EDGE Product Comparison Guide
2020 GSX-R1000 & GSX-R1000R



GSX-R1000

GSX-R1000R

SUZUKI



GSX-R1000AM0
AGT: Pearl Glacier White / Glass Sparkle Black



GSX-R1000AM0
KGL: Glass Sparkle Black / Metallic Matte Black



GSX-R1000RAM0
YSF: Metallic Triton Blue



GSX-R1000RAM0
JSP: Glass Sparkle Black / Pearl Mira Red

2020 Suzuki GSX-R1000 Model Overview

The GSX-R1000's compact and lightweight engine provides class-leading power that's delivered smoothly and controllably across a broad RPM range. This versatile engine contributes to the GSX-R1000's compact chassis that delivers nimble handling and superb braking on the racetrack or on a country road.

Advanced electronic rider aids that aren't too complicated to use enhance the experience rather than control it. The bodywork's aerodynamics reduce drag at top speed on the racetrack and improve rider comfort on brisk street rides.

For 2020 the GSX-R1000 is available with a Glass Sparkle Black and Metallic Matte Black or a Pearl Glacier White and Glass Sparkle Black paint scheme. Originally an exclusive GSX-R100R feature that is now standard on the GSX-R1000 is the Suzuki Bi-Directional Quick Shift System. Clutch-less up and down shifts not only increases track and street performance, but rider convenience during casual riding.

The GSX-R1000R has additional features over the GSX-R1000 that includes race-ready adjustable swingarm pivot points plus a Showa Balance Free fork and shock absorber for increased suspension precision and control. GSX-R1000R riders will experience strong stopping power with improved feel thanks to stainless steel brake lines that now feed the Brembo front brake calipers.

Riders can select a 2020 GSX-R1000R in Glass Sparkle Black and Pearl Mira Red or in Metallic Triton Blue with graphics similar to the Suzuki ECSTAR MotoGP race bikes.

In short, the GSX-R1000 and GSX-R1000R have an unmatched combination of reliability, durability, usability, and overall performance with excellent racing potential in a package that works on the street or race track.

2020 Suzuki GSX-R1000 Pricing & Warranty

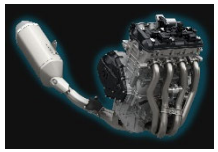
GSX-R1000	**(GSX-R1000AM0)**	**MSRP $15,599**
GSX-R1000R	**(GSX-R1000RAM0)**	**MSRP $17,699**

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

**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.*

***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. Neither can it prevent the front wheel from losing grip.*

GSX-R1000 TOP TEN FEATURES



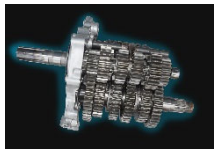
The GSX-R1000's compact, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine is designed with a high level of top-end performance plus strong low- to mid-range power. The crankshaft retains Suzuki's 180° Even Firing Order Engine legacy. Uneven firing order engines used in other motorcycles vibrate more, while the GSX-R1000 makes good, smooth, and reliable power at all engine speeds while emitting a screamer note through the 4-2-1 stainless steel and titanium exhaust.



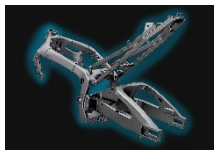
The GSX-R1000's exclusive Variable Valve Timing System (VVT) uses a centrifugal actuated mechanism on the intake camshaft to increase high RPM power without losing low- to mid-range performance. Suzuki's Racing Finger Follower valve train weighs less than a tappet-style system for reduced friction and increased valve response. Light titanium valves respond well to the finger follower's arms, permitting a 14,500 RPM redline for high peak horsepower.



The EFI system on the GSX-R1000 uses 46mm Ride-by-Wire Electronic Throttle Bodies that are controlled by a servo motor for smooth and fast response. 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.



A cassette-style, six-speed transmission lets riders select the best gear for the riding condition and can be easily removed from the engine for racetrack ratio changes and simplified service. All 2020 GSX-R1000's have the Suzuki Bi-Directional Quick Shift System that lets the rider do clutch-less up-shifts and down-shifts for fast lap times and street riding convenience. The SCAS-type clutch works like a slipper clutch during downshifts while increasing pressure on the plates during acceleration, smoothing engine braking and reducing clutch lever pull.



The aluminum twin-spar frame creates a direct relationship between the steering head and swingarm pivot for optimal handling and feedback to the rider. The compact engine keeps frame narrow and its length down, permitting a longer the swingarm for good suspension response. The aluminum Superbike-braced swingarm has equalized bracing to the main beams to provide balanced support and movement to the shock absorber, improving racetrack handling while conveying a consistent suspension feel to the rider. The GSX-R1000R's frame has adjustable swingarm pivot points for precise chassis tuning when raced.



The GSX-R1000's powerful, 32-bit dual processor ECM gets chassis motion and position information from the six-direction, three-axis IMU through a fast, CAN Bus wire harness. This enables fast, trouble free function of the Electronic Rider Aids that include the LCD multifunction instrument panel, the Low RPM Assist and Easy Start systems, the ten model Traction Control, three mode Drive Mode Selector, Bi-directional Quick Shift System, Motion Track Anti-lock Brake system and the GSX-R1000R–specific Launch Control system.



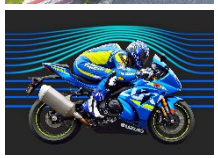
Brembo radial mount 4-piston Monobloc front brake calipers provide strong stopping performance with superb feel. The dual Brembo T-drive front brake rotors feature two methods of attaching the 320mm floating disc to the carrier to absorb more energy for a high amount of braking force. A 240mm rear disc brake with a Nissin caliper provides additional stopping force. The Suzuki Motion Track ABS system matches stopping force to available traction. The GSX-R1000R uses IMU data to add lean sensitivity to the ABS system and includes stainless steel front brake hoses.



The GSX-R1000's race-developed linkage connects the Showa Remote Reservoir Shock Absorber to the swingarm. Spring preload, rebound damping, plus high- and low-speed compression damping can be tuned on the shock. The fully adjustable Showa Big Piston Fork has exceptional damping force control that provides the rider good feedback. The GSX-R1000R has the Showa Balance Free style (BFRC-lite) shock and Balance Free Fork (BFF) that externally controls damping force for unparalleled suspension control, feedback and ride compliance.



A reasonable sport riding position is created by a carefully crafted relationship between the GSX-R1000's clip-ons, footrests, and seat. Compared to the prior-generation GSX-R, the top of the fuel tank is lower to make it easier for the rider to tuck in on a racetrack straightaway. The seat height is an appropriate 32.5 inches, contributing to the good rider interface that aids in guiding the motorcycle on the road or racetrack. The passenger seat can be removed and exchanged with an optional color-matched solo tail cowl.



The aerodynamic bodywork was created by Suzuki styling designers and engineers using numerous wind tunnel tests to achieve the GSX-R1000's slippery shape and compelling appearance. Narrower than any prior GSX-R1000, the 2020's shape directly aids performance by improved handling and top speed on the racetrack. Exclusive to Suzuki, the lightweight six-spoke wheels reduce unsprung mass and have been designed to handle the braking and drive forces that the track-day-ready Bridgestone Racing Street RS11 provide.

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
MSRP:	$15,599 (GSX-R1000) $ 17,699 (GSX-R1000R)	The GSX-R1000's compact and lightweight engine provides class-leading power that's delivered smoothly and controllably across a broad RPM range. This versatile engine contributes to the GSX-R1000's compact chassis that delivers nimble handling and superb braking on the racetrack or on a country road. Advanced electronic rider aids that aren't too complicated to use enhance the experience rather than control it. The bodywork's aerodynamics reduce drag at top speed on the racetrack and improve rider comfort on brisk street rides. In short, the GSX-R1000 and GSX-R1000R have an unmatched combination of reliability, durability, usability, and overall performance with excellent racing potential in a package that works on the street or race track. Both GSX-R1000 models are outstanding performance values with an M.S.R.P that's lower that every other bike in their categories. The Honda CBR1000RR ABS is $1200 more that the GSX-R1000, while the Kawasaki ZX-10R ABS costs $500 more. The Yamaha YZF-R1 costs $1800 more than the GSX-R1000, and both the Aprilia RSV4 and BMW S1000RR cost $1900 more. Even the value-priced Ducati Panigale V2 is nearly $900 more than the GSX-R1000. The Honda CBR1000RR SP is $2300 more than the GSX-R1000R, the BMW S1000RR M is $4890 more, while the Yamaha YZF-R1M is $8400 more than the Suzuki.	$16,499 (2019 CBR1000RR) $16,799 (2019 CBR1000RR ABS) $19,999 (2019 CBR1000RR SP) CBR1000RR ABS is $1200 more than GSX-R1000. - CBR1000RR SP is $2300 more than GSX-R1000R.	$16,099 (2020 ZX-10R ABS) $15,399 (2020 ZX-10R KRT) $16,399 (2020 ZX-10R KRT ABS) ZX10R ABS is $500 more than GSX-R1000. - ZX-10R KRT ABS is $1300 less than GSX-R1000R.	$17,399 (YZF-R1) $26,099 (YZF-R1M) YZF-R1 is $1800 more than GSX-R1000. - YZF-R1M is $8400 more than GSX-R1000R.	$16,995 (S1000RR) $21,190 (S1000RR M) $22,590 (S1000RR M with Select Package) S1000RR is $1900 more than GSX-R1000. - S1000RR M & Select Package is $4891 more than GSX-R1000R.	$16,495 Panigale V2 is $896 more than GSX-R1000.
ENGINE							
Engine:	1000cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC 16-valve engine	The GSX-R1000's compact, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine was designed to produce a high level of top-end horsepower and class-leading low- to mid-range torque for outstanding performance on the track or the road. The GSX-R's short stroke powerplant maintains Suzuki's Even Firing Order Engine legacy of 180-degree timing. Developed through MotoGP racing, Suzuki's Racing Variable Valve Timing System adjusts intake valve timing to increase peak power while maintaining low- to mid-range torque.	998cc liquid cooled in-line four cylinder, 4-stroke, DOHC 16-valve engine	998cc liquid cooled in-line four cylinder, 4-stroke, DOHC 16-valve engine	998cc liquid cooled in-line four cylinder, 4-stroke, DOHC 16-valve engine	999cc liquid cooled in-line four cylinder, 4-stroke, DOHC 16-valves	955cc liquid-cooled, V-twin, 4-stroke, Desmodromic 8-valves
Valve train:	Four titanium valves per cylinder (IN 31.5 mm x 2, EX 24 mm x 2), finger follower arms, dual coil valve springs with centrifugally operated Variable Valve Timing (VVT)	The Suzuki Racing Finger Follower valve train weighs less than a tappet-style valve train for reduced friction and increased valve response at higher engine speeds. Four titanium valves are used for each cylinder. The lighter valves respond well to the finger follower's arms and permit a 14,500 rpm redline for high peak horsepower. The Suzuki Racing Variable Valve Timing System (SR-VVT) uses a centrifugal actuated mechanism on the intake camshaft sprocket to increase high engine rpm power without losing low- to mid-range power. Only two motorcycles in this category have engines that can alter their valve timing; the GSX-R1000 models and the BMW S1000RR models. Suzuki's clean, simple and maintenance-free system reliably alters the valve timing via centrifugal force on the intake camshaft sprocket and avoids the electronic complexity, weight, and expense of the Shift-Cam system on the BMW S1000RR.	Four titanium valves per cylinder (IN 30.5mm x 2, EX 24mm x 2), tappet activation, Double coil valve spring IN, single coil valve springs EX - [CBR1000RR SP valve sizes: IN 31.5mm x 2, EX 25.5mm x 2]	Four titanium valves per cylinder (IN 31mm x 2, EX 25.5mm x 2), finger follower activation arms, single coil valve springs	Four titanium valves per cylinder (IN 33mm x 2, EX 26.5mm x 2), finger follower activation arms, single coil valve springs	Four titanium valves per cylinder (IN 33.5mm x 2, EX 27.2mm x 2), finger follower arms, dual coil valve springs with electric solenoid-operated, sliding intake camshaft lobe variable valve timing & lift (ShiftCam)	Four titanium valves per cylinder (IN 41.8 mm x 2, EX 34 mm x 2), Desmodromic rocker arm actuation
Crankshaft & Balancer:	Flat-plane (180-degrees) inline-four, no balancer	The crankshaft continues Suzuki's 180-degree Even Firing Order Engine legacy. The GSX-R1000 makes good, smooth, and reliable power at all engine speeds while emitting a screamer exhaust note. Uneven firing order engines used in other motorcycles like the Kawasaki ZX-10R and Yamaha YZF-R1 models vibrate more, and require heavy, power robbing balancers to quell the unwanted vibration. The even-firing CBR1000RR also uses a balancer as it is not as smooth as mechanically efficient GSX-R1000.	Flat-plane inline-four cylinder, has balancer shaft	Flat-plane inline-four with uneven firing order, has balancer shaft	Cross-plane inline-four cylinder, has balancer shaft	Flat-plane inline-four cylinder, no balancer	V-twin engine, 90-degree L-twin type, no balancer

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
Bore Stroke:	76.0 x 55.1 mm (2.992 in. x 2.169 in.)	The short-stroke engine has a 76.0mm bore versus a 55.1mm stroke yet is narrower than the prior GSX-R1000. The over-square bore & stroke ratio and the Variable Valve Train creates a balance of peak performance and bottom-end torque. This type of broad power delivery and acceleration is unique and desirable for a supersport motorcycle.	76 x 55 mm	76.0 x 55.0 mm	79.0 x 50.9 mm	80 x 49.7 mm	100 x 60.8 mm
Compression Ratio:	13.2:1	The GSX-R1000's over-square design allows the combustion chamber to have a large surface area. This, in turn, allows the cylinder head and piston create a near optimal 13.2:1 compression ratio, higher than all of the other motorcycles in the class (except the BMW S1000RR at 13.3:1). This enables the Suzuki's engine to produce smooth torque, exciting power, and fuel efficiency even compared to other manufacturers' engine with larger bore diameters.	13:01	13:01	13:01	13.3:1	12.5:1
Power:	185.73 HP @ 11,000 RPM, 86.73 lb-ft @ 10,800 RPM (Suzuki)	Advanced Suzuki engineering, like the Variable Valve Timing system expands the engine's powerband so the rider can rely on quick acceleration from a stop, robust roll-on power in the mid-range and strong performance in the upper RPM range. The GSX-R1000's engine produces over 185 horsepower that is the median amount for motorcycles in this class. The GSX-R's engine produce more torque that any other motorcycle in the category. Since torque output is a good indicator of real world performance, which is why the GSX-R1000 excels both on the race track and on the street. The GSX-R1000's torque is greater than the inline-four cylinder engines in the Honda CBR1000RR, the Kawasaki ZX10R and the BMW S1000RR. It is also more torque than the Yamaha YZF-R1 models with inline-fours using cross-plane crankshafts and the V-twin engine in the Ducati Panigale V2.	189 HP @ 13,000 RPM, 84 lb-ft @ 11,000 RPM *Honda*	197 HP @ 13,000 RPM, 84 lb-ft @ 11,500 RPM *Kawasaki*	199 HP @ 13,000 RPM, 83.2 lb-ft @ 11,500 RPM *Yamaha*	205 HP @ 13,000 RPM, 83 lb-ft @ 11,000 RPM *BMW*	155 HP @ 10,750 RPM, 76.7 lb-ft @ 9,000 RPM *Ducati*
Fuel economy:	38.3 MPG (EPA, Suzuki published)	Thanks to an efficient EFI and Variable Valve Train (VVT) system, the GSX-R1000 engine delivers an impressive 38.3MPG. This is better than all of the motorcycles in the category, except for the lower performance, V-twin engine of the Ducati Panigale V2 (which delivers 39 MPG).	38.0 MPG *Honda*	32.4 MPG *Honda*	33 MPG *Yamaha*	37 MPG *BMW*	39 MPG *Ducati*
Fuel System:	Suzuki Electronic Fuel Injection, four 46mm Fly-by-Wire electronically-controlled throttle bodies (with Easy Start, Idle Speed Control, and Low RPM Assist)	The GSX-R1000's EFI system uses Suzuki's Ride-by-Wire Electronic Throttle Bodies, where the four 46mm throttle valves are controlled by a servo motor for fast response to rider throttle grip input while delivering precise and smooth power. Long-nose fuel injectors on each throttle body deliver finely atomized fuel to increase combustion efficiency. The ECM and the electronic throttle bodies improve starting regardless of engine temperature. Once the engine is running, the ECM maintains perfect idle speed regardless of the operating environment. The ECM also operates Suzuki's exclusive Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.	PGM-DSFI with four 48mm throttle bodies	DFI with four, 47mm throttle bodies equipped with secondary (sub-throttle) valves	Yamaha DFI with four 45mm electronic (ride-by-wire) throttle bodies	Four 48mm electronic (ride-by-wire) throttle bodies	DFI with dual 62mm electronic (ride-by-wire) throttle bodies
	Secondary fuel injector *(two injectors per cylinder)*	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.	Two injectors per cylinder	Two injectors per cylinder	Two injectors per cylinder	Two injectors per cylinder	Two injectors per cylinder
Air cleaner:	Suzuki Ram Air Direct (SRAD) fed Airbox with Paper element	To increase the GSX-R1000's top-end power without losing lower RPM performance, the airbox is equipped with stacked air intake funnels on the outer cylinders. This simple design allows good air flow at all intake speeds without requiring a mechanism that adds weight or complexity. A pair of Suzuki Ram Air Direct (SRAD) intake ducts are used to exponentially increase the volumetric flow of air amount coming in the airbox as road speed increases.	*Not published	*Not published	*Not published	*Not published	*Not published

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
Exhaust:	Four-into-two-into one, stainless steel head pipes with SET and SET-Alpha valves, catalyzer equipped mid-pipe and titanium-body silencer.	The GSX-R's 4-2-1 exhaust system is designed to help 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 clearance at high lean angles 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. 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 to help the engine create high peak power without losing low- and mid-range horsepower. Because the catalyzer is in the exhaust mid-pipe and not the silencer, GSX-R1000 riders can install EPA and CARB-approved silencers from suppliers such as Yoshimura R&D USA. This cannot be done legally, or with reasonable cost, on other supersport motorcycles like the Ducati Panigale V2.	Four-into-two-into-one	Four-into-two-into-one	Four-into-two-into-one	Four-into-two-into-one	Two-into-one-into-one (catalyzer in silencer)
Starter	Electric, equipped with Suzuki Easy Start System	The GSX-R1000 models have the Suzuki Easy Start System that needs just a momentary touch of the starter button to fire up the engine. With Easy Start, the engine can be started without pulling the clutch lever if the transmission is in neutral. Rather than holding the starter button down until the engine fires, this class-exclusive system has the bike's ECM control the starting procedure. When the rider momentarily touches the starter button that is just a signal to the ECM to start the engine for the rider. Easy Start is not only rider-friendly, but it saves battery energy and reduces wear on starter components.	Electric	Electric	Electric	Electric	Electric
Lubrication	Wet-sump, 3.5 US qt. (3300 ml) capacity	The GSX-R1000's engine oil passages and sump were designed to maintain proper lubrication, even during spirited riding. An air-cooled oil cooler effectively reduces oil temperatures so internal components, like the transmission, receive optimal lubrication. The oil filter is the standard spin-on type and the level of the three and a half quart oil capacity can be easily checked via the window on the right engine cover. With a capacity of under 4 quarts, riders can use a Suzuki ECSTAR 4-quart oil and filter kit to handle most of their motorcycle maintenance needs.	Wet-sump	Wet-sump	Wet-sump	Wet-sump	Wet-sump
Cooling:	Liquid-cooling, radiator & air-cooled oil cooler	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, but has better cooling efficiency while being more compact and lighter. The fairing lowers efficiently to guide cooling air to the high-capacity curved radiator. Twin cooling fans ensure good cooling at lower speeds.	Liquid-cooling, radiator	Liquid-cooling, radiator	Liquid-cooling, radiator	Liquid-cooling, radiator	Liquid-cooling, radiator
Clutch	Wet, multi-plate SCAS type, cable-operated	Both GSX-R1000 models are 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 clutch lever pull.	Wet, multi-plate, slipper-type, cable-operated	Wet, multi-plate, slipper-type, cable-operated	Wet, multi-plate type, cable-operated (slipper function)	Wet, multi-plate type, cable-operated (slipper function)	Wet, multi-plate type, hydraulic actuation (slipper function)
Transmission:	6-speed constant mesh, cassette type	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 racetrack gear changes and simplified service. Based on Suzuki's race-proven close-ratio transmissions, the GSX-R1000's gear box features 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 is on the main panel to provide a visual alert to the rider to shift when a certain engine RPM is reached.	6-speed	6-speed	6-speed	6-speed	6-speed

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
	Bi-directional quick shifter (GSX-R1000 & GSX-R1000R)	Both GSX-R1000 models are equipped with the Suzuki Bi-Directional Quick Shift System that allows for clutch-less upshifts and downshifts when the motorcycle is used in competition. Clutch-less shifting delivers faster and more consistent lap times on the track and rider convenience on the street. Suzuki's quick shift system leads the industry by using two different, adjustable methods of interrupting engine power to removing loads inside the transmission. This smooths the shift, reduces mechanical stress, and reduces time between gears.	Up-and-down quick shifter (CBR1000RR SP only)	Up-and-down quick shifter	Up-and-down quick shifter	Up-and-down quick shifter	Up-and-down quick shifter
Final Drive:	Chain, DID525HV3 x 114L (sealed O-ring type)	The GSX-R1000's transmission's primary gear ratio is lower compared to the prior-generation bike 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. Additionally, to the 525 size specification chain can accept the high level of performance from the GSX-R's engine but is lightweight in comparison to the heavy chains used on many of its competitors.	Chain, #530	Chain	Chain	Chain	Chain
CHASSIS							
Frame:	Aluminum twin-spar type	The GSX-R1000's aluminum twin-spar frame is stronger, yet 10 percent lighter than the prior-generation GSX-R1000. The twin-spar design creates a direct relationship between the steering head and swingarm pivot for optimal handling and feedback to the rider. The engine angle was rotated backward six degrees, reducing the distance of the fork to the center of the chassis by 20 mm and increasing the swingarm length by 40 mm to improve suspension response. The spars of the frame are set 20 mm closer to help improve aerodynamics and rider comfort.	Aluminum twin-spar type	Aluminum twin-spar type	Aluminum twin-spar type	Aluminum, twin-spar	Aluminum, monocoque
	Frame has adjustable swingarm pivot shaft mounts (GSX-R1000R)	The GSX-R1000R's swingarm pivot features an adjustable location so the chassis can be better tuned for competition use (use the standard position for street riding).	Fixed swingarm pivot (not adjustable)	Adjustable swingarm pivot shaft mount *(requires accessory kit)*	Adjustable swingarm pivot shaft mount *(requires accessory kit)*	Adjustable swingarm pivot shaft mount	Fixed swingarm pivot (not adjustable)
Swingarm:	Aluminum, bridged beam-style	The aluminum Superbike-braced swingarm has equalized bracing to the main beams to provide balanced support and movement to the shock absorber, improving racetrack handling while conveying a consistent suspension feel to the rider.	Aluminum, banana-style	Aluminum, bridged beam-style	Aluminum, banana-style	Aluminum, banana-style	Aluminum, single-sided, beam-style
Caster & Trail:	23° 20', 95mm (3.7 in.)	The GSX-R1000 has a category low caster of 23-degress, allowing for easy turn in for the rider. The trail is near the category average, aiding in straight line ability and helps explain why the GSX-R1000 models blend nimble handling with stability.	23.3^{O}, 96mm (3.8 in.)	25°, 106mm (4.2 in.)	24°, 102mm (4.0 in.)	23.5^{O} 00', 94mm (3.7 in.)	24°', 94mm (3.7 in.)
Steering angle:	27° (right & left)	The GSX-R1000 has 55-degress of steering arc, which aids the rider when maneuvering the motorcycle at slow speeds or manually moving the motorcycle when it is not under power. Steering angle of competitive models (excluding BMW S1000RR) are not available for study.	*Not published	*Not published	*Not published	33° (right & left)	*Not published
Turning radius:	3.5 m (11.5 ft.)	With a turning radius of under twelve feet, the GSX-R1000 can be maneuvered well in tight conditions, like a parking lot. The turning radius of competitive models are not available for study. Low speed maneuverability is enhanced by the Low RPM Assist System.	*Not published	*Not published	*Not published	*Not published	*Not published
Handlebars:	Clip-on style, independent handlebars	The GSX-R1000's reasonable sport riding position is created by a carefully crafted relationship between the clip-ons, footrests, and seat. The clip-on's position lets the rider get low behind the windshield to avoid wind drag at higher speeds. The clips-on's are also high and wide enough so the rider can apply good leverage to the controls on the track and still enjoy comfort while street riding.	Clip-on handlebars	Clip-on handlebars	Clip-on handlebars	Clip-on handlebars	Clip-on handlebars

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
Steering Damper:	Electronic, Speed-sensitive Steering Damper	Both GSX-R1000 models are fitted with an electronic steering damper. Mounted safely behind the fairing, the ECM-controlled steering damper increases damping force as vehicle speed increases. This provides additional control for higher speed use while providing a light steering feeling when maneuvering the motorcycle at lower speeds. The BMW S1000RR and the Ducati Panigale V2 use conventional steering dampers that do not adjust to road speed.	Electronic Steering Damper	Electronic Steering Damper	Electronic Steering Damper	Steering Damper	Steering Damper
Front Suspension:	43mm inverted telescopic, coil spring, oil damped, fully adjustable spring preload and damping force: 4.7 in (120mm) travel	Superb suspension action is delivered on the GSX-R1000 by the fully adjustable Showa Big Piston Front Fork (BPF), which is renowned for damping force control that maintains front tire contact with the surface so the rider gets good sensory feedback while riding at a variety of speeds. More robust that competitive motorcycles, the fork's axle holder provides an excellent foundation for the axle and brake calipers, resulting in superb handling and braking manners.	43mm inverted telescopic, fully-adjustable fork, 4.3 in. travel	43mm inverted telescopic, fully-adjustable fork, 4.7 in. travel	43mm inverted telescopic, fully-adjustable fork, 4.7 in. travel	43mm inverted telescopic, fully-adjustable fork, 4.7 in. travel	45mm inverted telescopic, fully-adjustable fork, 4.7 in. travel
	SHOWA Balance-free style fork (GSX-R1000R)	The GSX-R1000R has Showa's Balance Free Front Fork (BFF) that uses race-level technology to deliver excellent damping force responsiveness. The BFF controls damping force outside of the spring chamber so the fork precisely maintains consistent damping regardless of its stroking action. The BFF delivers an unparalleled level of surface feedback and ride compliance, plus the fork has longer tubes so racers can adjust the ride height for certain race conditions. The GSX-R1000R is also fitted with a lightweight, race-ready upper triple clamp.	Remote, electronic suspension damping force adjustment (CBR1000RR SP)	Balance-free style fork	Semi-active electronic suspension with remote damping force adjustment (YZF-R1M)	Semi-active electronic suspension with remote damping force adjustment	Balance-free style fork
Rear Suspension:	Link type, coil spring, oil damped, fully adjustable spring preload and damping force: 5.31 in (135mm) travel	With the most rear suspension travel in the category, the GSX-R1000 models use race-developed links connect the single rear shock absorber to the braced swingarm to control rear wheel action in all types of riding. The GSX-R1000 is equipped with a Showa Remote Reservoir Shock Absorber 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.	Link-style, fully-adjustable single shock, 5.2 in. travel	Link-style, fully-adjustable single shock, 4.7 in. travel	Link-style, fully-adjustable single shock, 4.7 in. travel	Link-style, fully-adjustable single shock, 4.6 in. travel	Link-style, fully-adjustable single shock, 5.12 in. travel
	SHOWA Balance-free style rear damper (GSX-R1000R)	The GSX-R1000R is equipped with the Showa Balance Free Rear Cushion Light (BFRC-lite) shock absorber. This shock's innovative design controls damping force outside of the shock body to not only control how the suspension strokes but helps smooth 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.	Balance-free style rear damper (CBR1000RR & ABS) - Semi-active electronic suspension with remote damping force adjustment (CBR1000RR SP)	Balance-free style rear damper	Semi-active electronic suspension with remote damping force adjustment (YZF-R1M)	Semi-active electronic suspension with remote damping force adjustment	Conventional, remote reservoir rear damper
Front Brakes:	Twin 320mm Brembo T-drive brake rotors with dual, radial-mounted, four-piston Monobloc calipers	Both GSX-R1000 models use a pair of high quality Brembo radial mount brake calipers to provide the rider with strong braking performance combined with superb feel. Additionally, radially mounted calipers have minimal effect to the suspension when braking. Unique to Suzuki's GSX-R1000 models, Brembo's T-drive brake rotors feature two methods of attaching the 320mm floating disc to the carrier. There are five conventional floating rotor spools that maintain the rotor's relationship to the caliper and five new-design T-drive fasteners. This combed attachment technique allows the rotor to absorb more energy, so a high degree of braking force is available to a GSX-R1000 rider.	Dual 320mm discs, radial-mounted, 4-piston calipers	Dual 330mm discs, radial-mounted, 4-piston calipers	Dual 320mm discs, radial-mounted, 4-piston calipers	Dual 320mm discs, radial-mounted, 4-piston calipers	Dual 320mm discs, radial-mounted, 4-piston calipers
	Stainless-steel front brake hoses (GSX-R1000R)	For enhanced feel and brake response, the GSX-R1000R is fitted with stainless steel brake lines to the front calipers.	Rubber brake hoses	Stainless-steel front brake hoses	Stainless-steel front brake hoses	Stainless-steel front brake hoses	Stainless-steel front brake hoses
Rear Brakes:	Single 240mm disc, single-piston NISSIN caliper	The GSX-R1000's 240mm rear rotor is one of the largest in the category and is coupled with a NISSIN brake caliper for controllable, consistent stopping performance. The brake's precise operation helps the rider control the chassis and speed during spirited riding. The ABS system can adjust stopping power if the available traction is low.	Single 220mm disc	Single 220mm disc	Single 220mm disc	Single 220mm disc	Single 245mm disc

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
Braking Aid:	AntiLock Brakes	Exclusive to Suzuki, the Motion Track Anti-lock Brake System (ABS) brings additional control to anti-lock braking. The system that uses a compact, Nissin-supplied ABS control unit that monitors wheel speed 50 times during each wheels' rotation to match the brake's stopping power to available traction. When the IMU detects the rear wheel lifting up from extreme braking forces, the ABS control module will adjust the front brake pressure to reduce the rear wheel lift. Lever kick back when the ABS is reducing brake pressure is minimal, functioning like an alert so it does not startle the rider.	AntiLock Brake System (ABS) on the CBR1000RR ABS & SP *(No ABS on CBR1000RR)*	AntiLock Brake System (ABS) on select models	AntiLock Brake System (ABS)	AntiLock Brake System (ABS)	AntiLock Brake System (ABS)
	IMU-influenced Motion Track Antilock Braking System (GSX-R1000R)	The GSX-R1000R has a lean-sensitive version of Motion Track ABS so if the IMU senses the motorcycle is leaned over when the brakes are used, the ABS unit will adjust the brake pressure to an optimal amount to help maintain good braking force and tire grip.	IMU-influenced ABS on select models	IMU-influenced ABS on select models	Rider-selectable, IMU-influenced, two-mode ABS *(YZF-R1M)*	Rider-selectable, IMU-influenced, three-mode ABS	Rider-selectable, IMU-influenced, three-mode ABS
Wheels:	Six-spoke, cast-aluminum wheels 17 M/C x MT 3.50 (front) 17 M/C x MT 6.50 (rear)	Exclusive to Suzuki, the lightweight six-spoke wheels reduce unsprung mass and have been designed to handle the braking and drive forces that a GSX-R1000 can create. The wheel diameter and rim width are ideal for the high-grip tires available for liter-class supersport bikes. On the GSX-R1000R the wheel rims have pinstripes punctuated by "R" logos that highlight the bike's identity.	Cast-aluminum wheels **Sizes not published*	Cast-aluminum wheels **Sizes not published*	Cast-aluminum wheels **Sizes not published*	Cast-aluminum wheels 17 x 3.5 in. (front) 17 x 6.0 in. (rear)	Cast-aluminum wheels 17 x 3.5 in. (front) 17 x 5.5 in. (rear)
Front Tire:	120/70ZR17 M/C (58W) Bridgestone RS11F (tubeless)	The GSX-R1000 models come with track-day-ready Bridgestone Racing Street RS11F low-mass tires. This radial tire delivers good grip with a tread pattern which reduces wear and increases grip for good high-speed cornering. The 120/70ZR17 front tire is the common size for liter-class supersport bikes and its trim profile handles turn-in with low effort as compared to the tires fitted to competitive models.	120/70-17	120/70-17	120/70-17	120/70-17	120/70 ZR17
Rear Tire:	190/55ZR17 M/C (75W) Bridgestone RS11R (tubeless)	The GSX-R1000 model's Bridgestone Racing Street RS11R rear tire delivers good grip, high-speed stability, and transmits power to the ground well. The rear tire is a class-standard 190/55ZR17 size that has a larger contact patch than the 180/60ZR tire on the Ducati Panigale V2.	190/50-17 (CBR1000RR/RR ABS) 190/55-17 (CBR1000RR SP)	190/55-17	190/55-17 (R1) 200/55-17 (R1M)	190/55-17	180/60 ZR17
Fuel Tank:	4.2 US gal. (16.0 L) Potential range: 161 miles *(per EPA rated 38.3 MPG)*	A generous 4.2 gallon fuel tank, along with the GSX-R1000's efficient variable valve timing engine that delivers over 38 miles-to-the-gallon, provides a potential riding range of 161 miles* for extended commuting, touring or sport riding. The slightly better fuel economy and larger fuel tank of the Ducati Panigale V2 has longer potential riding range than the GSX-R1000, while the BMW S1000RR with a larger fuel tank has a potential riding range of one mile more than the Suzuki. **Potential riding range is calculated by fuel tank size multiplied by reported or observed fuel economy numbers.*	4.2 US gal. Potential range: 159 miles *(per EPA rated 38 MPG)*	4.5 US gal. *Potential range: 145 miles* *(per EPA rated 32.4 MPG)*	4.5 US gal. *Potential range: 148 miles* *(per EPA rated 33 MPG)*	4.4 US gal. *Potential range: 162 miles* *(per EPA rated 37 MPG)*	4.5 US gal. *Potential range: 175 miles* *(per EPA rated 39 MPG)*
Color:	GSX-R1000: *Metallic Matte Black No. 2/Glass Sparkle Black -or- Pearl Glacier White/Glass Sparkle Black* - GSX-R1000R: *Metallic Triton Blue -or- Glass Sparkle Black/Pearl Mira Red*	The GSX-R's aerodynamic bodywork was created by Suzuki styling designers and engineers using numerous wind tunnel tests to achieve a slippery shape and compelling appearance. For 2020 the GSX-R1000 is available with a Glass Sparkle Black and Metallic Matte Black or a Pearl Glacier White and Glass Sparkle Black paint scheme. Riders can select a 2020 GSX-R1000R in Glass Sparkle Black and Pearl Mira Red or in Metallic Triton Blue with graphics similar to the Suzuki ECSTAR MotoGP race bikes.	Grand Prix Red -or- Matte Black Metallic (Grand Prix Tri-color on SP)	Metallic Spark Black -or- Green (KRT models)	Matte Raven Black -or- Team Yamaha Blue (R1) - Black & Carbon-fiber (R1M)	Racing Red (S1000RR) - Hockenheim Silver Metallic (Add $200 to S1000RR) - White, Red & Blue (With $3,700 S1000RR M package)	Ducati Red
ELECTRICAL							
Charging & Battery:	420W @ 5,000 RPM YTZ10S (12V 8.6 Ah)	The three-phase charging system, with an oil-cooled stator, keeps the compact 8.6 amp-hour, maintenance-free battery up to charge for trouble-free operation.	**Not published*	**Not published*	**Not published*	450W @ 5,000 RPM Battery: 12V 8 Ah, MF type	**Not published*

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
Ignition:	Electronic digital ignition (transistorized)	The GSX-R1000's digital ignition fires high energy iridium spark plugs that fully ignite the intake charge. This combustion chamber efficiency increases engine power with a more linear throttle response, plus easier engine starts and a smooth, stable idle.	Transistorized	Transistorized	Transistorized	Transistorized	Transistorized
Spark plugs:	NGK CR9EIA-9 or DENSO IU27D spark plugs	The four iridium-type spark plugs have increase spark strength and last longer than conventional spark plugs.	*Not published	*Not published	*Not published	*Not published	*Not published
Headlight:	Multi-reflector LED headlight	The GSX-R1000 models' 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 air created at higher speeds (boosting engine power at higher road speeds).	LED	Dual halogen, incandescent bulbs	LED	LED	LED
	Dual LED position lights (GSX-R1000R)	The GSX-R1000R has a pair of distinctive, arched LED position lights accent the top edge of the SRAD ducts in the fairing nose to increase visibility and add to the motorcycle's unique character. The Ducati Panigale V2 joins the GSX-R1000R as the only other motorcycle in the category with dual LED positon lights.	N/A	N/A	N/A	N/A	Dual LED position lights
Taillight:	LED	The LED combination tail and brake light assembly has a very 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.	LED	LED	LED	LED	LED
Turn signals:	Incandescent bulbs, amber lens (x 4)	The turn signals have amber lenses with bright, incandescent bulbs for god visibility to other traffic.	LED	Amber incandescent bulbs, clear lens	LED	LED	LED
Instruments:	Multifunction LCD instrument panel with LED indicators	The GSX-R1000 and GSX-R1000R have similar multifunction instrument panels inspired by the GSX-RR MotoGP dash. The GSX-R1000 panel uses a gray background LCD with black characters illuminated by an adjustable intensity, white color backlight for great 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. This panel's format is laid out so the rider can easily see the tachometer bar, speedometer digits, and other essential operational information. This display functions effectively as the rider's interface to the GSX-R1000's advanced electronics. The LCD multifunction instrument panel on the GSX-R1000R has a black background with white digits that also has an adjustable backlighting. The panel also incorporated display functions for the GSX-R1000R's Launch Control system.	Multifunction TFT & LED panel	Multifunction LCD instrument panel	Multifunction TFT & LED panel	Multifunction TFT & LED panel	Multifunction TFT & LED panel
ECM, IMU & Wire Harness:	Dual processor, 32-bit ECM - Six-direction, three-axis IMU with motion sensitivity - CAN wire harness	A powerful, 32-bit dual processor Engine Control Module (ECM) blends Suzuki's vast street-going EFI knowledge with the intelligence from Suzuki's race-winning MotoGP program. Riders will get sportbike performance without peer while simultaneously receiving polished street manners. An Inertial Measurement Unit (IMU) provides six-direction, three-axis motion, and position information to the ECM so instantaneous adjustments can be made electronically to the engine and chassis components that influence performance. Controller Area Network wire harness (CAN) allows for fast and precise communications between all of the GSX-R1000's electronic systems. With a CAN harness, riders will experience swift and trouble-free electronic Rider Aid operation while the size and complexity of the wiring are simplified.	32-bit ECM - Five-direction, three-axis IMU - CAN wire harness	32-bit ECM - Five-direction, three-axis IMU - CAN wire harness	32-bit ECM - Six-direction, three-axis IMU - CAN wire harness	32-bit ECM - Six-direction, three-axis IMU - CAN wire harness	32-bit ECM - Six-direction, three-axis IMU - CAN wire harness

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
Rider Aids: *Excludes ABS*	Suzuki Advanced Ten-Mode Traction Control (All GSX-R1000 models)	The GSX-R1000's exclusive 10-mode Motion Track Traction Control System (MT-TCS), with IMU influence, increases rider confidence by allowing adjustments to the amount of rear wheel spin intervention to match riding ability and surface conditions. Unlike most competitive systems, TC changes can be made on-the-fly to instantly match the riding conditions. Traction Control can also be switched OFF so the rider has full control of the engine's output and any resulting rear wheel spin.	Torque Control System (includes ten traction control modes)	Traction Control	Traction Control	Traction Control	Traction Control
	Three-mode, Suzuki Drive Mode Selector (S-DMS) (All GSX-R1000 models)	The three-mode Suzuki Drive Mode Selector (S-DMS) system lets the GSX-R1000 rider select the engine's power delivery characteristic to match riding ability and conditions. Unlike most competitive motorcycles, Suzuki's DMS can be changed on-the-fly and provides peak engine power while the rider can adjust the strength of the engine's acceleration.	Torque Control System (includes five power delivery modes)	Three-mode, selectable power delivery	Four-mode, selectable power delivery	Four-mode, selectable power delivery	Three-mode, selectable power delivery
	Bi-Directional Quick Shift System (All GSX-R1000 models)	The Suzuki Bi-Directional Quick Shift System lets GSX-R1000 and GSX-R1000R racers shift faster than ever before. By ignition timing manipulation on upshifts and electronic throttle body manipulation on downshifts, clutch-less shifting helps deliver faster and more consistent lap times.	Quick Shifter (on CBR1000RR SP)	Quick Shifter	Quick Shifter	Quick Shifter	Quick Shifter
	Wheelie mitigation is part of Traction Control System (All GSX-R1000 models)	The GSX-R1000's Traction Control affects, but does not prevent, wheelies so the rider can better control acceleration. Additionally the Launch Control on GSX-R1000R modulates power to eliminate wheelies that will reduce acceleration (that is critical to success at the beginning of a race).	Wheelie Control	Wheelie mitigation is part of Traction Control system	Wheelie Control	Wheelie Control	Wheelie Control
	Launch Control System (GSX-R1000R)	The Suzuki Launch Control System provides GSX-R1000R riders a competitive advantage when launching their motorcycle at the start of the race. This system will modulate power to eliminate wheel spin or wheelies that will reduce acceleration so the rider can concentrate on clutch operation. With Suzuki's Launch Control the rider can manually operate the clutch or use the quick shifter.	Launch Control (on CBR1000RR SP)	Launch Control	Launch Control	Launch Control	No Launch Control
DIMENSIONS							
Overall Length:	81.69 in. (2075 mm)	The GSX-R1000 bodywork is slightly longer than most of its competitors. This longer overall length creates an extended cockpit with spacious seats for the rider and passenger. An optional, color matched seat cowl is available to replace the passenger seat and the protective rear fender (that helps keep road grime off the chassis and rider) can be easily removed for track-day excursions.	81.3 in.	82.1 in.	80.9 in.	81.6 in.	82.3 in.
Overall Width:	27.76 in. (705 mm)	Thanks to its compact engine and sleek bodywork, the GSX-R1000 is trim and maneuverable with a 27.76-inch overall width that is slimmer than the other bikes in its class except for the Yamaha YZF-R1M that is just 0.5 inch narrower.	28.3 in.	29.1 in.	27.2 in.	33.4 in.	31.9 in.
Wheelbase:	55.91 in. (1420mm)	Centered in the categories' specifications, the 55.91-inch wheelbase provides the GSX-R1000's incomparable stability, especially over varied surface conditions while remaining short for spirited handling. Some motorcycles in this class have shorter wheelbases that could reduce high-speed stability. Careful positioning of the swingarm pivot location, made possible by the compact engine, permits a longer swingarm without creating a longer-than-ideal wheelbase further contributes to the GSX-R1000's good manners.	55.3 in.	56.7 in.	55.6 in. (R1) 55.3 in. (R1M)	56.7 in.	56.5 in.
Ground clearance:	5.12 in. (130 mm)	The GSX-R1000's ground clearance is within the normal range of this street-oriented motorcycle category.	5.1 in.	5.7 in.	5.1 in.	*Not published	*Not published

MODEL:	2020 Suzuki GSX-R1000 & GSX-R1000R	SUZUKI EDGE	2019 Honda CBR1000RR	2020 Kawasaki Ninja ZX-10R	2020 Yamaha YZF-R1	2020 BMW S1000R	2020 Ducati Panigale V2
Seat Height:	32.5 in. (825 mm)	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 to make it easier for the rider to tuck in on a racetrack straightaway. The 3.5 in. (825mm) is one of the shortest seat heights in the category and contributes to the good rider interface that aids in guiding the motorcycle on the road or racetrack.	32.3 in.	32.9 in.	33.7 in. (R1) 33.9 in. (R1M)	32.4 in.	33.1 in.
Curb Weight:	441 lbs. (200 kg) (GSX-R1000) 443 lbs. (201 kg) (GSX-R1000 CA model) 445 lbs. (202 kg) (GSX-R1000R) 447 lbs. (203 kg) (GSX-R1000R CA model)	Balancing strength and a lightweight design, both GSX-R1000 models weigh less many other motorcycles in their category, including the Kawasaki ZX10R and Yamaha YZF-R1 models. Only the more expensive Honda CBR1000RR and BMW S1000RR, and Ducati Panigale V2 models weight just a few pounds les	428 lbs. 433 lbs. (ABS) 431 lbs. (SP)	454.2 lbs. (with ABS) 456.2 lbs. (with ABS, CA model) 449.8 lbs. (without ABS) 451.8 lbs. (without ABS, CA model)	448 lbs. (R1) - 450 lbs. (R1M)	434 lbs. (S1000RR, ready-to-ride) - 427 lbs. (S1000RR M, ready-to-ride)	436 lbs. (ready-to-ride)
OTHER							
Warranty	12-Month Unlimited, Mileage Limited Warranty	The GSX-R1000 and GSX-R1000R are delivered with Suzuki's 12-month unlimited mileage, limited warranty with longer protection periods and other benefits available from Suzuki Extended Protection (SEP). These plans add years of protection, and can be transferred to the next owner and help maintain resale value.	12 month limited warranty	12 month limited warranty	12 month limited warranty	24 month limited warranty	24 month limited warranty

Vehicle data within this document was recorded from each competitive models' respective distributors' web-site, except where noted. In those noted exceptions, the data was recorded from an established Powersports media publication or website.

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