SUZUKI

Standard and optional equipment available may vary for individual markets. Please enquire at your dealers, as specifications and illustrations may refer to models not available in your region. SUZUKI MOTOR CORPORATION reserves the right to change, without notice, prices, colours, materials, equipment, specifications and models, and also to discontinue models.

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Suzuki Motor Corporation

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GSX-R1000R Product Information
99999-A0002-261 JUL '25

SUZUKI

GSX-R 1000R

SINCE 1985
GSX-R
40th ANNIVERSARY



















Designed to Perform, Built to Thrill

The GSX-R1000 is synonymous with performance, reliability and pure riding fun. Performance that has led to countless victories in production-based superbike, superstock and endurance races worldwide.

That includes no fewer than 15 FIM Endurance World Championship titles since the model's release in 2001.

This winning performance also benefitted directly over the years from proprietary technology developed for participation in the top categories of world championship racing series.

2025 marks the 40th anniversary of the GSX-R family and it has been close to a quarter of a century since the GSX-R1000 debuted, changing the sportbike class forever. Though the riding environment has witnessed significant change over that time, the GSX-R1000 has continued to evolve and represent the pinnacle of sportbike potential, both on the racetrack and on the street.

The GSX-R1000 comes fully equipped for the street, ready for licensing. But take off the mirrors and the license plate, tape the lights, and they're also ready for the fun of closed-course action.

The heart of a race winner continues to beat in every GSX-R1000, with each beat delivering an invitation to ride the legend. It's designed to perform and built to thrill.

Professional rider on a closed course



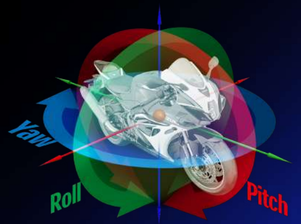




In keeping ahead of the times and the rest of the pack, updates to the new GSX-R1000R include those to comply with Euro 5+ emissions regulations and the latest noise regulations. All this while maintaining the winning potential for which the GSX-R1000R is famed. Other updates aim to further enhance the riding potential and fun by introducing advanced electronic control systems designed to assist you and to enable you to optimize performance for the riding conditions of any given outing or track event.

As has been the case for every generation since the original launch of the GSX-R, all engine internals and related settings underwent a thorough review and were optimized to make the new model capable of competing successfully in premier endurance races and other racing series. The new model remains committed to faithfully delivering the winning combination of acceleration, cornering and braking that Suzuki engineers have focused on throughout the 40-year history of the GSX-R family.

Designed to Perform, Built to Thrill



Inertial Measurement Unit (IMU)

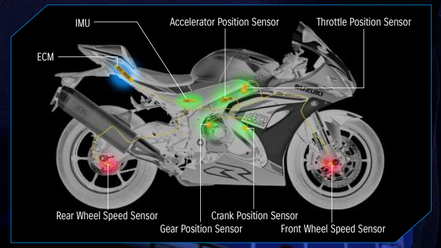
The latest version of Bosch's IMU constantly measures pitch, roll, and yaw movement in six directions along the three axes, and interprets this real-time data to help realize the precise and effective control provided by advanced S.I.R.S features, including Suzuki Traction Control System, Lift Limiter, Roll Torque Control, the Motion Track Brake System and Slope Dependent Control.

Suzuki Intelligent Ride System (S.I.R.S.)

Suzuki's robust collection of advanced electronic rider assist systems let you optimize performance characteristics to best suit your riding style, enhancing operation and helping free you to concentrate on riding. By making the new GSX-R1000R even more controllable, more predictable, and less tiring to operate, S.I.R.S. brings you greater confidence and can help make you a better rider.

Suzuki Drive Mode Selector (SDMS)

Freely select among three modes that produce different power output characteristics matched to varying surface conditions or your riding preferences. And you can change modes while riding as long as you back off the throttle. While all three ultimately deliver maximum engine output, finer control over the level of throttle response and torque characteristics when accelerating empowers you to ride with greater confidence.



Mode: A
Provides the sharpest response as the throttle is opened. Tuned to deliver exciting acceleration and fully leverage the engine's power, it is well suited for race events or when enjoying aggressive runs on good pavement.

Mode: B
Reaches the same level of maximum output, but features a more linear curve with softer throttle response. The aim is to deliver a satisfying balance of settings that make a good fit for a broader range of riding styles and surface conditions.

Mode: C
Aims to prioritize comfort and controllability by offering the softest throttle response and more gentle torque characteristics when opening the throttle. Not only can this setting prove itself beneficial on the racetrack, but also when riding longer distances or heading home after a good run.



Smart TLR (Traction, Lift and Roll Torque) Control

Smart TLR Control integrates the Suzuki Traction Control System (STCS) with Lift Limiter and Roll Torque Control systems, enabling you to better control the bike under diverse and varying conditions.



Launch Control

To help you more easily get the best possible start off the line, Launch Control holds the engine at ideal rpm while you hold the throttle wide open and concentrate on letting out the clutch.



Bi-directional Quick Shift System

By allowing you to shift up or down without operating the clutch lever or throttle, this racing-type system delivers clean, smooth upshifts with almost uninterrupted acceleration. Downshifts are also quick and smooth, thanks in part to the harmonious interplay of automatic hands-free blipping and engine braking.



Motion Track Brake System

The Motion Track Brake System supports you during braking, both when riding straight and when cornering. By supporting ABS activation and controlling brake pressure, even when leaning into corners, the system help you better trace your intended line through the corners.

Slope Dependent Control System

To support more stable braking by helping to prevent rear wheel lift while riding downhill, the ABS unit uses input from the IMU to deliver optimum front-rear brake pressure to match the current slope angle when you apply the brakes.

Suzuki Easy Start System

This lets you start the engine with one quick press of the starter button. There is no need to pull in the clutch lever and the starter motor automatically disengages the instant the engine fires up.

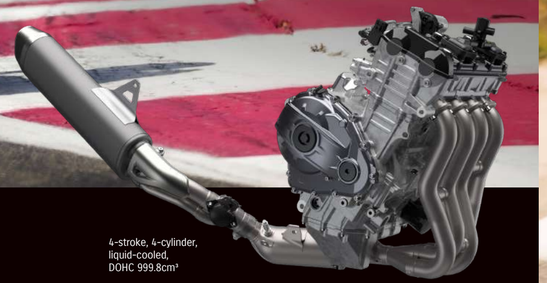
Low RPM Assist

Low RPM Assist helps ensure smoother starts and prevent stalling when startng offi or riding at low speeds, while also promoting more confident riding by helping counteract drops in engine speed when riding in stop-and-go traffic.

Professional rider on a closed course

A Compact Engine Meticulously Engineered for Winning Performance

The GSX-R1000R's high-performance 999.8cm3 four-stroke liquid-cooled DOHC inline-four engine is more than just the most powerful and hardest accelerating engine in the GSX-R family. Built to perform optimally under all kinds of riding conditions, both on the track or the street, this engine delivers the reliability and winning potential that have earned the GSX-R1000R its solid reputation in the world of endurance racing.
Thoroughly updated for the 2026 model, the new engine retains the same level of performance and reliability, while producing torque in even more linear fashion through the operating range, and complying with the latest emissions and noise regulations.
Building on this powerplant's winning heritage, the new engine carries over the same compact and lightweight basic design. It also continues to feature an over-square bore and stroke of 76 mm x 55.1 mm, four titanium valves per cylinder, and thin-walled hollow camshafts that operate the light F1-style pivoting finger followers. The lighter moving mass of these fingers allows maximum engine rpm and valve lift to be increased while improving valve response and maintaining accurate valve control. Each of the engine's finger followers has a DLC coating that contributes to increased durability.
The list of revisions and improvements is also extensive. The piston heads were reshaped to increase the compression ratio from 13.2:1 to 13.8:1 and accommodate the increased exhaust valve diameter. The cylinder head and both intake and exhaust ports have been modified to achieve higher efficiency, and the cylinder head water jacket was designed to optimize coolant flow and heat-transfer efficiency. A new head gasket design enhances durability. A change to the rib shape on the underside of the piston heads reduces weight and contributes to durability, as does a new material used for the piston circlips. The introduction of a wider new cam chain helps minimize friction loss. The crankshaft adopts a new design with thicker journals designed to accommodate higher loads. The crankcase was also redesigned in conjunction with this change. Camshaft lubrication now uses an effective new intermittent lubrication scheme. And the new exhaust system adopts a slimmer new muffler design.



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

Suzuki Racing Variable Valve Timing (SR-VVT)

Originally developed for race use, the Suzuki Racing Variable Valve Timing (SR-VVT) 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 timing. This significantly enhances high-rpm power production without sacrificing any low- to mid-range power.
The beauty of the SR-VVT system is in its compact simplicity, light weight, reliability and seamless operation. Moreover, because the system is built into existing parts, it takes up no extra room in the engine, and the weight increase is minimal.
For the new engine, the exhaust valve diameter was changed from 24 mm to 25 mm, increasing exhaust efficiency and thereby contributing to increased intake air efficiency. In addition, the VVT sprocket shape was changed in conjunction with the adoption of a wider new cam chain.



Updated camshaft profiles and cam chain

The camshaft intake and exhaust profiles were optimized to achieve both the development goal for engine output and compliance with Euro 5+ emissions regulations. The maximum lift has not been changed, but the overlap has been reduced. In addition, the wider new cam chain helps reduce friction loss, and the cam sprockets have been reshaped accordingly.





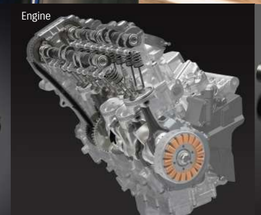


A Compact Engine Meticulously Engineered for Winning Performance




Piston & piston rings


Camshaft

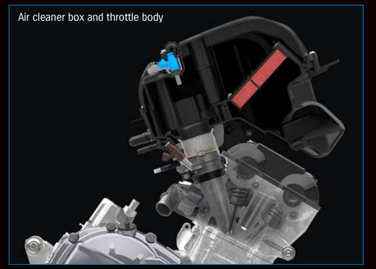

Engine

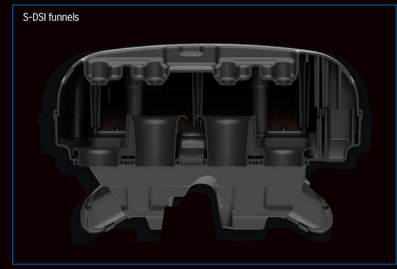

Crankshaft

The new GSX-R1000R's 4-into-2-into-1 (4-2-1) thin-wall stainless-steel exhaust system has undergone several changes. Those, such as enlarging the diameter of the exhaust pipe, were aimed at maximizing power output while at the same time satisfying the latest emissions and noise regulations. In conjunction, a larger capacity elliptical ("racetrack-shaped") catalytic converter in the collector is positioned closer to the engine to facilitate quicker warming, which helps improve its performance. A pair of O2 sensors positioned in front and behind the catalytic converter help in complying with Euro 5+ emissions regulations. Another benefit of the new layout is that it realized the design freedom to make the muffler body more compact, reducing its capacity from 8.3 to 5.5 liters while still retaining performance on par with the previous design. The shot-blasted titanium muffler enhances the slim new exhaust system's appearance and reflects the model's tough image.

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 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. Harder and smoother than chrome plating, this chrome-nitride coating helps reduce friction, increase durability and enhance sealing.
The pistons are carried by chrome-molybdenum steel connecting rods with a carburized surface treatment to increase strength. Manufactured to a stricter design standard for the new engine, these new connecting rods contribute to improved reliability as a race-ready machine 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.
The GSX-R1000R's cylinder head water jacket was designed to optimize coolant flow and heat-transfer efficiency. The smooth internal shape makes the coolant flow faster and eliminates areas where the coolant could otherwise stagnate. It is so efficient that the engine requires less coolant, which in turn contributes to weight savings.
The high-efficiency curved radiator with dual electric fans also contributes to excellent cooling performance, and the radiator itself adopts a more compact form.
The close-ratio six-speed transmission employs vertically staggered shafts to minimize overall engine length while capably handling the GSX-R1000R's power output, while the slipper and assist functions of the Suzuki Clutch Assist System (SCAS) help effectively put the power to the pavement.


Air cleaner box and throttle body


S-DSI funnels

Ride By Wire Throttle Bodies

Electronic throttle bodies help achieve the right balance between idling speed control and power output characteristics, while their design also contributes to complying with Euro 5+ emissions standards. The new throttle bodies are light and compact, with an even larger bore (48mm versus 46mm) that helps enhance engine output. Each throttle body employs a single butterfly valve controlled by an advanced electronic engine management system, and each cylinder is fed by two ultra-fine-atomization fuel injectors. The primary injector, which is mounted at a steep angle in the throttle body itself, operates full-time when the engine is running. A second injector – also known as a Top Feed Injector (TFI) – that operates at higher rpm is mounted in the top of the air cleaner box, directly over each throttle body' s intake funnel (or velocity stack).
Air is delivered to the throttle bodies via new single-stage funnels (#1 and #4). A change made to the funnel shape contributes to improved output at high rpm.



Professional rider on a closed course



Optimized Aerodynamic Performance

The GSX-R1000R is renowned for its sleek outstanding aerodynamic performance developed through rigorous wind tunnel and racetrack testing that, in addition to the technical data acquired, also takes into account feedback from experienced test riders and racers.
Building on this solid base, optional new winglets available for the front cowling direct airflow and generate downforce at high speeds to further enhance stability and help prevent front wheel lift when exiting a corner. Made of quality dry carbon produced in Japan, the size and shape of the winglets were developed through a long process of experimental builds and thorough test runs to achieve the optimum lift effect without making handling feel heavy. These winglets adopt the same basic design as those used by Team SUZUKI CN CHALLENGE when competing in the Suzuka 8 Hours Endurance Race 2024.

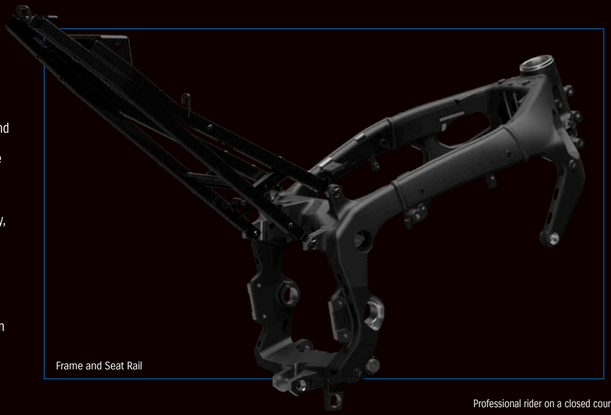






Light, Lean and Nimble, the Chassis is a Winner

The GSX-R1000R chassis has carried countless riders to national and world championship races and titles around the world. But never resting on their laurels, Suzuki's engineers have continued to further refine and evolve its characteristics over the years to inspire rideers and give them the confidence they need to win, whether on the track or the street.
At the core is Suzuki's compact, light and rigid twin-spar aluminum frame, which contributes greatly to the GSX-R1000R's nimble handling and great road holding ability. The frame is constructed of four sections, welded together. Two main spar sections, built up using inner castings and outer stampings to optimize torsional rigidity, 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 light-weight bolt-on rear subframe is made of square aluminum tubing.
Braced on both sides to optimize the balance between weight and rigidity, the sturdy aluminum swingarm contributes to great road holding ability and provides the strength to withstand the demands of competitive riding. Its length is also optimized to provide a positive cornering feel on the racetrack.
The fuel tank is sleek and narrow, making it easy for you to move from side to side and quickly change direction on a racetrack. The tank is also easy to grip with your knees while entering hard-braking corners on the racetrack, its low profile makes it easier to tuck down behind the windscreen, and its shape flows seamlessly into the seat and tail section.



Frame and Seat Rail

Professional rider on a closed course

Proven Showa Suspension

The GSX-R1000R employs Showa BFF (Balance free Front) forks and a BFRC lite (Balance Free Rear Cushion lite) shock, developed for racing and 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 oil pressure above and below the solid internal piston as it moves, pushing oil out of the fork leg and through damping circuits that run to the other side of the piston, where it is drawn back into the fork leg. 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 shocks, and damping control is isolated from the influence of unequal pressure.

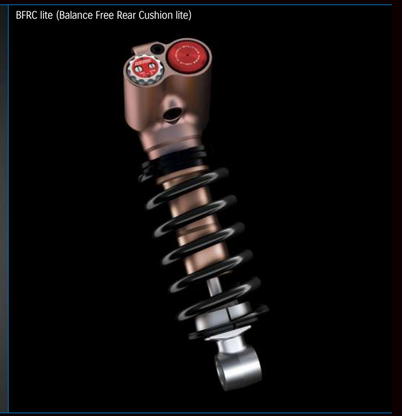
It's a difference that can be felt on the racetrack, with riders reporting better feel and grip that allowed them to initiate their dive sooner and accelerate out of corners harder. The BFR lite shock works with a progressive linkage, and both the BFF forks and the BFR lite shock are fully adjustable.

The GSX-R1000R also features an electronically controlled 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 it for lighter steering at lower speeds.

BFF (Balance Free Front) forks



BFRC lite (Balance Free Rear Cushion lite)







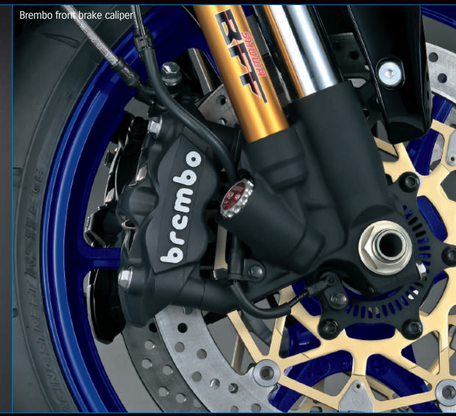
Brembo Discs and Radial-Mount Calipers

The GSX-R1000R uses radial-mount Brembo monoblock front brake calipers. Each caliper has four opposed ø32mm pistons acting on a stainless steel ø320mm floating-mount disc for strong stopping power. Each disc features a hybrid mounting system using a 50/50 combination of five spring-loaded floating pin mounts and five Brembo T-drive floating mounts. The T-drive floating mounts are lighter, but can produce an audible rattle under certain conditions. 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 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.

Brembo front brake disc



Brembo front brake caliper



Bridgestone RS11 Radial Tires and 6-Spoke Wheels

The lightweight, six-spoke cast aluminum wheels contribute to positive handling and sporty performance. They are shod with the latest generation of Bridgestone BATTLAX RACING STREET RS11 radial tires (120/70ZR17M/C (58W) at the front; 190/55ZR17M/C (75W) at the rear), have which earned a good reputation worldwide for delivering consistent performance and durability across a wide range of ambient conditions.

Bridgestone BATTLAX RACING STREET RS11



120/70ZR17M/C (58W) 190/55ZR17M/C (75W)



Professional rider on a closed course

Body Colors Matched to the Prestigious History of the GSX-R

In keeping with the 40th anniversary theme, a lineup of three coordinated duotone body colors was chosen that feature schemes used on famous racing liveries of memorable winning GSX-R race machines.



Optional winglets



Tank top emblem



"R" decal on undercowl



Fuel tank cap ring



40th anniversary decal



GSX-R logo decal



15 Professional rider on a closed course



LED Headlight and LED Position lights



Taillight



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

Lighting and Instrumentation

The high-illumination LED headlight features low-beam and high-beam elements that are stacked, with the low beam positioned above the high beam. The narrow and compact design contributes to both aerodynamic performance and the sharp lines of the GSX-R1000R's face. LED front turn signals are mounted in thin bar-shaped housings that extend from the sides of the cowling. Sharp looking LED position lights are located above the SRAD intakes on each side of the GSX-R1000R's headlight, enhancing the distinctive, exciting look of the model's face.
The LED combination tail/brake lamp features a vertical layout that contributes to the tail's sharp, slim design.

The GSX-R1000R employs a LCD instrument panel that features a clearly legible display. This panel not only supplies critical real-time operating status information, but also keeps you aware of the settings for the bike's respective systems.

The GSX-R1000R also adopts a new Li-ion battery that is lighter, more compact and helps to provide stable voltage under load. Representing a major innovation in motorcycle starter battery technology, the HY battEliiy P-series Starter Battery is designed with a focus on exceptional reliability, impressive durability, enhanced startability, and an extended lifespan with minimal self-discharge requirements.

Color lineup and spec chart



Pearl Vigor Blue / Pearl Tech White (C6F)

Candy Daring Red / Pearl Tech White (C7Q)

Pearl Ignite Yellow / Metallic Mat Stellar Blue (C7P)

The above images include optional accessories

SPECIFICATIONS

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 weight	EU	203 kg (448 lbs.)
	USA	203 kg (448 lbs.)

Engine type		4-stroke, 4-cylinder, liquid-cooled, DOHC
Bore x Stroke		76.0 mm x 55.1 mm (3.0 in. x 2.2 in.)
Engine Displacement		999.8cm³ (61.0 cu. in.)
Compression ratio		13.8 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Wet sump
Transmission		6-speed constant mesh
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped

Rake / Trail		23°20′ / 95mm (3.7 in)
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/55ZR17M/C (75W), tubeless
Ignition system		Electronic ignition (transistorized)
Fuel tank capacity		16.0 L (4.2/3.5 US/Imp gal)
Oil capacity (overhaul)		4.0 L (1.1/0.9 US/Imp gal)
Fuel consumption		14.7 km/L (6.8 L/100km) in WMTC
CO_2 emissions		158g/km in WMTC

* European Spec. shown

*Actual fuel consumption and CO_2 emissions may differ owing to conditions such as the weather, road, rider behavior and maintenance.
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