



GSX-S - 8S

Press information

November 2022



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1. Introduction

Form and function for a new era. The GSX-8S is a brand-new model, engineered from the ground up as a fresh, new, naked streetfighter. Sharp and agile it will appeal to a wide range of riders, regardless of age and experience.

It becomes the latest member of the GSX-S series, a new family of streetfighters featuring trendsetting naked sportbike looks combined with winning performance, confidence-inspiring controllability, and comfort.

In the development of the new GSX-8S, Suzuki followed a series of steps using a process aimed at creating superior value that is focused on customers' needs, responding to the demands from riders of varying experience levels in the middleweight naked street bike category, ranging from novice to veteran. Suzuki engineers have designed the perfect package through countless rounds of testing, optimising engine size and performance with the motorcycle's physical dimensions, plus features and specifications that enhance the riding experience without inflating costs.

The new GSX-8S features Suzuki's brand-new 776cc, DOHC parallel twin engine with a new frame built to match. Every aspect of the design and performance is geared around delivering a thrilling experience to riders who desire more power and performance than the 650cc class delivers.

The chassis and free-revving engine respond faithfully to the rider's input and they can easily tap into its full potential and enjoy a pure riding experience. Wrapped in unique styling, the GSX-8S features an aggressive, mass-forward look that is slim, compact, sharp, and ready for action.

2. Product concept

Infinite potential. Limitless fun

The product concept of infinite potential, limitless fun was intended to convey a sense that the GSX-8S offers riders of all ages, experience, and skill levels endless possibilities and the ability to enjoy every outing to the maximum, whether that ride is a simple commute to work, a run into town, or an full day out out on their favourite roads. It also hints at how the new engine and chassis layout blend harmoniously to deliver power, handling, and comfort and offer a riding experience that puts the rider in full control.

The GSX-8S is ready to set the trend for an exciting new generation of street motorcycles ready to carry the Suzuki brand into the future.

It features a thoroughly modern design, plus a spec sheet that boasts inverted front forks, sculpted aluminium swingarm, a colour TFT instrument panel, and advanced electronic control systems that include Suzuki Drive Mode Selector, traction control, and a bi-directional quickshifter. The GSX-8S is a new middleweight streetfighter set to usher in an exciting new era of street bike performance.

2. Product concept

Key product features

Engine features:

- Newly-developed 776cc, DOHC, parallel twin engine that delivers a fine balance of smooth, controllable power from low rpm to free-revving performance at the top end.
- The 270° crankshaft configuration helps maintain a pleasant feeling in common with Suzuki's existing V-twin models, such as the SV650.
- Suzuki Cross Balancer, the first primary balancer of its type on a production motorcycle, contributes to smooth operation and a compact, lightweight engine design.
- Cooling system inlet control helps maintain consistent engine temperature and eliminates rough idle while warming the engine in cold weather.
- The electronic throttle bodies help achieve faithful response and a linear feeling to throttle action.
- The two-into-one exhaust system, with a short new muffler design, features a dual-stage catalytic converter inside the collector that helps satisfy Euro 5 emissions standards.
- The six-speed transmission enables smooth shifting and improved controllability.
- Suzuki Clutch Assist System contributes to smoother down shifting.

Suzuki Intelligent Ride System (SIRS) features:

- Suzuki Drive Mode Selector (SDMS) allows the rider to select an engine map that is best suited to riding conditions or personal riding style.
- Suzuki Traction Control System (STCS) with three modes, plus the ability to switch off.
- Ride-by-wire electronic throttle control system makes for a throttle action that feels natural and responds faithfully to the rider's input.
- Suzuki's Bi-directional Quick Shift System (with on/off settings) provides quicker, smoother, more assured shifting without operating the clutch lever, and without closing the throttle on upshifts or blipping it on downshifts.
- Suzuki Easy Start System starts the engine with one press of the starter button.
- Low RPM Assist function helps maintain engine idle speed for smoother and easier starts.

2. Product concept

Chassis features:

- A new steel frame contributes to straight line stability and agile handling.
- Dual, radially-mounted front brake calipers bite 310mm discs to provide sure stopping power.
- KYB inverted front forks deliver a smooth, controllable ride.
- Adjustable KYB link-type rear suspension contributes to agility and stability.
- Cast aluminium wheels featuring a unique, striking new design contribute to flickable handling and a sporty appearance.
- New Dunlop SPORTMAX Roadsport2 tyres aid predictable handling and deliver sporty performance.
- A uniquely shaped, lightweight aluminium swingarm with enhanced torsional rigidity provides agile handling and sure-footed stability.
- Tapered aluminium handlebars provide positive control and an upright riding position that offers comfort combined with a sporty riding experience.
- A 14-litre fuel tank features a stunning slim design.
- The rider's seat is designed for comfortable, sporty riding, delivering solid support and shaped to offer freedom of movement.

Electric Equipment features:

- A 5-inch colour TFT multi-function instrument panel features a clearly legible display of a variety of information.
- Vertically-stacked LED headlights in hexagonal housings, reminiscent of the GSX-S1000, provide a clear view of the road ahead and create a sharp look with bold presence.
- Unique compact LED position lights flank the headlights as they trace forward and down along the front cowl.
- The LED rear combination light features a compact new design introduced for the first time on a Suzuki motorcycle.

Styling features:

- The advanced styling for the GSX-8S aims to set a new trend and usher in a new era of functional beauty that symbolises the future of Suzuki design.
- The bodywork features flat surfaces and sharp lines that emphasise its compact, slim and well-balanced look.
- The bodywork is minimised to expose parts such as the engine and subframe, painted in the body colour, thereby highlighting the mechanical appeal of functional beauty.
- The front cowl, stacked hexagonal headlights, and characteristic LED position lights create a mechanical look of toughness that is also compact and sharp.
- The short muffler accentuates the slim, compact design.
- A compact new LED rear combination light is mounted on the slim new rear mudguard.
- Dynamic decals create an iconic presence that is instantly recognisable and appealing.
- Newly developed body colours bring fresh appeal.

3. Engine design

Introduction

A new engine for a new era, which creates a naked streetfighter for a new era, is brand-new from the ground up. Engineers sought to design a slim, compact powerplant that would expand the possibilities for overall design flexibility and help realise the most effective chassis geometry for performance gains, including the optimum riding position. Suzuki also aimed to deliver dynamic performance, with a new engine focussed primarily on delivering plenty of torque for flexibility suited to a range of riders, followed by a powerful top end, controlled with a smooth throttle response.

As a result the new 776cc, DOHC, parallel twin engine with four valves per cylinder features a long-stroke configuration that delivers a fine balance of smooth, controllable power from low rpm and the pleasant feeling of free-revving performance through to the top end.

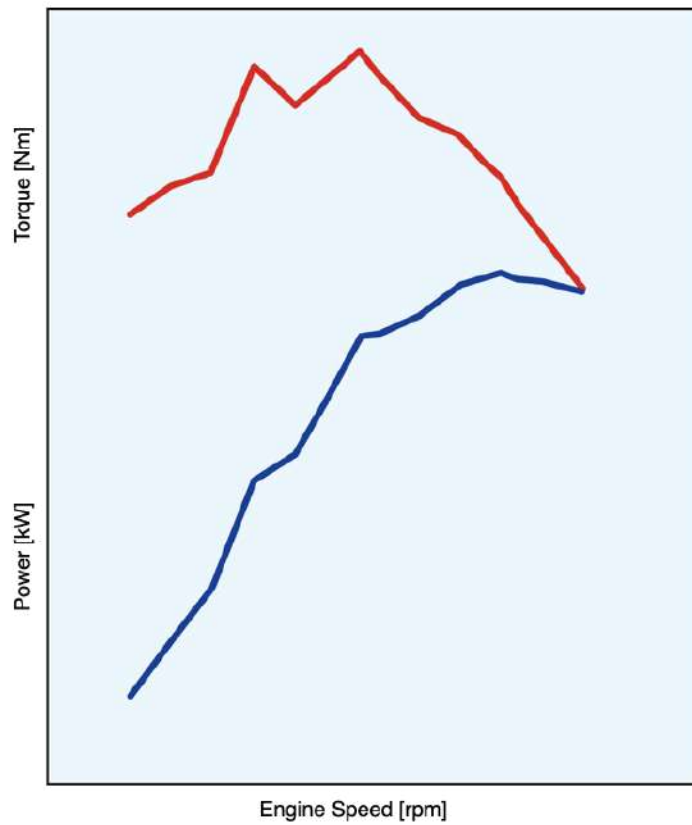
The engine also features a 270-degree crankshaft design, which delivers a smooth ride with plenty of torque, positive traction, and a pleasing rumble. It also introduces the Suzuki Cross Balancer, an innovative new primary balancer design that contributes to smooth operation and helps achieve a compact and lightweight package that enhances the GSX-8S's agile handling. The GSX-8S also adopts a new short muffler design that barely rises up and out from the engine's right side, enhancing the compact look.



776cc, four-stroke, liquid-cooled, DOHC, parallel twin engine

3. Engine design

Engine type	Four-stroke, DOHC parallel twin
Cooling system	Liquid-cooled
Displacement	776cc
Bore x stroke	84.0mm x 70.0mm
Maximum power	82.9PS (61kW) / 8500rpm
Maximum torque	78Nm / 6800rpm
Emissions level	Euro 5
Fuel consumption (WMTC)	67.23mpg

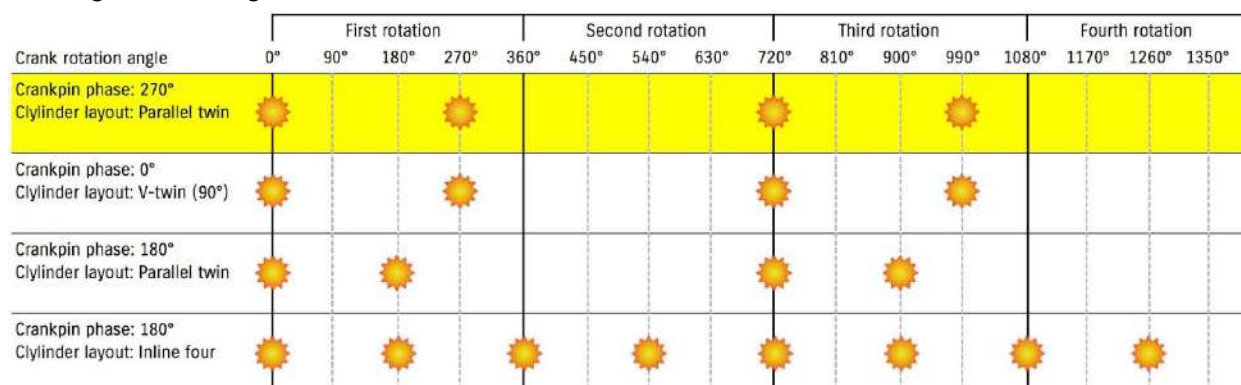


3. Engine design

270° crankshaft

The ignition timing of the engine's 270° crankshaft layout is the same as that on Suzuki's (90°) V-twin. That means it produces a similar pleasing rumble and sound for which bikes like the SV650 are known. In addition, the 450 degrees of crank revolution between cylinder firings (between 270° and 720° in the chart below), extends the time between power pulses and gives the rear wheel the time it needs to regain traction before the next pulse. The positive traction that results is particularly beneficial when powering out of corners or riding on roads with less grip.

 = ignition timing



Suzuki Cross Balancer

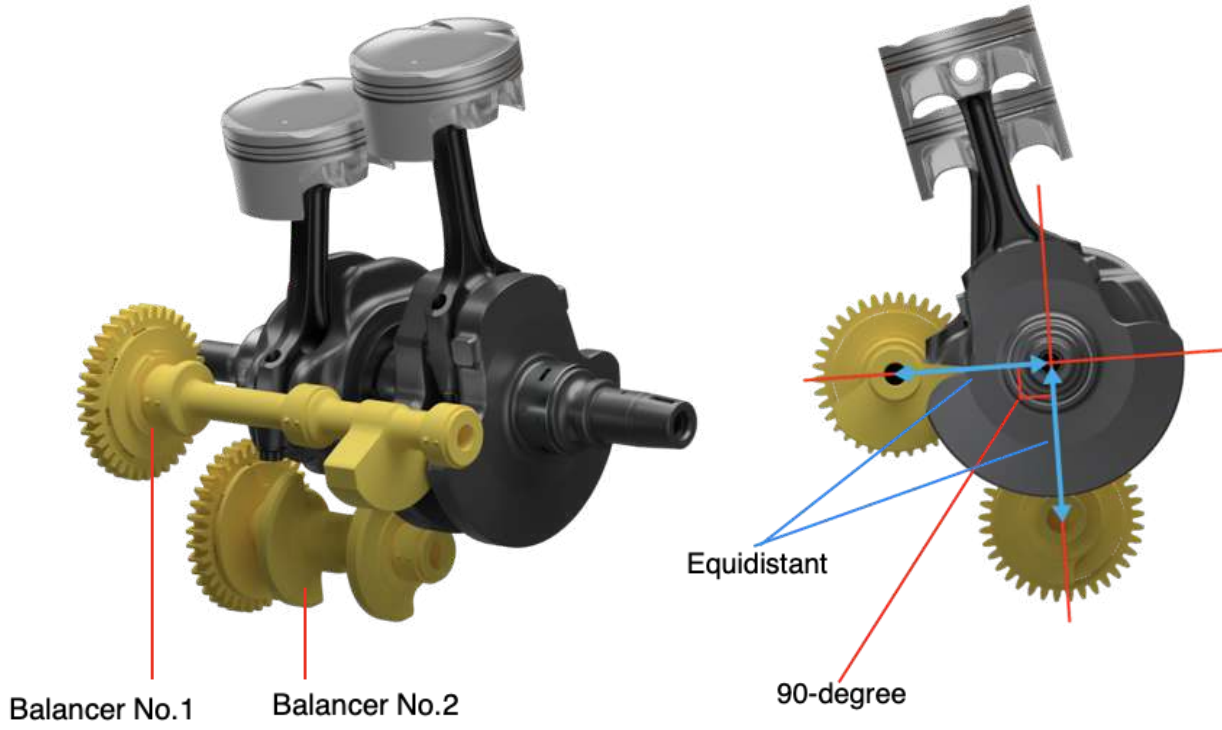
The new engine introduces Suzuki Cross Balancer. This patented biaxial primary balancer positions its two balancers at 90° to the crankshaft¹, marking a first among production motorcycles². This patented mechanism suppresses vibration to contribute to smooth operation, and it also helps achieve a lightweight powerplant that is more compact from front to rear.

Balancer no.1 cancels the primary vibration generated by the piston (reciprocating weight) of the first cylinder, while balancer no.2 cancels the primary vibration of the second cylinder. Adopting a 270° crankshaft angle cancels secondary vibration, contributing to even smoother engine operation. Furthermore, placing the two balancers at 90° to the crankshaft with each positioned equidistant from the crankshaft cancels primary couple vibration.

¹ Patent granted for biaxial primary balancer that positions its two balancers at 90° to the crankshaft.

² Based on Suzuki research as of November 2022.

3. Engine design



3. Engine design

Pistons and connecting rods

The engine uses forged pistons engineered using FEM (Finite Element Method) analysis to maximise strength and minimise weight, despite the engine's 84mm bore. Conical machining inside the wrist pin holes transfers load and mitigates stress transferred to the crowns, and contributes to enhanced durability.

The connecting rods also boast the reliability for which Suzuki is known. This is backed up by thorough analysis and testing conducted to ensure a balance of weight and rigidity, and to stabilise the rods' performance during stroke action.

Suzuki Composite Electrochemical Material (SCEM)

The cylinder bores inside the aluminium, die-cast cylinders are plated using Suzuki's SCEM process. Originally developed for racing and proven on the track, the SCEM cylinder coating promotes better heat dissipation, reduces friction and achieves a consistent wear resistant seal on the piston rings for greater durability.

Ride-by-wire electronic throttle bodies

Each of the two cylinders are fed by a pair of linked 42mm bore, electronic-controlled throttle bodies. APS (Accelerator Position Sensor) play is optimised to deliver the best balance of performance for both everyday use and the demands of sporty riding.

High-pressure fuel injectors

The GSX-8S employs 10-hole, long-nosed, 343kpa, high-pressure-feed fuel injectors that maximise fuel atomisation for better combustion efficiency and lower fuel consumption.

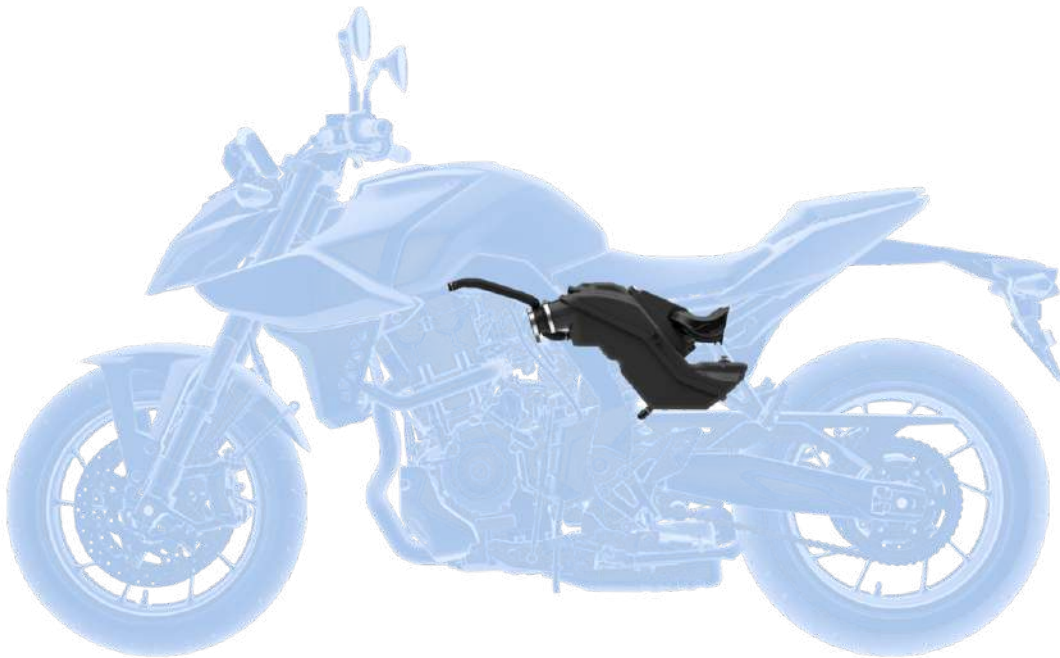
Transmission

The six-speed transmission adopts gear ratios that deliver smooth shifting and exciting acceleration performance

3. Engine design

Airbox

The airbox and intake pipe designs are optimised using CAE analysis to maximise torque production at low rpm and enable high peak performance. To contribute to the slim and compact chassis design and enhance the freedom of rider movement, the airbox is compact and positioned under the seat. Different lengths for the left and right pipes intakes help secure adequate flow to derive maximum power output.



Location of airbox



Outside



Inside

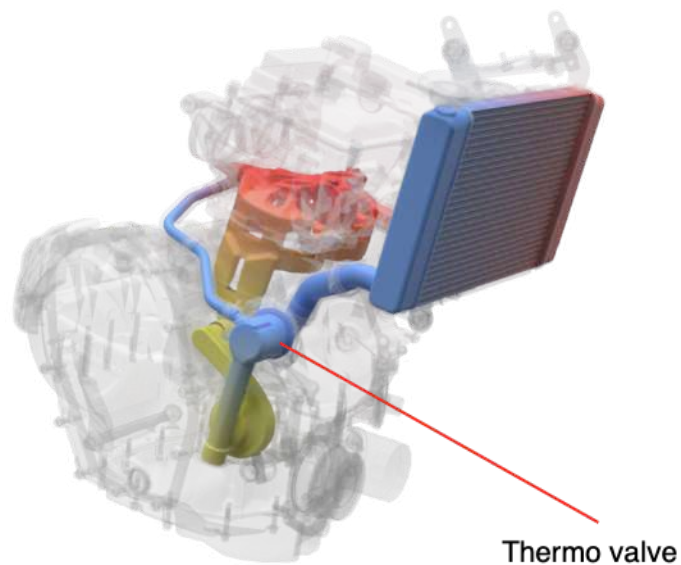
3. Engine design

Efficient cooling

The radiator boasts high cooling capacity to support the parallel twin engine's powerful output. A cooling fan helps stabilise the coolant temperature.

Cooling water inlet control contributes to early stabilisation of water temperature during engine warm-up. Because a thermo valve located at the inlet of the engine cooling circuit adjusts the temperature before the coolant enters the engine, there is less temperature fluctuation during warm-up. This helps stabilise combustion and contributes to cleaner exhaust gas.

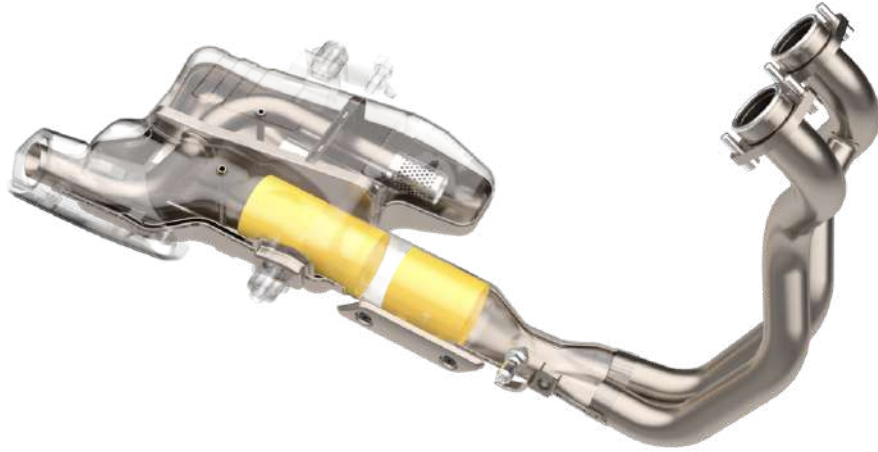
The GSX-8S is also equipped with a lightweight, compact liquid-cooled oil cooler that helps keep lubrication temperatures cooler for even smoother and reliable engine operation.



3. Engine design

Distinctive short muffler design

The two-into-one exhaust system is designed to produce a pleasing note and enticing rumble. The two-stage catalytic converter inside the collector helps limit emissions to a level that satisfies Euro 5 standards, while at the same time maximising torque and power output and overall performance. The exhaust system features a short new muffler design that barely rises up and out from the right side of the engine enhancing the compact look and feel.



Exhaust system

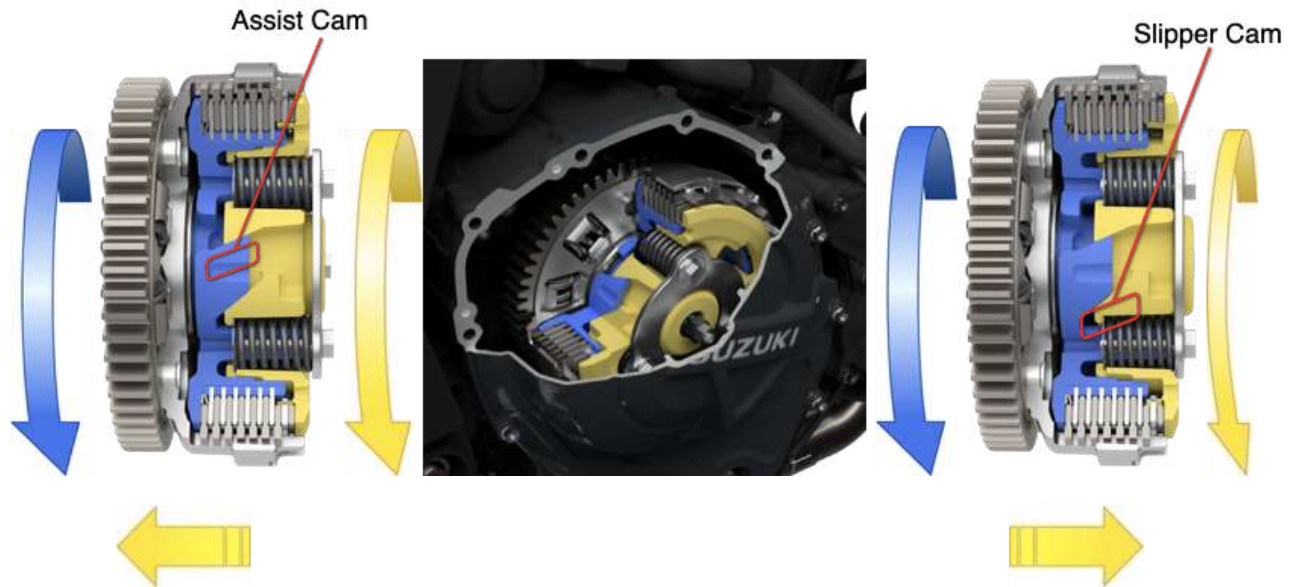


Short muffler design

3. Engine design

Suzuki Clutch Assist System (SCAS)

The assist function leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfer torque to the rear wheel under acceleration, all while using softer clutch springs. The slipper clutch partially disengages when downshifting and decelerating to mitigate the effect of engine braking and provides smoother deceleration, which enables the rider to shift down with greater confidence and maintain better control.

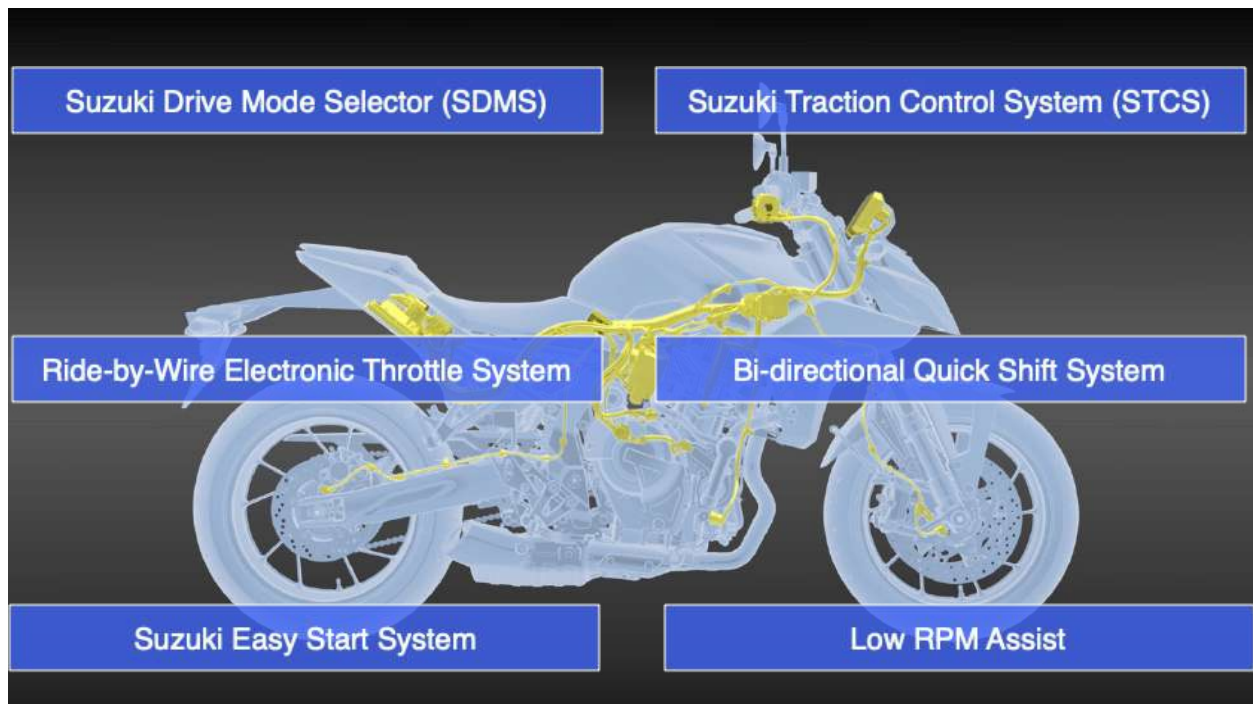


4. Suzuki Intelligent Ride System (SIRS)

Introduction

The Suzuki Intelligent Ride System (SIRS) is a collection of advanced electronic rider assist systems, which allow the rider to choose the settings for each system to best suit their preference or to suit the conditions. SIRS helps enhance an already exciting riding experience that inspires confidence and frees riders to concentrate on enjoying the ride.

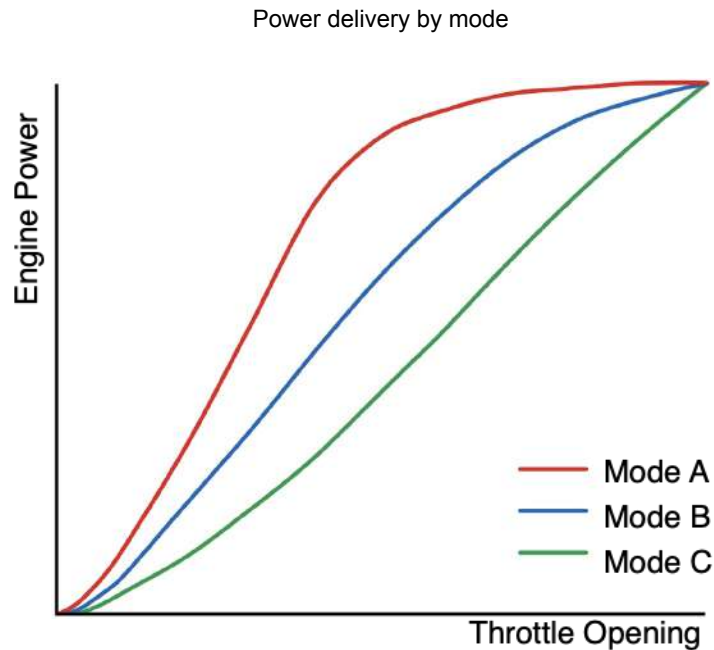
The systems employed by the GSX-8S include the Suzuki Drive Mode Selector (SDMS), Suzuki Traction Control System (STSC), a ride-by-wire electronic throttle system, a bi-directional quickshifter, Suzuki Easy Start System, and Low RPM Assist.



4. Suzuki Intelligent Ride System (SIRS)

Suzuki Drive Mode Selector (SDMS)

SDMS leverages the electronic throttle control system to offer a choice between three modes that deliver different power characteristics to match the riding conditions or preferred riding style. The settings for each mode were thoroughly tested to maximise the GSX-8S's performance in various scenarios.



Mode A (Active) provides the sharpest throttle response as the throttle is opened. Settings for torque characteristics are tuned to deliver exciting acceleration and fully-leverage the engine's power. It is well suited for enjoying sporty rides in good weather.

Mode B (Basic) reaches the same level of maximum output, but features a more linear curve with softer throttle response. Planned as an ideal setting for touring or commuting, this mode is a good fit for a wide range of riding styles and road conditions.

Mode C (Comfort) provides the softest throttle response and more gentle torque characteristics. This is particularly beneficial when touring for long distances, when riding with a passenger, when riding on wet or otherwise slippery surfaces, when road conditions are bad, or even when the rider wants to relax.

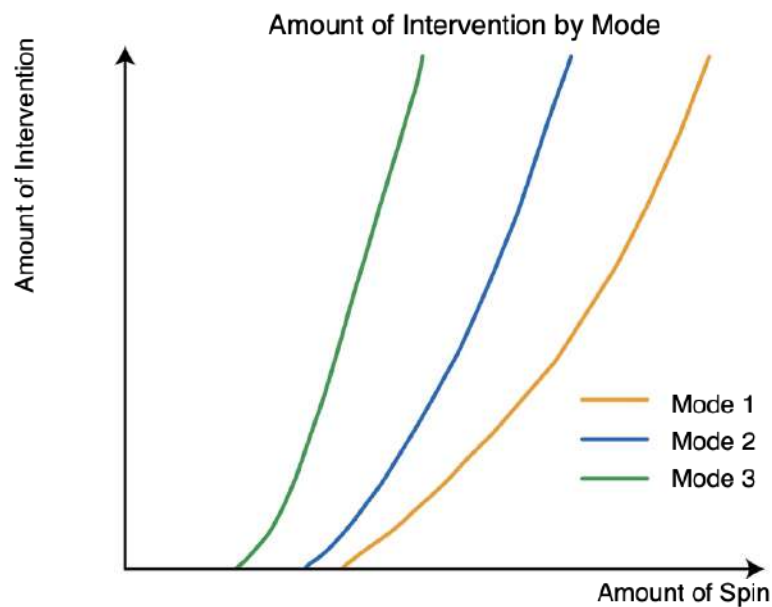
4. Suzuki Intelligent Ride System (SIRS)

Suzuki Traction Control System (STCS)

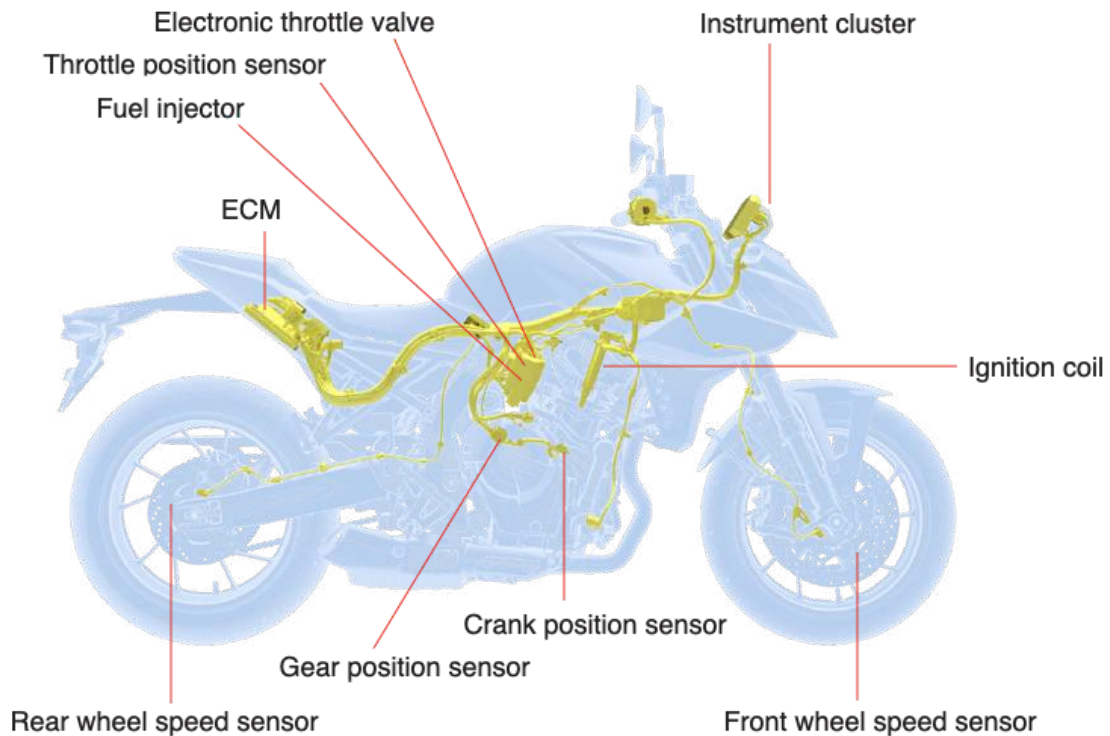
STCS for the GSX-8S enables the rider to better control the bike in diverse and varying conditions, such as riding in inclement weather, and instils greater confidence regardless of the rider's level of experience.

The rider can select from three modes or turn the system off. The higher the number of the mode selected, the faster the control takes effect and the more proactive the system is in limiting wheel spin.

The system continuously monitors front and rear wheel speed, engine RPM (as calculated using data from the crank position sensor), throttle position and gear position.



4. Suzuki Intelligent Ride System (SIRS)



Ride-by-wire electronic throttle system

An electronic throttle control system uses the ECM to control the action of the throttle valves and more finely control the relationship between throttle action and engine output characteristics.

Throttle grip action is set to provide faithful response and linear control. This makes the throttle action feel more natural. The system is simpler and more compact than conventional mechanical systems and eliminates cables that would otherwise add clutter to the right side of the handlebars.

Bi-directional quickshifter

The Bi-directional quickshifter allows riders to shift up without closing the throttle or downshift without blipping it, and eradicates the need to operate the clutch lever, also.

The system automatically interrupts power delivery when accelerating and maintaining steady speed just long enough to unload the transmission gear dogs, thereby producing a smoother ride and uninterrupted acceleration when the rider shifts up. When decelerating the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio without manually blipping the throttle or using the clutch.

4. Suzuki Intelligent Ride System (SIRS)

Suzuki Easy Start System

The Suzuki Easy Start System lets the rider start the motorcycle with one quick press of the starter button with no need to pull in the clutch lever when the transmission is in neutral.

Low RPM Assist

Suzuki's 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 engine speed from dropping excessively as the rider launches the bike to ensure smoother starts. It also promotes more confident riding by helping counteract drops in engine speed when riding in stop-and-go traffic, or when doing U-turns.

Supporting technologies

Controller Area Network (CAN bus)

The GSX-8S's CAN bus reduces the number of wires required by the harness, so contributes to reducing weight.

Engine Control Module (ECM)

A dual-core processor ECM provides optimal engine management that contributes to the operation of critical systems, including those to comply with Euro 5 emissions standards.

5. Chassis

Introduction

When engineering the brand-new GSX-8S from the ground up, the goal was to design a compact, lightweight chassis engineered to deliver sporty performance while also providing comfort and ease of use.

Development of the chassis layout began with devising the core structure of the new frame and swingarm. The resulting frame is strong and highly rigid, and the swingarm, designed exclusively for the GSX-8S, was optimised to perform ideally on the street. Other layout considerations covered everything from achieving the right riding position to the selection of the wheels, tyres, and suspension settings, and extended to striking a harmonious relationship between the chassis, the new engine, and the advanced controls of the SIRS.



5. Chassis



5. Chassis



5. Chassis

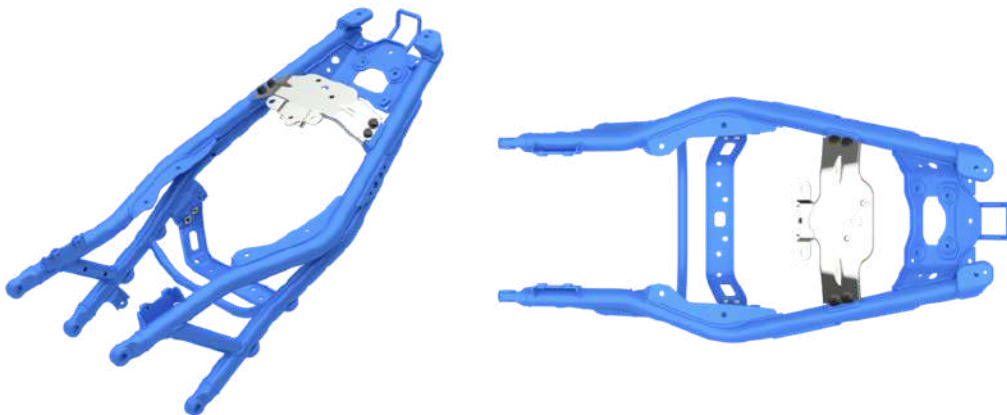
An exciting new frame

Designed around the new engine and made from steel pipe, the frame was engineered to provide excellent straight-line stability, to contribute to agile handling, and to perform well in the city and at highway speeds.

The new exposed subframe is engineered to support the rider well, and also to contribute to the GSX-8S' slim appearance and stripped-down look.



Frame and subframe



Seat rails

5. Chassis

Sure stopping power

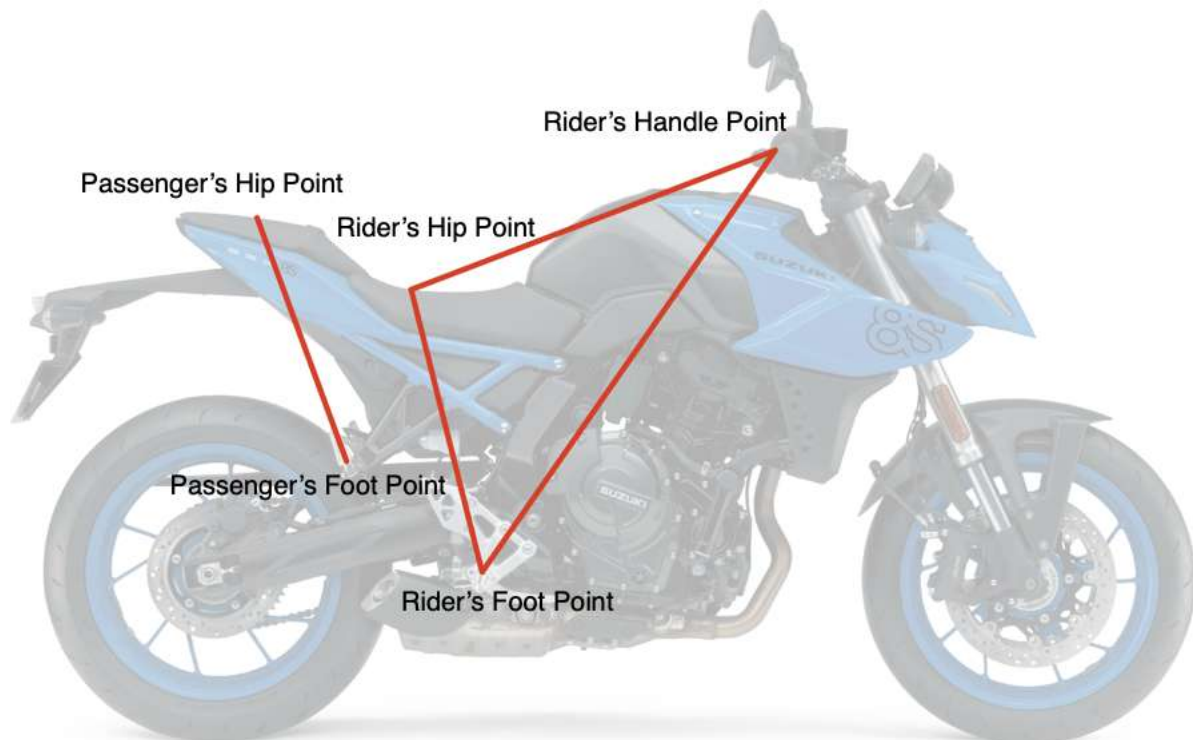
Radially-mounted front brake calipers biting 310mm discs provide sure stopping power and predictable braking performance. The rear brake uses a 240mm disc and a single-piston pin-slide caliper.

Chassis geometry and riding position

The GSX-8S features a wheelbase that is longer than on a typical naked streetfighter, and this contributes to straight-line stability, while the overall chassis geometry provides agile handling and cornering performance. The design gives the bike a compact look.

A priority of the geometry was to provide a comfortable riding position that effectively distributes weight to the front and rear, while passenger comfort is also addressed through a design that lets the passenger sit without greatly bending their knees.

The adoption of the new parallel twin engine benefits the geometry due to its compact front-rear dimensions, allowing the positioning of the rider's hip to point well forward. This in turn enables the rider to shift their weight toward the front and more easily control the GSX-8S when negotiating tight corners.



5. Chassis

KYB inverted front forks and rear suspension

KYB inverted front forks with a 130mm stroke deliver a plush ride and feature stable damping characteristics that makes them suitable for a wide range of riding styles. The dedicated link-type mono-shock KYB rear suspension is set up to contribute to straight-line stability and agility, even when carrying a passenger.



Front suspension



Rear suspension

5. Chassis

Wheels and tyres

The cast-aluminium wheels feature a new, unique, lightweight design that add style and contribute to the handling and sporty performance. They are shod with a new generation of Dunlop RoadSport 2 radial tyres (120/70ZR17 at the front, 180/55ZR17 at the rear) designed to perform optimally and provide sure grip. The custom-engineered internal construction features a carcass and belt layer tuned to achieve the right level of rigidity to match the weight and performance characteristics of the GSX-8S, and to deliver the right combination of agile handling and stability.

Dunlop's proven tread pattern introduces a new silica compound that enhances positive grip in wet conditions and features durable wear resistance. These wheels and tyres work in harmony with the front and rear suspension settings to help provide great grip, confidence, stability, and light handling, and comfort.



Uniquely-shaped and lightweight aluminium swingarm

The GSX-8S adopts a highly attractive aluminium swingarm with a unique shape that is engineered to perform with the right amount of vertical, lateral, and torsional rigidity providing sure handling stability and greater ride comfort.



5. Chassis

Tapered aluminium handlebars

The tapered aluminium handlebars are designed to provide a sporty-yet-comfortable upright riding position, and feature a wide enough grip to contribute to positive control.



Fuel tank

The 14 litre fuel tank is designed to deliver the right balance between riding range and slim, compact looks that heighten the appeal of the GSX-8S' sporty styling.



5. Chassis

Comfortable, practical seating

The rider's seat is designed for comfortable and sporty riding. Delivering solid support for the rider toward its rear edge, the seat is shaped to offer freedom of movement and is covered in a material that provides positive grip. Featuring a slim design, the smoothly rounded edges of the seat also make it easier for the rider to plant their feet on the ground when stopped. The separate pillion seat includes a hand strap for the passenger.



6. Electric equipment

5-inch colour TFT multi-information display

The GSX-8S's 5-inch, colour TFT multi-function instrument panel features a clearly legible display of a variety of information, while also providing a high quality finish and pleasing view from the rider's perspective.



Day mode



Night mode

The display offers the ability to display large pop-up alerts and warnings while readouts include:

Speedometer

Riding range

Dual trip meter

Water temperature

Average fuel consumption

SDMS mode

Quickshifter (on/off)

12 hour clock

Service reminder

Tachometer

Odometer

Gear position

Engine rpm indicator

Instant fuel consumption

Traction control mode

Fuel gauge

Voltmeter

6. Electric equipment

The tachometer also serves as a programmable engine rpm indicator. It blinks when the engine speed reaches the preset rpm entered by the rider. It can be set in 250rpm increments within a range from 4000rpm to 9750rpm.

LED indicators flanking the display include the left turn signal indicator, MIL (Malfunction Indication Light), neutral indicator, master warning indicator, high-beam indicator, right turn signal indicator, TC (traction control) indicator, low oil pressure warning indicator, ABS indicator, low voltage warning indicator, and coolant temperature warning indicator. All are designed for easy recognition.

It also offers manual or automatic switching settings for the day (white) and night (black) display modes that maximise visibility at any hour and in any riding situation.

LED headlights

The vertically-stacked pair of hexagonal LED headlights - designed to emulate the GSX-S1000 - employ a bright mono-focus LED light source that provides the rider with a clear view of the road ahead. The vertical orientation of the thin, compact headlight assembly creates a sharp look with unique character that makes the front end look light and ready for action.



6. Electric equipment

LED position lights

Compact LED position lights flank the headlights as they trace forward and down along the front cowl. The angled design of these narrow slits add to the unique face.



LED rear combination light

The LED rear combination light with integrated LED licence plate light features a new design, mounted on the slim rear mudguard. This new light contributes to a sporty new design that makes the GSX-8S look shorter and slimmer from the rear.



6. Electric equipment

Handlebar switches designed for intuitive operation

The ergonomic switch layout makes for ease of operation, allowing the rider to access controls while remaining focused on the road ahead. Selecting modes and making adjustments for each of the advanced electronic control systems simply involves operating the MODE and UP/DOWN switches, which recognise long and short presses, on the left handlebar.



7. Styling design

The GSX-8S design concept was: an icon for a new era of functional beauty.

In developing the styling for the new GSX-8S the design team set a goal based on the three phrases: new era, visual structure, icon.

New era reflects the goal of creating a thoroughly modern design that sets a trend for an exciting new generation of motorcycles ready to carry the Suzuki brand into the future. The 2022 model GSX-S1000 established the beginnings of a new design language featuring sharp lines and an edgy futuristic look. And now the GSX-8S is ready to take that on and carry it further.



7. Styling design

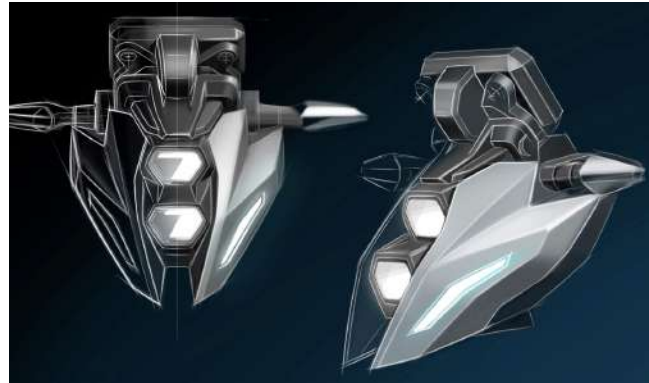
Visual structure reflects the goal of exposing the bike's functional parts, painting them in the new body colours, and simplifying the bodywork and graphics to put a spotlight on the visceral appeal of its structural elements.

One key element involves minimising the size of cosmetic panels to expose parts such as the engine and seat rails, thereby highlighting the mechanical appeal of functional beauty. It then extends to making the lines of the bodywork sharper with flatter surfaces to create a tough yet sophisticated look.

Highlights include details such as painting exposed parts such as the subframe and wheels. They also include newly-developed components such as the short muffler and the compact new rear combination light mounted on the slim new rear mudguard.

Icon reflects the goal to create a unique silhouette with an iconic presence that is instantly recognisable and symbolises the future of Suzuki design.

All combined, the styling creates a new and appealing mass-forward, aggressive look that is slim, compact, well-balanced, and ready for action.



8. Colour and graphics

Stunning new body colours

The GSX-8S introduces two new body colours created to coordinate well with the styling concept.

Suzuki set the colour concept as: new impact of blue. In keeping with the styling concept, it reflects the new era philosophy with new colour combinations that embody the spirit of the next generation of street sport bikes.

In highlighting the visual structure the exposed seat rails and wheels are painted blue to express the appeal of Suzuki's industrial design. And the body graphics capture the essence of icon. New impact of blue is intended as an evolution of the theme colour long used on Suzuki's street sport bikes, and therefore to become the symbol of the next generation.

Pearl Cosmic Blue (QU1) is a brand new colour created exclusively for the GSX-8S which is bright with a solid pearl finish.

Pearl Tech White (QU2) features an appealing pearl finish with a mechanical look of high quality. It is also newly-developed for introduction on the GSX- 8S.



Pearl Cosmic Blue (QU1)



Pearl Tech White (QU2)

8. Colour and graphics

Iconic body graphics

The body decals adopt the fresh new font that first appeared on the GSX-S1000. This not only reflects the new model's relation to the GSX-S1000, but also highlights the "8S" nickname logo, which resembles the endless loop of the infinity symbol, as a monogram inspired by iconography which also relates to the product concept of infinite potential, limitless fun.



The clutch cover and magneto cover are finished in a colour selected to match the GSX-8S's body colour, while the Suzuki name on the clutch cover is finished in a contrasting colour to create an effective accent.



9. Accessories










A range of genuine accessories for the GSX-8S will allow owners to personalise and their own touches, or add practical items to suit their needs, including soft luggage.










9. Accessories

		
<p>Soft side case set, 15L, expandable to 20L</p>	<p>Side case bracket set</p>	<p>Meter visor</p>
		
<p>Single seat cowl</p>	<p>Heated grips</p>	<p>Handlebar balancer</p>
		
<p>Billet brake lever</p>	<p>Billet clutch lever</p>	<p>Brake lever guard</p>

9. Accessories

		
Clutch lever guard	Frame slider	LED indicators
		
LED indicators	Under cowl	Mirror extender
		
Navigation bracket for aftermarket accessories	USB socket	Large tank bag, 11L expandable to 15L

9. Accessories

		
<p>Small tank bag, 5L expandable to 9L</p>	<p>Tank bag ring</p>	<p>Fuel tank pad</p>
		
<p>Fuel tank protection foil</p>	<p>Fuel cap protection carbon-effect</p>	<p>Fuel cap protection black</p>
		
<p>Stylish seat</p>	<p>Rim decal #1</p>	<p>Rim decal #2</p>
		
<p>Rim decal #3</p>		

10. Colour lineup



Pearl Cosmic Blue (QU1)



Pearl Tech White (QU2)



Metallic Matt Black No.2 / Glass Sparkle Black (KGL)

11. Specifications

Overall length		2,115 mm (83.3 in.)
Overall width		775 mm (30.5 in.)
Overall height		1,105 mm (43.5 in.)
Wheelbase		1,465 mm (57.7 in.)
Ground clearance		145 mm (5.7 in.)
Seat height		810 mm (31.9 in.)
Kerb mass		202 kg (445 lbs.)
Engine type		Four-stroke, two-cylinder, liquid-cooled, DOHC
Bore x stroke		84.0 mm x 70.0 mm (3.3 in. x 2.8 in.)
Engine displacement		776cc (47.4 cu. in.)
Compression ratio		12.8 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Forced feed circulation, Wet sump
Transmission		Six-speed constant mesh
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail		25° / 104 mm (4.1 in.)
Brake	Front	Disc, twin
	Rear	Disc
Tyres	Front	120/70ZR17M/C (58W) tubeless
	Rear	180/55ZR17M/C (73W) tubeless
Ignition system		Electronic ignition (transistorised)
Fuel tank capacity		14 L
Oil capacity (overhaul)		3.9 L
Fuel consumption		67.23mpg in WMTC
CO₂ emissions		99 g/km