



GSX-R 1000R

GSX-R1000R



OVERVIEW

The 2025 GSX-R1000R's versatile engine provides class-leading power smoothly and controllably across a broad rpm range. The compact chassis delivers nimble handling with excellent suspension feel, ready to conquer a racetrack or cruise a country road. Advanced electronic rider aids such as traction control, launch control, and a bi-directional quick shifter enhance the riding experience while the distinctive, aerodynamic GSX-R bodywork slices through the wind.

The Showa® BFF and BFRC-Lite suspension components provide an unmatched combination of reliability and performance. Up front, fed by stainless steel brake lines, radially mounted Brembo® Monobloc brake calipers grasp a pair of 320mm Brembo® T-drive floating brake rotors. The GSX-R1000R continues as the best liter-class supersport with an unmatched combination of reliability, durability, usability, and overall performance with excellent track potential.



GSX-R1000RZ model shown

Pearl Brilliant White/
Metallic Triton Blue



Candy Daring Red /
Glass Sparkle Black



Mechanical Matte Sword Silver

2025

KEY FEATURES

- The 2025 GSX-R1000R is available in a new Candy Daring Red / Glass Black paint scheme with red wheels or a stunning Metallic Matte Sword Silver scheme with bright blue graphics on the fairing and black wheels.
- The aerodynamic bodywork has a compelling appearance and shape that aids performance by improving handling and speed on the racetrack. The reasonable sport riding position comes from a carefully crafted relationship between the clip-ons, footrests, and a seat height of just 32.48 inches (825mm).
- The compact, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine has the exclusive Suzuki Racing Variable Valve Timing System (SR-VVT) using a centrifugal actuated mechanism on the intake camshaft sprocket to increase high RPM power without losing low- to mid-range torque.
- The Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch functions like a slipper clutch during downshifts while increasing plate pressure during acceleration. The Suzuki Bi-directional Quick Shift System enables smooth, clutchless upshifts and downshifts of the cassette-style, six-speed transmission.
- Light and compact, the twin-spar aluminum frame has adjustable swingarm pivots to help racers tune the chassis. The gold-anodized Showa® BFF fork and rear suspension components deliver extraordinary damping control while the lean-sensitive, ABS** system monitors the Brembo® four-piston, front brake calipers that are fed by stainless steel hoses.
- An Inertial Measurement Unit (IMU) provides six-direction, three-axis, motion, and position information to the ECM so instantaneous electronic adjustments are made to the Traction Control* and the lean-sensitive Motion Track Anti-Lock Brake System (ABS)**.
- The black background LCD multifunction instrument panel was inspired by the GSX-RR MotoGP dash, and the aerodynamic fairing houses a bright, stacked LED headlight assembly and eyebrow position lights above the Suzuki Ram Air Direct intake ducts.

ENGINE

- The compact, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine is designed with an elevated level of top-end performance plus strong low- to mid-range power.
- The exclusive Suzuki Racing Variable Valve Timing System (SR-VVT) uses a centrifugal actuated mechanism on the intake camshaft sprocket that increases high engine rpm power without losing low- to mid-range power.
- The Suzuki Racing Finger Follower valve train weighs less than a tappet-style valve train reducing friction and increasing valve response at higher engine speeds.
- Titanium valves with two 31.5mm intake, and two 24mm exhaust valves are used for each cylinder. The lighter valves respond well to the finger follower's arms, permitting a 14,500 rpm redline that helps produce extremely high peak horsepower.
- The crankshaft retains Suzuki's Even Firing Order Engine legacy. Uneven firing order engines used in other motorcycles vibrate more, while the GSX-R1000R makes good, smooth, and reliable power at all engine speeds while emitting a high-performance exhaust note.
- The short-stroke engine has a 76.0mm bore versus a 55.1mm stroke yet is narrower than the prior-generation GSX-R1000 engine, thanks to its effective design.
- Aluminum pistons are 76.0 mm in diameter and are engineered with the use of Finite Element Method (FEM) analysis and are cast for optimal rigidity and weight.
- Suzuki Composite Electrochemical Material (SCEM)-coated cylinders are integrated into the upper crankcase reducing friction, improving heat transfer and durability.
- The high 13.2:1 compression ratio helps produce high horsepower. The cylinder head's shallow combustion chambers minimize heat produced during operation.
- The engine is rotated back and positioned in the frame to create optimal chassis dimensions for precise handling and to balance the motorcycle's weight distribution.
- The EFI system uses Suzuki's Ride-by-Wire Electronic Throttle Bodies, with throttle valves controlled by a servo motor for fast response to rider throttle input while delivering precise and smooth power.
- The automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle regardless of engine temperature.
- Complementing the four primary fuel injectors in the throttle bodies are four Suzuki Top Feed Injectors (S-TFI) that spray fuel from the top of the airbox directly into the intake funnels. This results in higher peak power, more efficient combustion, and a higher level of fueling control.
- To increase top-end power without losing lower rpm performance, the airbox is equipped with stacked air intake funnels for the two outer cylinders. This uncomplicated design allows good air flow at all intake speeds without requiring a complex mechanism that adds weight.
- Dual Suzuki Ram Air Direct (SRAD) intake ducts exponentially increase the amount of volumetric air flow entering the airbox as road speed increases.
- The 4-2-1 exhaust system helps the engine deliver a wide range of performance with an exciting rush up to redline. The black finish titanium muffler, with brushed stainless-steel heat shield, is tucked up high for good ground clearance at high lean angles while creating an exciting, distinctive sound.

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ENGINE CONT.

- The Suzuki Exhaust Tuning (SET) system valve in the mid-pipe helps control back-pressure and flow to the muffler widening power delivery reducing exhaust sounds without needing a larger silencer.
- SET-Alpha exhaust valves are in the balance tubes between the two outer and two inner head pipes. Actuated by a cable from the main SET-valve, the Alpha valves open at higher engine speeds and close at lower rpm helping the engine create high peak power without losing low- and mid-range horsepower.
- The digital ignition fires iridium-type spark plugs increasing spark strength and improving combustion efficiency. These quality components also last longer than conventional spark plugs.
- The cooling system is designed using advanced analysis design, so the coolant flows through the engine and radiator more efficiently. This compact design uses 400cc less coolant than the prior-generation GSX-R1000, improving cooling efficiency and lowering weight.
- The fairing lowers efficiently guide cooling air to the high-capacity curved radiator. Twin cooling fans deliver good cooling at lower road speeds.
- Additional heat is removed from the engine via the use of an air-cooled, radiator-style oil cooler mounted directly below the main radiator.

DRIVE LINE

- The Suzuki Bi-directional Quick Shift System permits clutchless upshifts and downshifts for faster lap times during competition and exceptional rider convenience on the street.
- The GSX-R1000R is equipped with the Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch. SCAS works like a slipper clutch during downshifts while increasing pressure on the plates during acceleration. This smooths engine braking and lightens the clutch lever pull.
- The cassette-style, six-speed transmission lets riders precisely match gear ratios to the riding condition. A cassette-style transmission can be easily removed from the crankcase as an assembly with the engine still in the frame, making racetrack gear changes easier and simplifying service.
- Based on Suzuki's race-proven, close-ratio transmissions, the GSX-R1000R gear box features vertically staggered shafts reducing overall engine length.
- The shift linkage can be easily set up for reverse-pattern, GP-style shifting (even with the quick-shifter in use).
- A programmable shift light on the main panel provides a visual alert to the rider to shift when a certain engine rpm is reached.
- The primary gear ratio is lower compared to the prior-generation GSX-R1000 for stronger acceleration.
- To reduce moving mass, a 525-size drive chain is used with a 45/17 final sprocket ratio that complements the large rear tire.

CHASSIS

- Using lessons learning from Suzuki MotoGP chassis development, the engine angle of the GSX-R1000R was rotated backward six degrees compared with the prior-generation GSX-R1000. This rotation reduces the distance of the fork to the center of the chassis by 20 mm, and increases the swingarm length by 40 mm. This improves chassis stability and the motorcycle's aerodynamics.
- The aluminum twin-spar-style frame is designed using FEM analysis technology to place strength in the proper places; the frame is also ten percent lighter than the prior-generation GSX-R1000. The frame's spars are set 20 mm closer together, improving aerodynamics, looks and rider comfort.
- The aluminum Superbike-braced swingarm has equalized bracing to the main beams providing balanced support and movement to the shock absorber, improving racetrack handling while also conveying a consistent suspension feel to the rider.
- The GSX-R1000R's swingarm pivot features an adjustable location so the chassis can be better tuned for competition use (please use the standard position for street riding).
- Racetrack-developed links connect the single Showa® Balance Free Rear Cushion Light (BFRC-lite) shock to the braced swingarm. The BFRC-lite's innovative design controls damping force outside of the shock body to not only control how the suspension strokes but helps smooth its reaction over bumpy surfaces or when the chassis is pitched during braking. This produces a superb level of response in a racetrack environment and sets a new standard for rider feedback and comfort during street riding.
- The Showa® Balance Free Front Fork (BFF) uses race-level technology to bring excellent damping force responsiveness not seen before in a supersport motorcycle. This suspension's design controls damping force outside of the spring chamber, so the fork precisely maintains consistent damping regardless of its stroking action. With the BFF the rider enjoys an unparalleled level of surface feedback and ride compliance.
- The GSX-R1000R is also fitted with a lightweight, race-ready upper triple clamp in conjunction with the BFF.
- Brembo® Monobloc 4-piston brake calipers are radially mounted to the fork's axle holders. Exclusively on a GSX-R1000R, these front calipers are fed by stainless-steel brake lines.

Continued...

CHASSIS CONT.

- The dual front Brembo® T-drive brake rotors feature two methods of attaching the 320mm floating disc to the carrier. There are five conventional floating rotor spools maintaining the rotor's relationship to the caliper, and five T-drive fasteners enabling the rotor to absorb more braking energy than a disc with conventional spools alone.
- The front brakes are complemented by a 240mm rear disc brake with a Nissin® single-piston caliper.
- Like conventional ABS, the Motion Track Brake System provides the appropriate amount of braking force for the available traction, with additional chassis pitch input from the IMU. When the IMU detects rear wheel lift, or the motorcycle is leaned over, the ABS system will adjust the front brake to help settle the chassis and help maintain braking efficiency.
- Unique to Suzuki, the lightweight six-spoke wheels reduce unsprung mass and have been designed to help manage the braking and drive forces that a GSX-R1000R can create. The Pearl Brilliant White and Metallic Triton Blue GSX-R1000R paint scheme features bright blue wheels, the Candy Daring Red / Glass Sparkle Black GSX-R1000R rolls on dark red wheels, while the Metallic Matte Sword Silver version rides on black wheels with bright blue rim graphics.
- The GSX-R1000R comes with track-day-ready Bridgestone® Racing Street RS11 low-mass tires. The tires' tread pattern reduces wear and maximizing sport performance and contact feel.

ADVANCED ELECTRONICS

- A lightning-fast, 32-bit dual processor Engine Control Module (ECM) blends Suzuki's vast street-going EFI knowledge with the intelligence from Suzuki's championship-winning MotoGP racing program. GSX-R1000R riders get sportbike performance without peer while simultaneously receiving polished street manners.
- Using MotoGP knowledge, Suzuki has fitted an Inertial Measurement Unit (IMU) on the GSX-R1000R. The IMU provides six-direction, three-axis, motion, and position information to the ECM so instantaneous adjustments are made electronically to the engine and chassis components that influence performance.
- The LCD multifunction instrument panel is inspired by the GSX-RR MotoGP dash. This panel is laid out so the rider can easily see the tachometer bar, speedometer digits, and other essential operational information. This effective display is critical, as it is the rider's interface to the GSX-R1000R's advanced electronics. The panel on the GSX-R1000R is unique, as it features a black background.
- The ECM precisely opens the Ride-by-Wire electronic throttle bodies to match the rider's throttle grip rotation with the refinement from the IMU-influenced electronics. The result is a strong, seamless engine power delivery from idle to redline.
- The three-mode Suzuki Drive Mode Selector (S-DMS) system lets the rider select the engine's power delivery characteristic to match riding ability and conditions.
- The Suzuki Bi-directional Quick Shift System lets GSX-R1000R racers shift faster than ever. By manipulating ignition timing on upshifts and the electronic throttle bodies on downshifts, clutchless shifting helps deliver faster and more consistent lap times.
- The exclusive ten-mode Motion Track Traction Control System (MT-TCS)*, with IMU influence, increases rider confidence by adjusting the system's amount of intervention to match riding ability and surface conditions.
- Exclusive to Suzuki, the Motion Track Anti-Lock Brake System (ABS)** brings additional performance to anti-lock braking. Like a conventional ABS system, the Motion Track Brake System helps provide the appropriate amount of braking force for the available traction. When the IMU detects the rear wheel lift, the ABS control module adjusts the front brake pressure to reduce the rear wheel lift. If the IMU senses the motorcycle is leaned over when the brakes are used, the ABS unit adjusts the brake pressure to an optimal amount to help maintain braking force and tire grip.
- The Suzuki Launch Control System provides GSX-R1000R riders a competitive advantage when launching their motorcycle at the start of the race. This system modulates engine power so the rider can concentrate on clutch operation.
- The Suzuki Easy Start System simplifies startup for the GSX-R1000R rider as the ECM automatically cranks the engine for 1.5 seconds (or until started) with a momentary press of the starter button. There is no need to pull in the clutch lever if the transmission is in neutral. Once started, the ECM helps control the electronic throttle bodies to maintain a consistent engine idle speed, whether the engine is cold or warm.
- The innovative Suzuki Low RPM Assist System smooths takeoffs and reduces the chance of the rider stalling the motorcycle. If necessary, the ECM slightly raises engine rpm for a smoother start when the clutch is released helping make it easier to ride away from a stop or navigating in traffic at exceptionally low speeds.

ELECTRICAL

- The LCD multifunction instrument panel has a black background with white digits and has an adjustable intensity, a white color backlight for greater nighttime visibility. The LCD main panel is flanked by LED indicators that include the turn signals, high beam, traction control, and shift light, plus coolant temperature and oil pressure alerts.
- The LED headlight is lightweight, bright, and distinctive. This low electric-draw light has a narrow, stacked shape to allow the SRAD air ducts at the nose of the fairing access to the high-pressure air created at higher speeds.
- A pair of distinctive, arched LED position lights accent the top edge of the SRAD air ducts in the fairing nose helping increase visibility and adding to the motorcycle's unique character.
- The LED combination tail and brake light have an exceptionally low electrical draw, and the vertically stacked shape permits the tail section to be narrow for better air flow at the back of the motorcycle. The outer section of the taillight uses surface-type light-emitting diodes for a smooth glow, while the center portion uses bright, conventional LEDs for attention when the brakes are applied.
- The turn signals are lightweight and use incandescent bulbs with amber lenses, so the motorcycle's turn indication is more visible to other traffic.
- Controller Area Network wire harness (CAN Bus) allows for fast and precise communications between all the GSX-R1000R's electronic systems. With a CAN Bus system, riders experience swift and trouble-free electronic system operation while the system's size is reduced and the wiring harness less complex.
- The motorcycle's lightweight battery is a great benefit during closed-course competition or track-day use. This compact battery (YTZ10S, 12V8.6AH) has ample capacity to start the engine and to supply power to the advanced electronics.
- The polyfunctional "Start/Stop" switch combines the engine stop and start functions. The switch is a fine complement to the Suzuki Easy Start System fitted to the GSX-R1000R.

BODY

- The aerodynamic bodywork was created by Suzuki styling designers and engineers using wind tunnel testing to achieve a slippery shape and compelling appearance. Narrower than ever, the GSX-R1000R's shape directly aids performance by improving handling and top speed on the racetrack.
- The dual SRAD intake ducts are positioned close to the center of the fairing nose, where air pressure is highest. The intake ducts are also larger, thanks to the compact LED headlight.
- The GSX-R1000R with the Metallic Matte Sword Silver or Candy Daring Red / Glass Sparkle Black paint schemes have outer fork tubes and shock absorber bodies with gold-anodized finishes like the suspension components on the championship-winning Suzuki Yoshimura SERT endurance GSX-R race bike.
- The GSX-R1000RZ's Pearl Brilliant White/ Metallic Matte Triton Blue paint scheme includes fork outer tubes and a shock absorber body with blue-anodized finishes.
- The reasonable sport riding position is created by a carefully crafted relationship between the clip-ons, footrests, and seat. Compared to the prior-generation GSX-R, the fuel tank is 21mm lower making it easier for the rider to tuck in on a racetrack straightaway.
- The seat height is an appropriate 825mm (32.48 inches) and contributes to the good rider interface that aids the rider in guiding the motorcycle on the road or racetrack.
- The passenger seat can be removed and replaced with an optional color-matched solo tail cowl (available from authorized Suzuki dealers).
- The shifter and rear brake pedal are adjustable in relationship to the footrests, and the hand controls are adjustable in relation to the grips.



ADDITIONAL

- A variety of Genuine Suzuki Accessories are available, plus a full selection of GSX-R logo apparel.
- 12-month unlimited mileage limited warranty. Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

**The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Traction control cannot prevent the front wheel from losing grip.*

***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.*

SPECIFICATIONS

ENGINE

Engine:	999.8cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	76.0 mm x 55.1 mm (2.992 in. x 2.169 in.)
Compression Ratio:	13.2:1
Fuel System:	Fuel injection with Ride-by-Wire throttle bodies
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, DID® 525HV3, 120 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo®, 4-piston, twin disc, ABS-equipped
Brake, Rear:	Nissin®, 1-piston, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/55ZR17M/C (75W), tubeless
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	LED
Tail Light:	LED

DIMENSIONS

Overall Length:	2075 mm (81.7 in.)
Overall Width:	705 mm (27.8 in.)
Overall Height:	1145 mm (45.1 in.)
Wheelbase:	1420 mm (55.9 in.)
Ground Clearance:	130 mm (5.11 in.)
Seat Height:	825 mm (32.5 in.)
Curb Weight:	202 kg (445.0 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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