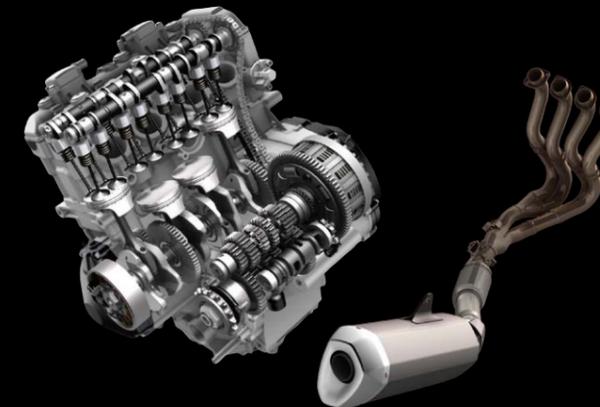
- 2014 SUZUKI MotoGP machine GSX-RR test rider
- 2nd with GSX-R1000, 2014 World Endurance Championships, Suzuka 8-hour
- 2nd with GSX-R1000, 2013 World Endurance Championships, Suzuka 8-hour
- 4th with GSX-R1000, 2013 All Japan Road Racing Champions, JSB class



#### Highly balanced machine

Acceleration, braking, cornering—an exceptionally high level of balance between these fundamentals creates a feeling of unity with the bike, making it like an extension of the rider's limbs. The level of perfection that Suzuki has achieved is impressive to say the least. It possesses the heart and the soul of Suzuki engineering.

## More power and acceleration



999cm<sup>3</sup> 4-cylinder powerplant, with Bore x stroke of 74.5mm x 57.3mm brings enhanced throttle response across the entire rpm range and greater potential for racetrack performance.

Optimized camshaft profiles for great racing potential were developed using proven MotoGP racing engine technology.

Optimally shaped combustion chambers and a compression ratio of 12.9:1 promote low-range and mid-range performance and help achieve a broad torque curve.

Lightweight, durable forged pistons are designed with the Finite Element Method (FEM) and fatigue analysis technology used for MotoGP racing engines.

Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer, durability and ring seal.

Pentagonal shaped ventilation holes in the sides of each cylinder bore reduce pumping losses due to internal crankcase air-pressure resistance to downward piston movement.

The 4-2-1 exhaust system carries a Suzuki Exhaust Tuning (SET) valve maximizing torque and throttle response, especially in the low-to-mid rpm range.

## Controlled braking and cornering



Race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry.

Big Piston Front Forks (BPF) with an endurance-race-proven design deliver superb feedback and responsive, stable operation, and are lightweight.

The front disc brakes are equipped with the top-of-the-line radial-mount Brembo monoblock calipers.

A lightweight and compact twin-spar frame is made of five cast sections. It is mated with an arched swingarm made of three castings and one-piece die-cast rear subframe.

The compact engine enables short wheelbase and long swingarm at the same time to enhance cornering performance.

Electronically controlled steering damper provides lighter steering at slower speeds and more damping force at racetrack and highway speeds.



Big Piston Front Fork (BPF)



Electronically controlled steering damper

