



GSX-8S

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What The Press Say

"...it could well be the best in class
against impressive competition"

77

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...I'd take the one with an 'S'

The Suzuki's [engine] architecture promotes clean response right from the bottom and a fat midrange on a mechanical level, rather than using fuel/throttle mapping to make the best of a motor operating well below its optimum crank and gas speeds.

Torquey response is on hand from just 2000rpm, with smooth fuelling and no juddering, thudding vibes to deter you from letting the clutch out early and rolling with traffic on tiny throttle openings.

The suspension maintains a good level of support at both ends, and the chassis as a whole feels like it promotes strong mechanical grip.

...suspension is firmer than either the MT-07 or Hornet, particularly at the rear. They work in harmony, whereas the Hornet's shock is softer than the forks, and it tends to pitch rearward and dominate the bike's behaviour if you ride it hard.

I think Suzuki's more considered, even mature, approach for typical buyers and how they use bikes in this class has paid off.

...if you offered me the keys to the Honda or the Suzuki tomorrow, I'd take the one with an 'S' on it, not the wing.



...it could well be the best in class against impressive competition.

| MCN



The GSX-8S is friendly from the get-go, torquey and engaging at realistic road speeds, with a chassis that inspires confidence no matter what you ask of it.

NEW FRAME

Designed around the new engine and made from steel tube sections, the frame is engineered to provide excellent straight-line stability and agile handling. The new exposed subframe is designed to support the rider, and contribute to the GSX-8S' slim appearance and stripped-down look.

5" COLOUR TFT DASH

The GSX-8S uses a 5-inch colour TFT display. Clearly legible high-quality information displays keep you fully aware of all the bike's systems and settings



DYNAMIC PERFORMANCE

The all-new 776cc DOHC 270° crank parallel twin engine delivers torque and flexibility, paired with a powerful top end for an exciting and rewarding ride.

SUZUKI INTELLIGENT RIDE SYSTEM

The Suzuki Intelligent Ride System (SIRS) is a collection of advanced electronic rider assist systems, allowing the rider to choose the settings to best suit their preference.

SPECIFICATION



ENGINE

Engine capacity	776cc	Engine	4-stroke, 2-cylinder, liquid-cooled, DOHC
Bore	84.0mm x 70.0mm (3.3in x 2.8in)	Compression ratio	12.8 : 1
Lubrication	Wet Sump	Ignition	Electronic ignition (transistorised)
Fuel system	Fuel Injection	Transmission	6-speed constant mesh
Drive	Chain	Starter	Electric
MPG*	67.23	CO ₂	99g/km
Power	61kW @ 8,500rpm (82.9PS)	Torque	78Nm @ 6,800rpm (60.2lb. ft)

DIMENSIONS AND WEIGHTS

Overall length	2,115mm (83.3in)	Overall width	775mm (30.5in)
Overall height	1,105mm (43.5in)	Wheelbase	1,465mm (57.7in)
Ground clearance	145mm (5.7in)	Seat height	810 mm (31.9in)
Kerb mass	202kg (445lbs)	Fuel capacity	14.0L (3.1UK gallons)

CHASSIS

Front suspension	Inverted telescopic, spring, oil damped	Rear suspension	Link type, coil spring, oil damped
Front brakes	Disc, twin	Rear brakes	Disc
Front tyres	120/70ZR17M/C (58W)	Rear tyres	180/55ZR17M/C (73W)

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...Suzuki have nailed it

Suzuki have nailed it with their all-new GSX-8S.

...everything from comfort to suspension performance contributes to an overall feeling of harmony, and it's up to (or beyond) the standards expected from bikes at this price.

Midrange, confidence and feedback gush forth in abundance. It's smooth, torquey and fabulously usable.

The new 776cc parallel twin motor behaves more like a V-twin than any other parallel twin with a 270° crankshaft.

...the GSX-8S is probably quicker point to point than a Hornet.

...I'd rather have this one.

Yes, it really is that good.



Bike Social ...an absolute belter

If engine power can be described as the rate at which a boxer throws their punches, then torque is the weight of the punches. And Suzuki's GSX-8S throws proper hay-makers – there's none of your high-revving, pitter-patter jabs here, it's all knockout stuff.

The new Hamamatsu parallel twin engine has eye-opening heft behind the throttle and is plenty capable of muscling and hustling with a streetwise, traffic-killing strut.

As the front wheel turns into the corner, it's utterly planted in a way the super-agile, almost nervous, Honda Hornet can't quite match.

The 8S also carries a sense of purposeful solidity – assembled in Hamamatsu, in Japan, it's a proper, grown-up motorcycle and not a flimsy lightweight toy, as many of its rivals sometimes feel.

Suzuki's current TFT screens are fab things.



in my opinion, they saved the best parallel twin till last in 2023.

| BikeSocial



Compared to Honda's Hornet, the 8S gives more, sooner, then delivers less later on. But by then I'd be willing to bet the Suzuki will already be well ahead at the traffic light GP.

The Suzuki feels stiffer out of the crate than, say, Honda's Hornet.

Flicking the 8S around on a combination of tight hairpins and long, open sweepers at a decent pace, ahem, the Suzuki is the perfect balance of size, weight and stability.

The 8S is an absolute belter from Suzuki. The handling is good too – classic Suzuki, with a solid, stable feel at speed and when holding a line mid-corner.

I really like the Suzuki's touches of design quality too.

So thumbs up to Suzuki – in my opinion, they saved the best parallel twin till last in 2023.



...the engine is brilliant

A note on style. Subjectively, I like it, it's sharper than the Honda Hornet and a bit of a head-turner.

The overall look & build quality is good. The exposed colour-matched subframe looks nice, it's a compact package, and the underslung exhaust both looks & sounds naughty.

There's plenty of torque on offer at the low to mid rev range.

The 8S is a motorcycle that seriously enjoys being pushed to the limit and ridden aggressively.

Navigating the rider modes is simple. The 5-inch TFT display is also really well laid out.

An all-new frame built with steel tubes, and an exposed rear subframe, does a great job of keeping the bike stable at speed, and agile in the corners.

Engine is brilliant, and in this streetfighter application, it's superbly easy fun



I like it, it's sharper than the Honda Hornet and a bit of a head-turner.

| VisorDown



A lovely, flexible engine, flickable chassis and generally well-mannered overall feel, makes the naked streetfighter-styled roadster an easy, light, agile, and fun bike to ride – even in a busy town.

The engine... very much influences the positive opinion. I really think it feels quite special, and very real world.

...I'm very tempted to say it's one of the most impressive engines of its capacity I've tried in years. Smooth, nicely fuelled and so, so usable, the 800 motor is very hard to fault.

Compliments continue with chassis assessment. That same easy, predictable feel that makes town work so straightforward, makes swifter riding enjoyable too.

“

...I really think it feels quite special.

| Carole Nash

”

ENGLISHBIKERDAN

It handles itself brilliantly. Very confidence inspiring. This is fantastic, a cracking little bike.

Bike feels so planted. Suspension; really impressed with that.

The seat is very comfortable and the brakes are great. The bike feels so planted in the corners and nice and agile.

Low-end torque is good and very usable.

Nice TFT and easy-to-use switchgear.

A great bike for commuting, touring and having fun out on the twisties – a do-it-all naked bike.



...Simple, intuitive dash and TFT

Comfortable riding position, and nice larger padded seat.

The new chassis brings the whole bike together and just gives you the confidence to push-on.

Mid-range torque is fantastic.

A really fun bike to ride, inspires confidence and just feels really stable in the corners.



...Overall, a great fun bike

The best thing about this bike is the engine, Super easy, super friendly, don't have to go mental to be entertained.

This is a fun package.

You can ride the bike hard and not feel intimidated, it inspires confidence and has some serious acceleration.

Engine pulls so well, pulls big gears, fourth gear is good enough for clean and serious acceleration. Giving it large can swap between the top two gears. So much in the middle and down the bottom.

Suspension is up for the job, brakes are too.

A very agile chassis, feels like you can move well from one side to the other.

I think it's a pretty stylish thing. It looks well built I have to say. I'd own one of these I think.

This is a sporty little number that won't cost you a lot, will turn a few heads, but more to the point it will please you a great deal.

Overall, a great fun bike, agile, and has great power which allows you to push harder with confidence.

“

...The best thing about this bike is the engine. This is a fun package.

| 44Teeth

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...the instant torque is really impressive.

A lovely balance to the bike, especially at low speed – easy to balance when stopped.

Drives really well from the bottom of the rev range, with instant drive, the instant torque is really impressive.

Easy to ride in town and good fun on twistier roads, a simple but effective bike that does everything you need.