

Wigan Motorcycles

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Suzuki GSX-R1000R Phantom 2022

The most advanced & most exciting GSX-R in history

£17,499 ^{+OTR}
from £344.98 p/m



Only available in very limited number this is The most powerful, hardest accelerating GSX-R ever built. It's also the most compact and most aerodynamic GSX-R1000, with smoother throttle response and better combustion efficiency. With a supremely effective electronic engine management system, derived from MotoGP technology, it maximises drivability from the 202PS engine without being complicated to use. It's time to Own the Racetrack. The new chassis is more compact and narrower. The new bolt-on rear subframe is now made of square aluminium tubing, reducing weight by 38%. A new aluminium swingarm is braced on both sides instead of on one, to improve weight and rigidity balance. New Brembo stainless steel brake discs are 10 mm larger in diameter, measuring 320 mm. Each disc features a new hybrid mounting system using a 50/50 combination of 5 conventional spring loaded floating pin mounts and 5 Brembo T-drive floating mounts. The GSX-R1000's Brembo radial-mount, monobloc front brake calipers each have four 32 mm pistons and work with a radial-pump, 19 mm master cylinder. The rear brake system uses a single-piston caliper and a 220 mm disc. The GSX-R1000's Showa BPF (Big Piston Front) forks out-perform the suspension fitted to the standard models sold by competitors. The design eliminates the internal cartridge assembly used in conventional forks and instead uses a larger piston riding against the inside wall of the inner fork tube itself. The design responds well to small bumps with more effective compression damping, especially during hard braking on the racetrack. The Showa rear shock works with a progressive linkage and rebound damping and both high-speed and low-speed compression damping are adjustable, as are spring preload and rear ride height.

Engine

| | | | | |
|--|---|---|--|-----------------------------|
| ENGINE TYPE 4-stroke, 4-cylinder, liquid-cooled, DOHC | RATED OUTPUT 148.5 kW @ 13200rpm (202PS) | EXHAUST SYSTEM Euro 4 Compliant | IGNITION Electronic Ignition | STARTING Electric |
| DISPLACEMENT 1000cc | MAX. TORQUE 117.60Nm @ 10800rpm (86.70lb.ft) | CERTIFICATION Euro 4 | COOLING SYSTEM Liquid Cooled | |
| BORE X STROKE 76.0mm x 55.1mm (2.9in x 2.17in) | LUBRICATION Wet Sump | GEARBOX 6 Speed | BATTERY 12V | |
| COMPRESSION RATION 13.2:1 | FUEL SUPPL Fuel Injection | FINAL DRIVE Chain | SPARK PLUG N/A | |

Chassis

| | | |
|---|--|---|
| FRONT SUSPENSION Inverted telescopic, coil spring, oil damped | FRONT RIM TYPE Cast | REAR TYRE 190/55ZR17M/C (75W) |
| FRONT BRAKE Twin Disc | REAR RIM TYPE Cast | HEADLIGHT LAMP N/A |
| REAR SUSPENSION Link type, coil spring, oil damped | REAR RIM DIMENSION 17 in | TAILLIGHT LAMP N/A |
| REAR BRAKE Disc | FRONT TYRE 120/70ZR17M/C (58W) | |

Dimension

| | | |
|----------------------------------|---------------------------------------|-----------------------------|
| LENGTH 2075mm | UNLADEN WEIGHT 202kg | SEAT HEIGHT 825mm |
| WIDTH 705mm | USABABLE TANK VOLUME 16 Ltr | |
| HEIGHT 1145mm | RESERVE N/A | |
| GROUND CLEARANCE 130mm | WHEELBASE 1420mm | |

Colour Options



Metallic Matt Black No.2 (YKV)

Contact us

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Working Time

Monday-Friday: 9am-6pm

Saturday: 9am-5pm

Sunday: 11am-4pm