



GSX-R1000 ABS

MY17

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ABS



METALLIC MAT BLACK NO.2



GSX-R1000 ABS MY17

It has been three decades and more than a million sold since the GSX-R line was born. A decade and a half since the first GSX-R1000 (K1) changed the open sportsbike class forever. Now, the 6th-generation GSX-R1000 is redefining the definition of "Superbike". It embodies the life work and professional ambition of Suzuki engineers who are extremely passionate about the GSX-R brand and its place in motorcycle history. A team who love riding and racing, enthusiasts who were determined to restore the GSX-R1000 to its rightful place as top dog. Put simply -It is the most powerful, hardest-accelerating, cleanest-running GSX-R ever built.

SPECIAL OFFER: [\\$19,990 Ride Away + Bonus Bi-Directional Quickshifter](#)

\$19,990 RIDE AWAY*

*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.

KEY FEATURES



The all-new, 999.8cm³ in-line four cylinder, DOHC, liquid-cooled engine, is the most powerful, hardest accelerating, cleanest running GSX-R engine ever built. Producing 148.6kW (202ps) @13,200rpm with 117.6Nm of torque @10,800rpm, the new engine surpasses the competition. The design target was simple "Increase top end power without sacrificing low and mid range output" to achieve this Suzuki engineers had to employ advanced MotoGP derived technologies known as the Broad Power System.



Exploiting the higher engine speed and increasing the high-rpm power without affecting lower and mid-rpm power presented a challenge. The valve timing typically needed for higher peak power also reduces mid-range and lower-rpm power, and vice versa. The answer came from the proprietary, proven Suzuki Racing VVT (SR-VVT) System developed for Moto GP racing. Unlike complicated variable valve timing systems used by other manufactures, the SR-VVT is simpler, more compact, lighter and more 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 new GSX-R1000 uses a valve train developed in MotoGP competition, using thinner-wall, hollow camshafts operating lighter, F1-style pivoting finger followers. Each finger follower is 6 grams lighter than a conventional bucket tappet (10 grams vs. 16 grams), and because each follower pivots on a fixed shaft, its moving mass is just 3 grams. The lighter moving mass allows maximum engine rpm and valve lift to be increased while improving valve response and maintaining accurate valve control. Each finger follower in the GSX-R1000 is designed based on the actual followers used in the GSX-RR MotoGP racebike, including a DLC coating to increase durability.



New, ride-by-wire downdraft throttle bodies are 19mm shorter, simpler, lighter and more compact than the previous model's throttle bodies, with a larger bore (46mm versus 44mm). The new throttle bodies each have a single butterfly valve controlled by an advanced electronic engine management system, and each cylinder is fed by two ultra-fine-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 airbox, directly over each throttle body velocity stack, and operates at higher rpm. The TFI showerhead injector delivers fuel in an optimised spray pattern designed to enhance combustion efficiency, throttle response and top-end power.

KEY FEATURES

- › The crankshaft retains Suzuki's Even Firing Order Engine legacy. Un-even firing order engines used in other motorcycles vibrate more while the GSX-R1000 makes good power at all engine speeds, runs smoother and reliably while emitting a screamer exhaust note.
- › The short stroke engine has a 76.0 mm bore versus a 55.1mm stroke, yet is narrower than the prior generation GSX-R1000 thanks to effective design.
- › The fresh-design engine has been rotated back and positioned in the frame to create optimal chassis dimensions for precise handling and to balance the motorcycle's weight.
- › Titanium valves, 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 and permit a 14,500 RPM redline that helps produce very high peak horsepower.
- › Suzuki Composite Electrochemical Material (SCEM) coated cylinders are integrated into the upper crankcase to reduce friction and improve heat transfer and durability.
- › The high 13.2:1 compression ratio helps produce high horsepower. The cylinder head's shallow combustion chamber minimize heat produced during operation.
- › The EFI system uses Suzuki's new Ride-by-Wire Electronic Throttle Bodies where the throttle valves are controlled by a servo motor for fast response to rider throttle grip input while delivering precise and smooth power delivery.
- › The automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle regardless of engine temperature.
- › New design Suzuki Ram Air Direct (SRAD) intake ducts are used to exponentially increase the volumetric flow of air amount coming in the air box as road speed increases.
- › The 4-2-1 exhaust system with titanium muffler is designed to help the engine deliver a wide range of performance with an exciting rush up to redline. The titanium muffler has a pleasing appearance while creating an exciting, distinctive sound.
- › The Suzuki Exhaust Tuning (SET) system valve in the mid-pipe helps control back-pressure and flow to the muffler to widen power delivery and reduce exhaust sounds without needing a larger silencer.
- › The cooling system was designed using advanced analysis design so the coolant flows through the engine and radiator more efficiently. This design uses 400cc less coolant than the previous model, but the new system has better cooling efficiency while being more compact and lighter.
- › The fairing lowers efficiently guide cooling air to the high-capacity curved radiator. Twin cooling fans ensure 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.
- › The GSX-R1000's new cassette-style, six-speed transmission uses ratios carefully selected for optimal acceleration and top speed. Like the Suzuki GSX-RR MotoGP bike, this transmission can be removed as a complete assembly from the side of the engine and features vertically staggered shafts to reduce overall engine length.
- › The primary gear ratio is lower compared to the prior GSX-R1000 for stronger acceleration.
- › A programmable shift light is on the main panel to provide a visual alert to the rider to shift when a certain engine RPM is reached.

SPECIFICATIONS

| | |
|------------------|---|
| ENGINE | 4-CYLINDER, 4-STROKE, LIQUID-COOLED, DOHC |
| STARTER | ELECTRIC |
| TRANSMISSION | 6-SPEED CONSTANT MESH WITH SLIPPER CLUTCH |
| FRONT SUSPENSION | 43MM SHOWA BIG PISTON FRONT (BPF) FORKS |
| REAR SUSPENSION | SHOWA REAR SHOCK - LINK TYPE, COIL SPRING, OIL DAMPED |
| FRONT BRAKES | BREMBO RADIAL-MOUNT MONOBLOC CALIPERS, 320MM T-DRIVE DISCS |
| REAR BRAKES | NISSIN SINGLE-PISTON CALIPER, 220MM DISC |
| FUEL CAPACITY | 16 LITRES |
| COLOURS | METALLIC MAT BLACK NO.2 / METALLIC TRITON BLUE / PEARL MIRA RED |
| WARRANTY | 2 YEAR UNLIMITED KILOMETRE |
| SEAT HEIGHT | 825 MM |
| LENGTH | 2075 MM |
| WIDTH | 705 MM |
| HEIGHT | 1145 MM |
| WET WEIGHT | 202 KG |
| WHEELBASE | 1420 MM |
| MODEL CODE | GSXR1000AL7 |

825 MM / 2075 MM / 705 MM / 1145 MM / 202 KG / 1420 MM
 SEAT HEIGHT LENGTH WIDTH HEIGHT WET WEIGHT WHEELBASE

ACCESSORIES



ALTERNATOR COVER PROTECTION

Part No: 990D0-17K20
Price: **\$199.00**



ANODISED CHAIN ADJUSTER BLOCK SET

Part No: 990D0-17K33
Price: **\$189.95**



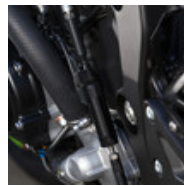
AXLE SLIDER - FRONT

Part No: 990D0-17K16
Price: **\$139.95**



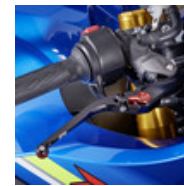
AXLE SLIDER - REAR

Part No: 990D0-17K19
Price: **\$139.95**



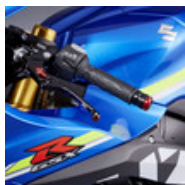
BI-DIRECTIONAL QUICK SHIFT SYSTEM MY17 >

Part No: 25500-17810
Price: **\$899.00**



BILLET BRAKE LEVER (COLOURED, ADJUSTABLE)

Part No: 990D0-17K34
Price: **\$289.00**



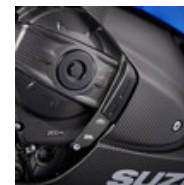
BILLET CLUTCH LEVER (COLOURED, ADJUSTABLE)

Part No: 990D0-17K35
Price: **\$289.00**



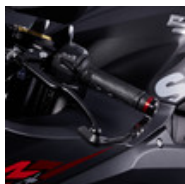
BRAKE LEVER PROTECTOR

Part No: 990D0-17K34-001
Price: **\$189.95**



CLUTCH COVER PROTECTOR

Part No: 990D0-17K26
Price: **\$219.00**



CLUTCH LEVER PROTECTOR

Part No: 990D0-17K35-001
Price: **\$189.95**



ECSTAR R7000 10W40 SEMI SYNTHETIC 1-LITRE

Part No: 99000-R7000-01L
Price: **\$19.95**



ECSTAR R7000 10W40 SEMI SYNTHETIC 4-LITRE

Part No: 99000-R7000-04L
Price: **\$69.95**



ECSTAR R9000 10W40 FULL SYNTHETIC 1-LITRE

Part No: 99000-R9000-01L
Price: **\$27.95**



ECSTAR R9000 10W40 FULL SYNTHETIC 4-LITRE

Part No: 99000-R9000-04L
Price: **\$99.95**



FIRST AID KIT - LARGE

Part No: 990AA-02010-003
Price: **\$126.82**



FRAME SLIDER SET

Part No: 990D0-17K40
Price: **\$449.00**



GENUINE SUZUKI OIL FILTER

Part No: 16510-07J00
Price: **\$25.06**



GSX-R MOTORCYCLE COVER

Part No: 990A0-66002
Price: **\$225.36**