



GSX-R 1000

GSX-R1000



OVERVIEW

The 2025 GSX-R1000's versatile engine provides class-leading power delivered smoothly and controllably across a broad rpm range. Like the original 2001 GSX-R1000, the 2025's compact chassis delivers nimble handling with excellent suspension feel and braking control, ready to conquer a racetrack or cruise a country road. Advanced electronic rider aids such as traction control and a bi-directional quick shifter enhance the riding experience while the distinctive, aerodynamic GSX-R bodywork slices through the wind.

Equipped with a Showa® Big-piston Fork plus Brembo® T-drive rotors and Monobloc brake calipers the GSX-R1000 is ready for a ride through the twisties, on the street or through chicanes on a track day. And that is the point, as the GSX-R1000 is poised to Own the Racetrack, imagine how it performs on the street.



Mechanical Matte Sword Silver



Candy Daring Red / Glass Sparkle Black

2025

KEY FEATURES

- The 2025 GSX-R1000 aerodynamic bodywork is coated in a new Candy Daring Red and Glass Sparkle Black with red wheels, or a Mechanical Matte Sword Silver with new, bright blue graphics on the fairing and on the black wheels.
- Behind the front fairing's stacked LED headlights and Suzuki Ram Air Direct ducts is a reasonable sport riding position created from a carefully crafted relationship between the clip-ons, footrests, and a low seat height of just 32.48 inches (825 mm).
- The compact 999cc, DOHC, inline-four engine produces great top-end power with a strong low- to mid-range pull thanks to the exclusive Suzuki Variable Valve Timing (VVT) system and the highly efficient 4-2-1 stainless-steel exhaust system.
- The Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch functions like a slipper clutch during downshifts while increasing plate pressure during acceleration. The standard 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 and arched swingarm hold a Showa® Big Piston fork and rear suspension that deliver extraordinary handling while the pitch-sensitive, ABS** system monitors the Brembo® four-piston, front brake calipers.
- An Inertial Measurement Unit (IMU) provides six-direction, three-axis, motion, and position information to the Engine Control Module (ECM) so instantaneous electronic adjustments are made to the Traction Control* and the pitch-sensitive Motion Track Anti-Lock Brake System (ABS)**.
- Both the large LCD multifunction instrument panel and the lightning-fast, 32-bit dual processor ECM blend race-winning MotoGP intelligence with Suzuki's vast street-going EFI knowledge so riders will get sportbike performance without peer while simultaneously receiving polished street manners.

ENGINE

- The compact, four-stroke, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine is designed with a prominent level of top-end performance plus strong low- to mid-range power.
- The crankshaft retains Suzuki's Even Firing Order Engine legacy. Uneven firing order engines used in other motorcycles vibrate more, while the GSX-R1000 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 thanks to effective design.
- The exclusive Suzuki Racing Variable Valve Timing System (SR-VVT) uses a centrifugal actuated mechanism on the intake camshaft sprocket, increasing high engine rpm power without losing low- to mid-range power.
- The Suzuki Racing Finger Follower valve train weighs less than a tap-pet-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 followers' arms and permit a 14,500 rpm redline helping produce remarkably high peak horsepower.
- Aluminum pistons each 76.0 mm in diameter, were engineered with 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 and improving heat transfer and durability.
- The high 13.2:1 compression ratio helps produce high horsepower. The cylinder head's shallow combustion chamber minimizes heat produced during operation.
- The engine is rotated back and positioned in the frame creating optimal chassis dimensions for precise handling through balancing the motorcycle's weight distribution.
- The EFI system uses Suzuki's Ride-by-Wire Electronic Throttle Bodies, where the throttle valves are controlled by a servo motor for fast response to a rider's 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 throttle bodies' four primary fuel injectors 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 that feed the engine's two outer cylinders. This uncomplicated design allows good air flow at all intake speeds without requiring a complex mechanism that adds weight.
- A pair of Suzuki Ram Air Direct (SRAD) air intake ducts exponentially increase the volumetric air flow amount entering the airbox as road speed increases.
- The 4-2-1 exhaust system is designed to help deliver a wide range of engine performance with an exciting rush up to redline. The black finish titanium muffler, with a brushed stainless steel heat shield, is tucked up high for good ground clearance at high lean angles while creating an exciting, distinctive sound.

Continued...

ENGINE CONT.

- The Suzuki Exhaust Tuning (SET) system valve in the mid-pipe helps control back-pressure and exhaust flow to the muffler, widening the engine's power delivery and reducing exhaust sound without needing a larger silencer.
- SET-Alpha exhaust valves in the balance tubes between the two outer and the two inner head pipes 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 combustion efficiency. These quality components also last longer than conventional spark plugs.
- 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 prior-generation GSX-R1000, improving cooling efficiency while being more compact and reducing 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.

TRANSMISSION

- The GSX-R1000 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 GSX-R1000 includes the Suzuki Bi-directional Quick Shift System which was previously available only on the GSX-R1000R model. This system allows for clutchless upshifts and downshifts while riding.
- The cassette-style, six-speed transmission lets riders precisely match the gear ratio 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, facilitating easier racetrack gear changes and simplified service.
- Based on Suzuki's race-proven close-ratio transmissions, the GSX-R1000 employs vertically staggered shafts to reduce 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 dimensions.

ADVANCED ELECTRONICS

- A powerful, 32-bit dual processor Engine Control Module (ECM) blends Suzuki's vast street-going EFI knowledge with the intelligence from Suzuki's championship-winning Superbike and Endurance racing programs. GSX-R1000 riders will get sportbike performance without peer while simultaneously receiving polished street manners.
- Using MotoGP knowledge, Suzuki has fitted an Inertial Measurement Unit (IMU) to the GSX-R1000. 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 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-R1000's advanced electronics.
- The ECM precisely opens the Ride-by-Wire electronic throttle bodies to match the throttle grip rotation of the rider's hand, and the refinement from the IMU-influenced electronics. The result is strong, seamless engine power delivery from idle to redline.
- The Suzuki Bi-directional Quick Shift System lets racers shift faster than ever before. By manipulating ignition timing on upshifts and manipulating the electronic throttle bodies on downshifts; clutchless shifting helps deliver faster and more consistent lap times.
- 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 exclusive ten-mode Motion Track Traction Control System (MT-TCS)*, with IMU influence, increases rider confidence by allowing adjustments to the 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 will adjust the front brake pressure to reduce the rear wheel lift.

ADVANCED ELECTRONICS CONT.

- The Suzuki Easy Start System simplifies startup for the GSX-R1000 rider as the ECM automatically cranks the engine for 1.5 seconds (or until it starts) 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 will 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 raises engine rpm slightly for a smoother start when the clutch is released, so it is easier to ride away from a stop or navigate at exceptionally low speeds in traffic.

CHASSIS

- The aluminum twin-spar-style frame was designed using FEM analysis technology to place strength in the proper places as the frame is ten percent lighter than the prior-generation GSX-R1000. The spars of the frame are set 20 mm closer together helping improve aerodynamics and the bike's looks, and to bring more comfort to the rider.
- The Superbike-braced aluminum swingarm has equalized bracing to the main beams providing balanced support and movement to the shock absorber, improving racetrack handling while conveying a consistent suspension feel to the rider.
- Using lessons learned from Suzuki MotoGP chassis development, the engine angle of the GSX-R1000 was rotated backward six degrees. This had the joint effect of reducing the distance of the fork to the center of the chassis by 20 mm and increasing the swingarm length by 40 mm. This increases chassis stability and improves aerodynamics.
- Racetrack-developed links connect the single Showa® Remote Reservoir Shock Absorber to the braced swingarm. With spring preload, rebound damping, plus high- and low-speed compression damping force adjustment, the rider can tune the motorcycle to respond to riding style and weight.
- Superb suspension action is delivered by the fully adjustable Showa® Big Piston Front Fork (BPF), renowned for its damping force control that helps maintain front tire contact with the surface, so the rider gets good sensory feedback while riding at a variety of speeds.
- The GSX-R1000 has a pair of Brembo® Monobloc brake calipers radially mounted to the front fork's axle holders.
- 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. This combined attachment technique allows the rotors to absorb more energy, for more effective transfer of braking torque.
- The front brakes are complemented by a 240mm rear disc brake rotor with a Nissin® single-piston caliper.
- Exclusive to Suzuki, the lightweight six-spoke wheels reduce unsprung mass and are designed to manage the braking and drive forces that a GSX-R1000 can create.
- The GSX-R1000 comes with track day-ready Bridgestone® Racing Street RS11 low-mass tires. The tires' tread pattern reduces wear and maximizing sport riding performance and contact feel.
- The shifter and rear brake pedal are adjustable in relation to the footrests, and the hand controls are adjustable in relation to the grips.

ELECTRICAL

- The LCD multifunction instrument panel has an adjustable intensity, white color backlight for great nighttime visibility and 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 ducts at the nose of the fairing access to the high-pressure intake air created at higher speeds.
- The LED combination tail and brake light assembly has an extremely 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 license plate is also illuminated by an LED light.
- The turn signals are lightweight and use incandescent bulbs with amber lenses, so the motorcycle's turn indication is highly visible to other traffic.
- Controller Area Network wire harness (CAN Bus) allows for fast and precise communications between all the GSX-R1000's electronic systems. With a CAN Bus system, riders will experience swift and trouble-free electronic system operation while the size is reduced, and the wiring is less complex.
- 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-R1000.
- The GSX-R1000 is equipped with a lightweight and compact battery (YTZ10S, 12V8.6AH).

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-R1000's shape directly aids performance by improving handling and top speed on the racetrack.
- The 2025 GSX-R1000 arrives in a new Candy Daring Red and Glass Sparkle Black with matching red wheels, or in a Mechanical Matte Sword Silver scheme with new, bright blue graphics on the fairing and on the black wheels.
- The dual SRAD intake ducts are positioned closer 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 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 top of 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 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).



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, SCAS-equipped
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® Monobloc, 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:	201 kg (443.0 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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