

# GSX-R1000K9 ARRIVAL

20 May, 2009



***“THE COMPETITION  
SHOULD BE FRIGHTENED.  
VERY FRIGHTENED !”***

So says test rider Alex Gobert in Australian Motorcycle News, Volume 58/ No 21. Introducing the all-new 2009 GSX-R1000K9 and the competition should be frightened.

Built new from the ground up this all new GSX-R1000 has a totally new designed compact engine, sharper handling chassis and upgraded electronics to help make the ultimate sports-bike for the road rider or racer.

Designed and built by the same team of dedicated engineers who produced the original GSX-R1000 in 2001 they have created a concept and turned it into production a motorcycle that is more compact and lighter and will once again “Own The Racetrack”.

Since its introduction the GSX-R1000 has won numerous awards. These include three ‘International Bike of The Year’ awards, the last six AMA Superbike Championships, an Isle of Man Superbike TT and a World Superbike Championship, while on home soil it has captured three Australian Superbike Championships.

The Team of engineers have gone to work on the 1000cc power plant which now has a shorter stroke and higher compression ratio and by stacking the gear box and using a two piece crankcase the engine is more compact.

The all new engine has a shorter front to rear engine measurement which allows a 33 mm longer swing arm that offers better traction and is less resistant to squatting in corners. To match these improvements the GSX-R1000 is fitted with Showa Big Piston Front forks which are lighter and allow better flow of oil through the cartridge providing more controlled dampening and better rider feedback.

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To help slow this superbike down, new one piece forged alloy mono bloc front radial mount calipers grab onto 310mm disc rotors. The new calipers offer better rigidity being one piece construction with a weight saving of 205 grams.

New for 2009 is a lap timer/stopwatch display in the instrumentation which allows riders to measure their lap times on closed course circuits. To record split times riders simply press the mode switch on the right handlebar when they go past the finish line.

The unique S-DMS drive mode selector is now located on the left handlebar and offers riders three levels of varying power delivery. Perfect for rainy days or tight twisty roads or leave it in A mode for a high speed racetrack.

The all new GSX-R1000K9 will be available in three colour options: Metallic Triton Blue/Glass Splash White (GLR), Solid Black/Metallic Matt Black (CRU) & Glass Splash White/Metallic Mystic Silver.

The GSX-R1000K9 price has been set at a very competitive RRP of \$18990.00 inc GST and is available now.

# GSX-R1000S ARRIVAL

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## **GSX-R1000**

### Specifications

**ENGINE TYPE**

4-stroke, 4-cylinder, liquid-cooled, DOHC

**BORE X STROKE**

74.5 mm x 57.3 mm

**DISPLACEMENT**

999cc

**COMPRESSION RATIO**

12.8:1

**FUEL SYSTEM**

SDTV fuel injection

**IGNITION**

Electronic ignition (transistorised)

**STARTER SYSTEM**

Electric

**LUBRICATION SYSTEM**

Wet sump

**TRANSMISSION**

6-speed constant mesh

**PRIMARY DRIVE RATIO**

76/47 (1.617)

**FINAL DRIVE RATIO**

42/17 (2.471)

**RAKE / TRAIL**

23.8 degrees / 98.3 mm

**SUSPENSION**

**FRONT**

Inverted telescopic forks, coil spring, oil damped, fully adjustable compression, rebound and spring preload

**REAR**

Swingarm, link type, coil spring, oil damped, adjustable spring preload

**WHEELS**

**FRONT**

17M/C x MT3.50

**REAR**

17M/C x MT6.00

# GSX-R1000RS ARRIVAL

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## **BRAKES**

### **FRONT**

Radial mount, four-piston calipers 310mm dual disc

### **REAR**

220mm disc

## **TYRES**

### **FRONT**

120/70ZR17M/C, tubeless

### **REAR**

190/50ZR17M/C, tubeless

## **FUEL TANK**

17.5 litre

## **OVERALL LENGTH**

2,045 mm

## **OVERALL WIDTH**

710mm

## **OVERALL HEIGHT**

1,130mm

## **WHEELBASE**

1,405mm

## **SEAT HEIGHT**

810mm

## **WARRANTY**

Two-year unlimited km

## **COLOUR**

Metallic Triton Blue/Glass Splash White (GLR), Solid Black/Metallic Matt Black (CRU) & Glass Splash White/Metallic Mystic Silver

## **PRICE**

\$18990.00 inc GST

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## GSX-R1000 Features

- 999cm<sup>3</sup> 4-cylinder power-plant, designed lighter and 59.6mm shorter from front to rear, delivers more power and torque, and enhanced throttle response across the entire rpm range.
- The new compact engine enabled 10mm shorter wheelbase and 33mm longer swingarm to improve racetrack performance.
- New, more over-square bore x stroke of 74.5mm x 57.3mm (changed from 73.4mm x 59.0mm) gives the engine better overall tuning potential. The compression ratio is now 12.8:1, changed from 12.5:1.
- The engine employs enlarged titanium valves in diameter, forged pistons, shot-peened conrods and Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the crankcase, reducing friction and improving heat transfer, durability and ring seal.
- 12-hole fuel injectors produce a finer fuel mist for more complete combustion, reducing fuel consumption and exhaust emissions.
- Suzuki Drive Mode Selector (S-DMS) offers push-button selection of three performance settings to suit riding conditions and personal tastes. Now the switch is relocated on the left handlebar control module.
- Iridium spark plugs produce a stronger spark for better combustion.
- Large, efficient radiator with a trapezoidal shape developed on factory team racebikes and a trapezoidal engine oil cooler both help reduce drag.
- Cable-operated back-torque-limiting clutch makes for efficient clutch operation with superb feel.
- Unique Suzuki Advanced Exhaust System (SAES) uses an under-engine chamber and low-slung, large-volume MotoGP-inspired titanium mufflers.
- Twin-spar cradle frame made of five cast sections, mated with an arched swingarm made of three castings and one-piece die-cast rear subframe.

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- Big Piston Frontforks (BPF) with an endurance-race-proven design deliver superb feedback and responsive, stable operation, and are lightweight and are the only one litre sportbikes to be fitted with in 2009.
- Rear shock absorber features adjustable rebound damping, spring preload, and both high-speed and low-speed compression damping.
- Front brakes with fully floating 310mm discs and rigid, lightweight race-proven mono-block aluminium casting alloy radial-mount callipers.
- The edgy and clean GSX-R1000 styling incorporates fairing and bodywork details aimed at reducing turbulence and drag.
- Attention to rider comfort includes a carefully shaped seat and adjustable foot pegs. Tail section cover included for solo rides or track days.
- Sculpted fuel tank is lighter, while capacity remains 17.5 litres
- New look multi-reflector headlight with vertically stacked high and low-beam halogen bulbs centered between position lights on each side.
- Front and rear turn signals feature clear lenses over amber bulbs.
- Instruments include a silver-ringed analogue tachometer with LCD speedometer. LCD readouts include odometer, dual trip meters, reserve trip meter, clock, coolant temperature/oil pressure warning indicator, gear position indicator, lap timer/stopwatch, S-DMS setting indicator and bar-graph indicating the instrument lighting level, or brightness.