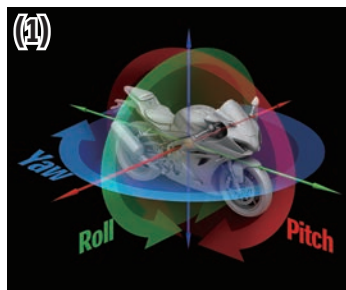


GSX-R1000R

In 1985, Suzuki revolutionized the sportbike category with the introduction of the original GSX-R750, and then created another milestone in 2001 with the introduction of the GSX-R1000. Using the lithe chassis of the GSX-R750 and a 988 cc inline four-cylinder engine design that Suzuki is renowned for, Superbike performance became available to riders everywhere.

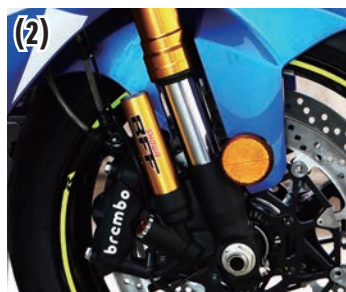
Own The Racetrack





A Compact Engine, Making More Power Across A Broader Range

The engine delivers higher rev and more peak horsepower. It is 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.



Ride By Wire Throttle Bodies

The throttle bodies are 19 mm shorter, simpler, lighter, and more compact than the previous throttle bodies, with a larger bore (46 mm versus 44 mm). Each one has a single butterfly valve and each cylinder is fed by two ultrafine 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. The TFI showerhead injector delivers additional fuel in an improved spray pattern.



Photo : 2017 model
Aerodynamic bodywork

IMU To Track Motorcycle Motion (1)

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.



Suzuki Drive Mode Selector (SDMS) And Motion Track TCS (Traction Control System)

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

Launch Control

The GSX-R1000R model's launch control system makes it easier to get a good start. 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. 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.

Bi-Directional Quick Shift System

The GSX-R1000R model also have a 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, and monitors shift-linkage stroke and shift-cam rotation as well as engine rpm.

Proven Showa Suspension (2)

The GSX-R1000 model's Showa BPF (Big Piston Front) forks outperform the suspension of competitors' models. The design with a high-grade sub-tank not found in the standard model (R1000) eliminates the conventional internal cartridge assembly 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. BPF forks feature adjustable rebound damping, compression damping, and spring preload.

Improved Aerodynamics (3)

The GSX-R1000R 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 Suzuki Ram-Air Direct (SRAD) intake ducts.

Motion Track Brake System

The GSX-R1000R is equipped with the Motion Track Brake System, which works with the IMU (Inertial Measurement Unit). The IMU constantly monitors the movement in 6 directions along 3 axes, Pitch, Roll and Yaw. Using IMU input, the Motion Track Brake System reduces rear wheel lift during hard braking, and is especially effective on downhill sections of track.

An Integrated Design

It started with a goal: Reclaim the GSX-R1000R'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, and Stop. Make the GSX-R1000R run better, turn better, and stop better than any other sportbike.



GSX-R1000 : The King Of Sportbikes

The GSX-R1000 won the 16th EWC title. The King Of Sportbikes is back, better than ever and ready to reign.

The GSX-R1000R is the culmination of more than 35 years of reliable GSX-R performance, innovation, domination, and unmatched value.

The GSX-R1000R is the physical embodiment of the pride and passion and expertise and determination of Suzuki's engineering team. Built with pride and passion in what the name GSX-R represents, expertise developed over more than three decades of GSX-R performance, and determination to see the GSX-R1000R reclaim its rightful title as The King Of Sportbikes.

Offered with the certain knowledge that--if you're ready--the GSX-R1000R will Own The Racetrack.



GSX-R1000R

Colours



Metallic Triton Blue / Metallic Mystic Silver (GUL)



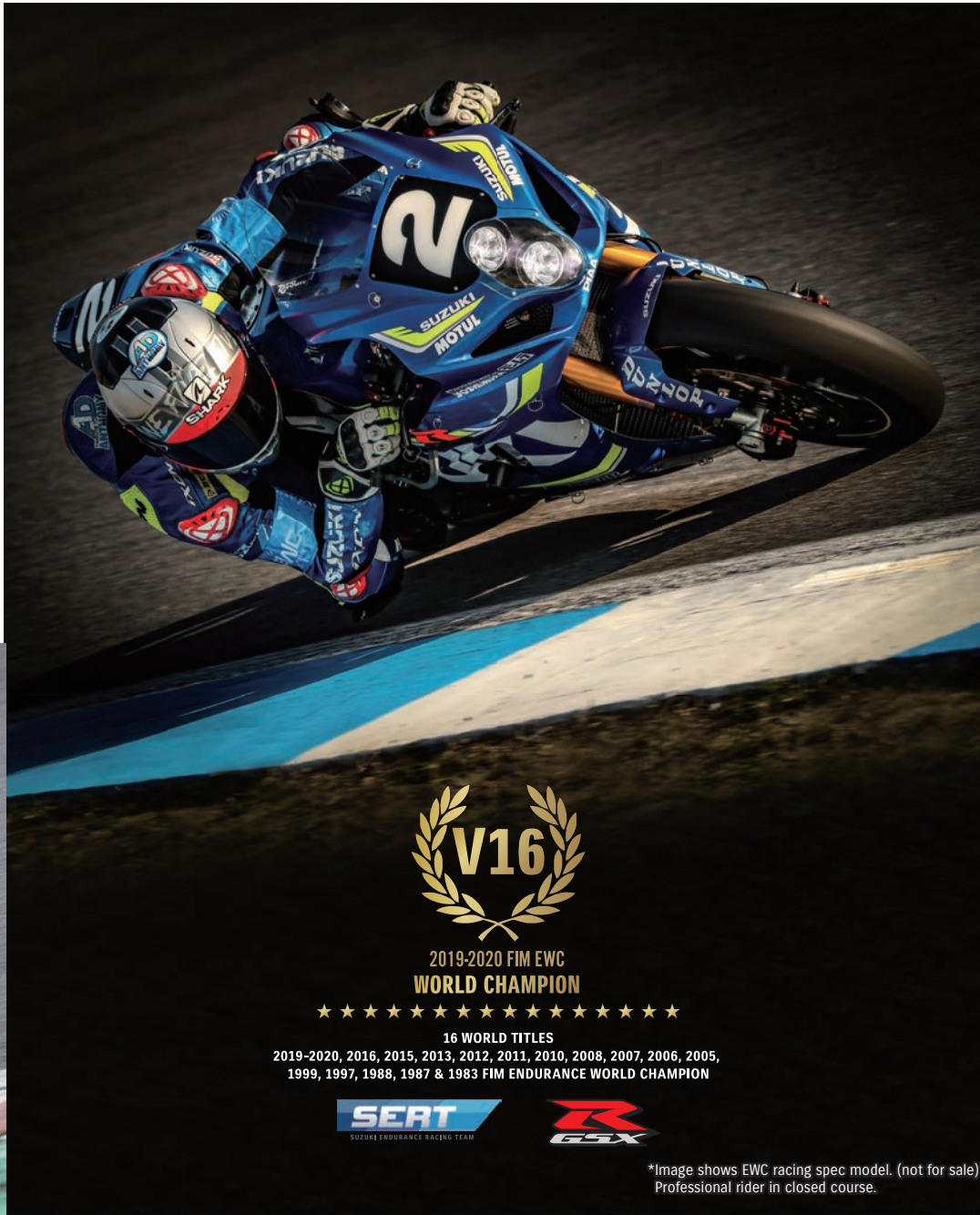
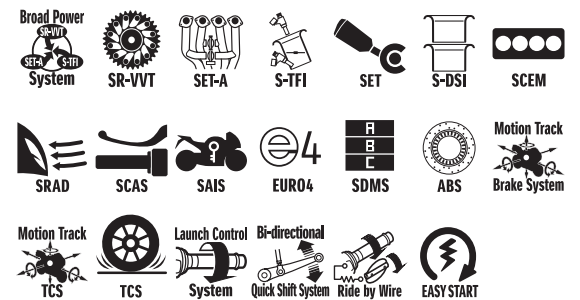
Metallic Triton Blue (YSF)



Metallic Mat Black No.2 (4TX)



Metallic Mat Black No.2 (YKV)



2019-2020 FIM EWC
WORLD CHAMPION



16 WORLD TITLES

2019-2020, 2016, 2015, 2013, 2012, 2011, 2010, 2008, 2007, 2006, 2005,
1999, 1997, 1988, 1987 & 1983 FIM ENDURANCE WORLD CHAMPION



*Image shows EWC racing spec model. (not for sale)
Professional rider in closed course.