GSX-R1000RS 40TH ANNIVERSARY EDITION

Pearl Vigor Blue /
Pearl Tech White

Candy Daring Red /
Pearl Tech White

OVERVIEW

For a generation of riders the Suzuki's GSX-R models are synonymous with performance, reliability, and pure riding fun. Performance that has led to countless victories in production-based superbike, superstock and endurance races worldwide. As 2025* marks the 40th anniversary of the GSX-R family and it has been close to a quarter of a century since the GSX-R1000 debuted, changing the sportbike class forever.

The 2027 GSX-R1000RS's versatile engine is updated and continues to deliver liter-class 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 in special anniversary colors and graphics, slice effortlessly through the wind.

The fully adjustable Showa® BFF and BFRC-Lite suspension components provide smooth, controlled 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-R1000RS includes Suzuki's new accessory, carbon-fiber wing-lets mounted to the sides of the front cowling. Winglet design cues come from the GSX-R1000R-based CN Challenge motorcycle that races in the Suzuka 8-hour endurance race, bringing race-bred aerodynamic style to the street. Also included on the GSX-R1000RS is a color-matched solo tail cowl that delivers style and function for solo riding.

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OVERVIEW CONT.

Suzuki's GSX-R1000 models remain the wise choice in the liter-class supersport category, delivering a unique blend of reliability, durability, usability, and overall performance with track-ready performance.

** The GSX-R models arrived in the United States in 1986.*

KEY FEATURES

Engine

- Updated for 2027, the new high-performance 999.8cm3 four-stroke liquid-cooled DOHC inline-four engine retains the same level of driveability and reliability, while producing torque in an even more linear fashion resulting in the quickest accelerating GSX-R model.

Driveline

- The Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch functions like a slipper clutch during downshifts while increasing pressure on the plates during acceleration. The Suzuki Bi-directional Quick Shift System enables smooth, clutchless upshifts and downshifts of the cassette-style, six-speed transmission.

Chassis

- Light and compact, the twin-spar aluminum frame has adjustable swingarm pivots to help racers tune the chassis. Assembled in precision machined bodies with a gold-anodized finish, the Showa® BFF fork and shock deliver extraordinary handling while the lean-sensitive, ABS** system monitors the Brembo® four-piston, radial-mount front brake calipers that are fed by stainless steel brake lines.

Advanced Electronic Rider Aids

- A new, lightweight, and precise 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)** .

Electrical

- The new Li-ion battery is lighter, more compact and provides more stable voltage under load as compared to a conventional battery. 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.

Body

- The Pearl Vigor Blue / Pearl Tech White or Candy Daring Red / Pearl Tech White paint schemes with special 40th anniversary graphics and special components perfectly complement the 2027 GSX-R1000RS's slippery, functional bodywork. 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).

Additional Features

- The GSX-R1000RS has a 12-month unlimited mileage limited warranty, and longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP). See your Suzuki dealer for details.

ENGINE

- Updated for 2027, the new high-performance 999.8cm3 four-stroke liquid-cooled DOHC inline-four engine retains the same level of driveability and reliability, while producing usable power across the entire rev-range.
- These engine, intake and exhaust changes help the 2027 GSX-R1000RS comply with the latest emission and sound regulations (EPA, CARB, and EURO 5+).
- New engine cases and crankshaft with larger diameter journals help support higher engine output while increasing durability.
- To improve flow, the new cylinder head features revised intake and exhaust ports. Matched to the new cylinder head is a new head gasket design.
- The intake and exhaust camshaft valve lift and timing were optimized to realize new engine output goals and help gain compliance with emissions regulations (EPA, CARB and Euro 5+). The camshafts' maximum lift has not been changed, but the overlap is reduced.
- Additionally, a new, wider cam chain helps reduce frictional loss, (especially significant when using low viscosity engine oil in sprint or endurance races), plus the cam chain drive and driven sprockets design is changed to match the new chain.
- A new oil delivery system is designed to direct oil to the camshafts and valve train more efficiently. By managing oil flow throughout the engine, this system is designed to support lubrication performance while helping minimize oil windage.
- The proprietary 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. The shape of the finger followers were adjusted to best match the new camshaft profiles. To reduce frictional losses and improve durability, each finger follower has Diamond-like Coating (DLC) applied.

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ENGINE CONT.

- Titanium valves with two 31.5mm intake, and two new 25mm exhaust valves are used for each cylinder. The increase in the exhaust valve diameter increases exhaust efficiency while also contributing to increased intake air efficiency.
- These lighter valves respond well to the finger follower's arms, permitting a 14,500-rpm red line that helps produce strong torque at all engine speeds plus 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-R1000RS 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.
- Suzuki Composite Electrochemical Material (SCEM)–coated cylinders are integrated into the upper crankcase reducing friction, improving heat transfer and durability.
- Aluminum pistons are 76.0 mm in diameter and are newly engineered with the use of Finite Element Method (FEM) analysis and are cast for optimal rigidity and weight.
- A change to the rib shape on the underside of the new piston heads reduces weight and increases durability. The piston circlips are made of a new material to improve durability.
- Revised for 2027, a change to piston heads to accommodate larger valves helps raise the compression ratio to 13.8:1 from 13.2:1 to aid power production. Matching other changes, the 2027 model's new cylinder head's combustion chamber design continues to minimize heat production.
- Compared to the prior generation GSX-R1000, 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.
- To improve combustion efficiency, all the intake and exhaust components — from the intake funnels through to the exhaust silencer — were thoroughly reviewed and refined as part of the development process for the new 2027 engine.
- 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 electronic throttle bodies improve cold starting and help stabilize the idle speed 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. For 2027, the S-TFI injectors are updated to an eight-hole from a ten-hole design which helps result in higher peak power, more efficient combustion, and more precise fueling control.
- To increase top-end power without losing lower rpm performance, the airbox is now equipped with single-stage intake funnels on cylinders #1 and #4. 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 is all new for the 2027 GSX-R1000RS to help the engine deliver a wide range of performance with an exciting rush up to the red line. The exhaust collector is closer to the engine to aid in mass centralization while also helping the catalytic converters "warm up" which aid flow and a reduction of exhaust emissions.
- The media-blasted titanium muffler with muted GSX-R logo enhances the new exhaust system's appearance and is mounted high for good ground clearance at high lean angles while creating an exciting, distinctive sound. The exhaust's new layout helps reduce the muffler size from 8.3 L to 5.5 L but retains the same performance as the prior system.
- 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 deliver strong peak performance while maintaining power throughout the low- and mid-range.
- The digital ignition fires iridium-type spark plugs which deliver higher spark strength that helps improve combustion efficiency. These quality components also last longer than conventional spark plugs.
- The cooling system is updated 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 reducing weight.
- The fairing guides cooling air to the high-capacity curved radiator. Twin cooling fans deliver good cooling at lower road speeds.
- Additional heat is shed from the engine via the use of an air-cooled, radiator-style oil cooler mounted directly below the main radiator.

DRIVELINE

- 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-R1000RS 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 the 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-R1000RS 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 achieved.
- To help deliver stronger acceleration, the primary gear ratio is lower as compared to the prior-generation GSX-R1000.
- To reduce moving mass, a 525-size drive chain with a 45/17 final sprocket ratio complements the large rear tire.

CHASSIS

- Using lessons learned from Suzuki MotoGP chassis development, the engine angle of the GSX-R1000RS 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 supports smooth chassis handling and optimized 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 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-R1000RS's swingarm pivot in the frame features an adjustable location so the chassis can be tuned for track-day 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 forward during braking. This helps produce a superb level of response in a track-day 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. 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 benefits from enhanced surface feedback and ride compliance
- The GSX-R1000RS is 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. Exclusive to GSX-R1000R and GSX-R1000RS models, these front calipers are fed by stainless-steel brake lines.
- The dual front Brembo® T-drive brake rotors feature two methods of attaching the 320mm floating disc to the gold-anodized 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.
- New for the 2027 GSX-R1000RS is a new, compact, and lightweight ABS Control Unit that weighs 0.12 lbs. (51 g) less than the prior component.
- Like conventional ABS, the Motion Track Brake System provides the appropriate amount of brake force for the available traction, with additional chassis pitch input from the IMU. When the IMU detects a rear wheel lift, or the motorcycle is leaned over, the ABS system will adjust the front brake fluid pressure to help settle the chassis and maintain braking efficiency.
- Unique to Suzuki, the lightweight six-spoke wheels reduce unsprung mass and help manage the braking and drive forces that a GSX-R1000RS can create.
- The GSX-R1000RS comes with track-day-ready Bridgestone® Racing Street RS11 low-mass tires. The tires' tread pattern reduces wear, maximizes sport performance, and contact feel.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) OVERVIEW

The 2027 GSX-R1000RS was designed to maximize supersport performance with its engine's powerful output, a lightweight and compact chassis, plus the revised S.I.R.S suite of electronic rider aids. The S.I.R.S. features have been expanded and optimized to bring out the winning potential of this updated GSX-R.

The development of this new generation of rider aids benefited from racetrack testing and the practical experience with other S.I.R.S.-equipped models that were released since the previous generation of the GSX-R1000R debuted. Rider aid development focused on supporting intuitive operation and natural feeling, instilling confidence so each rider gets the most out of riding the GSX-R1000RS. The resulting collection of systems was custom-engineered for the GSX-R1000RS, making it more predictable, comfortable, and competitive.

For 2027, Suzuki has fitted the latest, lightweight, and precise Bosch Inertial Measurement Unit (IMU) on the GSX-R1000RS. 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 GSX-R1000RS S.I.R.S. suite includes these specialized features:

1. Suzuki Drive Mode Selector (SDMS)
2. Smart TLR Control
   A. Suzuki Traction Control System (STCS)
   B. Lift Limiter
   C. Roll Torque Control
3. Launch Control
4. Ride-by-wire Electronic Throttle System
5. Bi-directional Quick Shift System
6. Motion Track Brake System
7. Slope Dependent Control System
8. Suzuki Easy Start System
9. Low RPM Assist

1. Suzuki Drive Mode Selector (SDMS)

- The GSX-R1000RS rider can select between three modes that deliver different power characteristics to match the riding conditions or the rider's style. The settings for each mode have been updated and thoroughly evaluated to perform optimally on the new GSX-R1000RS, maximizing its capabilities, creating the flexibility to adapt to changing weather and road conditions, thus making the riding experience more enjoyable.

- The three modes (A, B, and C) provide the rider with a quick and effortless way to alter the GSX-R1000RS's power delivery characteristics, while still achieving peak engine output in each mode.
  - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when opening the throttle aggressively, such as enjoying a track day or a sporty run on clean, winding roads, in clear weather.
  - **Mode B (Basic)** is for general, all-around riding, as it features a softer throttle response and a more linear power delivery curve as the rider opens the throttle. Intended to be the ideal setting for all-around riding, this mode instills confidence in the rider.
  - **Mode C (Comfort)** aims to prioritize comfort and feel by providing a softer throttle response and gentler torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or riding with a passenger, or when the rider desires a relaxing, comfortable ride home after a long outing.

- Using the mode and select switches on the left handlebar, the rider may change SDMS modes while riding. The mode settings are clearly displayed on the LCD instrument panel.

2. Smart TLR Control

- Smart TLR Control automatically sets the response of the Lift Limiter and the Roll Torque Control to align to the Suzuki Traction Control System (STCS) setting selected by the rider. As the STCS mode is increased or decreased, the Lift Limiter and the Roll Torque response are harmoniously changed as well.

A. Suzuki Traction Control System* (STCS)

- Designed to increase performance and help riders maneuver the GSX-R1000RS with confidence in varying riding conditions, STCS operates smoothly and unobtrusively as it monitors wheel speeds to help reduce rear wheel spin.

- SCTC offers ten mode settings and can be switched off. The higher the mode, the faster the traction control takes effect and the more proactive the system is in limiting wheel spin.
  - OFF provides no traction control and mode 1 provides the lowest amount of traction control intervention for riding on clean, dry roads. Mode 5 provides moderate traction control while mode 10 offers the greatest amount of intervention for riding on wet or slick roads.
  - In addition to monitoring front and rear wheel speed, engine RPM (as calculated using data from the crankshaft position sensor), throttle position and gear position, the system uses data from the inertial measurement unit (IMU) to constantly monitor the amount of lean angle as well.
  - When the system determines an imminent loss of traction, the ECM controls the opening of the electronic throttle valve, ignition coil and spark plugs to limit power and to prevent rear wheel slipping.
  - The STCS technology is adopted directly from the traction control system Suzuki developed for racing. When the system is adjusting the engine output to help regain traction, the TC icon on the instrument panel will illuminate and flash.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

B. Lift Limiter

- The GSX-R1000RS is equipped with a Lift Limiter, which can add peace of mind to riders by helping maintain front-wheel contact with the ground during acceleration. The Lift Limiter feature functions silently in the background, with its response being determined by the STCS mode setting.

- In addition to monitoring engine RPM (as calculated using data from the crank position sensor), the GSX-R1000RS's ECM monitors throttle position, gear position and clutch switch status, and processes that data along with input from the front and rear wheel speed sensors plus spatial information from the IMU to the ECM where it can determine the appropriate electronic throttle opening so the engine's output will limit potential front wheel.

- Thoughtful design and thorough testing aided the development of the lift limiter's settings so it can help produce the acceleration expected of a GSX-R series motorcycle.
  - If the front wheel lifts during acceleration it indicates energy being applied to the chassis and not to the rear wheel where it can boost acceleration. By setting the lift limiter system's response to take effect just before the front wheel would lift prioritizes performance. The automatic alignment of the lift limiter response to the traction control setting helps achieve this performance.

C. Roll Torque Control

- Roll Torque Control is an intelligent system programmed into the ECM that, based on data received from the IMU and wheel speed sensors, calculates the chassis' lean angle and speed to predetermine what amount of engine power output is optimal for the corner that the motorcycle is being ridden through.
  - Roll torque control aligns and functions in conjunction with STCS to help deliver a sense of confidence to the rider while negotiating corners.

3. Launch Control

- The GSX-R1000RS's Launch Control has also been updated to further improve its control parameters so it is easier for a racer to get a good start in closed-course competition by automatically limiting engine rpm and optimizing torque delivery while the rider holds the throttle twist grip wide open and concentrates on operating the clutch lever to feed in power.
  - Launch control is activated using a switch on the right handlebar. The system then monitors throttle twist grip position, throttle valve position, engine rpm, gear position, front wheel speed and rear wheel speed.
  - The system is programmed to hold the engine at ideal rpm for an effective launch. Once the clutch lever is released and the clutch engaged, the rpm is no longer limited but throttle opening is now controlled to help keep the engine at the ideal torque level for strong acceleration.
  - The launch control system not only helps the rider get a good initial launch but also helps reduce the chance that an unexpected front wheel lift off the starting grid will require the rider to close the throttle twist grip. It achieves this by working with the Lift Limiter function and controlling engine torque while monitoring input from several sensors.
  - Launch control automatically disengages when the rider upshifts into third gear or closes the throttle grip.

4. Ride-by-Wire Electronic Throttle System

- The Ride-by-wire Electronic Throttle System employs the GSX-R1000RS's powerful ECM to control the action of the throttle valves, resulting in superb reaction of the engine's output in correlation to the rider's throttle action. This precision allowed Suzuki engineers to tune and thoroughly evaluate each of the SDMS mode settings. As a result, throttle action responds faithfully to the rider's intention across the range of mode settings. The system also benefits the GSX-R1000RS's other advanced systems, such as the Bi-directional Quick Shift System, enhancing the riding experience.

- This system helps the rider meter the power effectively, managing the output of the GSX-R's powerful liter-class engine. It also aids the rider's sense of performance when opening the throttle to accelerate out of a corner. Moreover, it offers the benefit of a natural linear response like that of a conventional throttle.

5. Bi-directional Quick Shift System

- The Bi-directional Quick Shift System allows the rider to shift up or down without operating the clutch lever or throttle. The system automatically interrupts engine power delivery briefly — *between 50 and 75 milliseconds depending upon the sensitivity adjustment* — to unload the transmission gears dogs, allowing a clean upshift that helps produce smooth, uninterrupted acceleration. For quick and smoother downshifts, the system automatically opens the throttle valves slightly to increase rpm to match engine speed to the next-lower gear ratio without manually blipping the throttle or using the clutch. This hand-free automatic blipping function combines seamlessly with engine braking to create a highly satisfying riding experience.

- While the ECM is programmed to control the electronic throttle valves and ignition timing to match the engine's operating speed and enable smooth shifting at any RPM, the gear shift mechanism provides a solid response to each shift, assuring the rider that the gearbox has responded properly to their action.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

6. Motion Track Brake System

- The GSX-R1000RS's Motion Track Brake System supports the rider's braking in various riding situations, both when riding the motorcycle in a straight line and when cornering.
- This advanced ABS** system that can activate not only when travelling in a straight line, but also when the motorcycle is leaning into a corner. The ABS unit's dedicated electronic control unit (ECU) monitors input from the front and rear wheel speed sensors along with vehicle posture data from the IMU.
- When required, the ABS unit's hydraulic unit adjusts brake fluid pressure to reduce the impact of sudden braking force, making the motorcycle less likely to try to push itself upright or lose traction. As a result, the motorcycle maintains its radius and lean angle, helping the rider in holding their intended line through the corner, as the system is designed to help regulate braking response during heavy braking in turns.

7. Slope Dependent Control System

- This system helps prevent rear wheel lift during braking while riding downhill, resulting in more confidence when riding solo or with a passenger.
- The ABS unit uses input from the IMU as it monitors the motorcycle's posture and, when the rider applies the brakes, its hydraulic unit controls brake pressure to deliver the optimum setting to match the angle of inclination. The amount of rear lift control is continuously adjusted to match the current slope angle, and this results in effective braking.

8. Suzuki Easy Start System

- The Suzuki Easy Start System simplifies startup for the GSX-R1000RS 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.

9. Low RPM Assist

- Suzuki's innovative Low RPM Assist function monitors engine rpm, gear position, throttle position, and clutch switch data as the rider releases the clutch lever to pull away from a standing start, or when riding at low speeds. It is programmed to help prevent the engine speed from dropping excessively as the rider accelerates the motorcycle to ensure smoother starts. It also promotes more confident riding by helping counteract quick or frequent dips in engine speed when riding in stop-and-go traffic, or while executing U-turns.

S.I.R.S. Supporting Technologies

- **Engine Control Module (ECM)**
  - Supporting S.I.R.S. is a lightning-fast, 32-bit dual processor Engine Control Module (ECM) that blends Suzuki's vast street-going EFI knowledge with the intelligence from Suzuki's championship-winning MotoGP racing program. GSX-R1000RS riders get sportbike performance without peer while simultaneously receiving polished street manners.
- **Controller Area Network (CAN)**
  - A Controller Area Network wire harness (also known as a CAN Bus) is separate from the main wiring harness to facilitate fast and precise communications between all the GSX-R1000RS's S.I.R.S., electronic, and diagnostic 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.
- **Inertial Measurement Unit (IMU)**
  - The 2027 GSX-R1000RS adopts the latest version of Bosch's IMU to track pitch, roll, and yaw movement in six directions along three axes and constantly monitor the bike's angular rate and acceleration. This real-time data is precisely measured to effectively control several advanced S.I.R.S features, including Lift Limiter, Roll Torque Control, the Motion Track Brake System and Slope Dependent Control.
    - The new IMU reduces weight by approximately 0.35 ounces (10 grams) over the previous generation part.
- **LCD Multifunction Instrument Panel**
  - The LCD multifunction instrument panel is inspired by the GSX-RR MotoGP dash. With a black background and adjustable brightness, this panel is organized 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-R1000RS's advanced electronics.

ELECTRICAL

- The 2027 GSX-R1000RS has a new lithium-ion (Li-ion) battery, which is lighter, more compact and provides more stable voltage underload, resulting in easier starting as compared to a conventional battery. The HY battEliiy P-series battery represents a major innovation in motorcycle battery technology, offering numerous advantages over conventional lead-acid batteries, led by an expected ten-year lifespan.
- 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 arrow-shaped LED turn signals are lightweight with clear lenses and bright amber emitters, designed for increased visibility.
- The license plate is illuminated by an LED light in a new, smaller, and smoothly shaped housing.
- Controller Area Network wire harness (CAN Bus) allows for fast and precise communications between all the GSX-R1000RS's electronic systems. With a CAN Bus system, riders will experience swift and trouble-free electronic system operation as component size is reduced with less complex wiring.
- 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-R1000RS.

BODY

- The aerodynamic bodywork was fashioned by Suzuki styling designers and engineers using several wind tunnel tests to achieve a slippery shape and compelling appearance. Narrower than ever, the GSX-R1000RS's shape directly aids performance by improving handling and top speed on the racetrack.
- New carbon-fiber winglets are mounted to the sides of the front cowling. Winglet design cues come from the GSX-R1000R-based CN Challenge motorcycle that races in the Suzuka 8-hour endurance event—bringing race-bred aerodynamic style to the street.
- To match the new exhaust, the 2027 GSX-R1000RS's left and right under cowl have been changed. The left cowl panel is smooth (a hole on the prior GSX-R1000 is removed), enhancing the appearance of the body.
- 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 shapes of the license plate illumination light and rear fender behind the license plate have been changed from a square shape to a round one that makes the appearance of the tail trim more appealing.
- For 2027, the body colors match the prestigious history of the GSX-R. In keeping with the 40th anniversary theme, these body colors were chosen that feature schemes used on famous racing liveries of memorable winning GSX-R race machines from the past.
- The Pearl Vigor Blue / Pearl Tech White (C6F) GSX-R1000RS features the iconic colors of many championship winning GSX-Rs. The Candy Daring Red / Pearl Tech White (C7Q) colors provide a connection to the historic, championship-winning Suzuki race bikes. Each color 2027 GSX-R1000RS arrives with an impressive list of striking graphics and special parts that commemorate the 40th anniversary of the GSX-R family:
  - 40th anniversary decals add a special highlight to the sides of the fairing, while bold "R" decals adorn the under cowl.
  - A 40th anniversary emblem adorns the top of the fuel tank. The fuel tank cap and mounting ring are blacked-out to match the emblem.
  - The GSX-R logo is embossed into the rear section of the rider's seat.
  - The GSX-R graphic features on the muffler body. The logo is shiny silver which tastefully contrasts against the media-blasted appearance of the muffler's titanium outer sleeve.
  - The engine covers are changed from a black to a gray finish.
  - The front brake rotor carriers are gold-anodized, matching the fork's outer tubes and BFF-canister mounted to each axle holder.
  - The custom-designed ignition key features the GSX-R 40th anniversary logo presented on the black handle.
- 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-R1000, the top of the fuel tank is 21mm lower making it easier for the rider to tuck in behind the front cowl and windshield.
- 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 replaced with the included color-matched solo tail cowl that delivers style and function for solo riding.
- The shape and position of the passenger footrest are subtly changed to improve appearance and comfort.
- 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 INFO

- A variety of Suzuki Genuine Accessories are available, plus a wide selection of GSX-R logo apparel.
- 12-month unlimited mileage limited warranty. Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP). See your Suzuki dealer for details.
- 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:	13.8:1
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.) *may be affected by installed accessories.*
Wheelbase:	1420 mm (55.9 in.)
Ground Clearance:	130 mm (5.11 in.)
Seat Height:	825 mm (32.5 in.)
Curb Weight:	203 kg (448.0 lb.) *may be affected by installed accessories.*

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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