



GSX-8R

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What The Press Say

"The GSX-8R is a sublime bit of kit"



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VISOR DOWN “The engine is the star of the show”

The revised suspension of the 8R is a game-changer [and] makes a big difference to the way the bike rides.

[The brakes] feel super powerful while not being over-aggressive or sharp. I was also impressed that after a morning of track riding, there was no brake fade to be felt at all. ...you'd normally forgive a bike in this segment for having a spongy brake, especially after three 20 to 25-minute sessions.

...the GSX-8R performs well on track. It has a great chassis, with excellent suspension and brilliant brakes.

The engine, as it is in the 8S, is the star of the show though, managing to be refined, grunty and easy-going, all from the same slimline package.

...what Suzuki has managed to do is not make a bike that feels cumbersome in tighter turns, while still having a high level of stability when you are going through a faster turn. Mid-corner bumps and lumps rarely stress the chassis, and the composure on the brakes when slowing into downhill hairpins is impressive.

It's light feeling and agile around town and loves being pointed along a fast-sweeping road. The engine is a characterful gem that's hugely

versatile - I've yet to encounter a bike that features Suzuki's new parallel twin-cylinder that it hasn't felt totally at home in.

“**Excellent suspension and brilliant brakes**”

VISORDOWN

”

Bike Social “Beautifully versatile engine”

The engine though, phwoar - it has lashings of torque through the low-to-mid range. I tended to run a gear higher... because the grunt was there to pull away without compromising the handling or pace in the middle of the corners. And that goes for road as well as circuit, making gear changes less and less frequent.

Accelerating from stand-still or at low revs is enjoyable given the state of the torque chart.

[The brakes] treat the rider to a lovely feel, nice and progressive without feeling too harsh at their initial bite, nor does the ABS interfere too quickly. On track at the end of the long start/finish straight, the bike was reaching 132mph

yet I could trust the brakes from the 200 metre board to get me into a tight right-hander with enough composure.

It handled beautifully, combining its power with quick, direct steering, thanks also in part to a 180-section rear tyre. I've ridden plenty of more expensive machines with seemingly fancier suspension that haven't coped as well. The 8R offers a dynamic pose yet is very forgiving allowing the rider to look and feel the part without needing to work too hard, which puts it right up my street.

For those who are solely influenced by the spec sheet war, the Suzuki appears to lack the top end

peak performance figures of some rivals, but look at where the Honda and Triumph make that figure in the rev range... then try riding around north of 10,000rpm for it to have any impact.

Suzuki's focus with this beautifully versatile engine was low-mid range torque which is also where it shines on the specification vs. competitors - it really does pull well, so much so that you'll be saving wear and tear on the gearbox. Stylish and affordable with a quality finish, the GSX-8R also contains a punchy yet smooth engine character mixed with a chassis promoting speedy-yet-stable steering which makes for a perfectly blended all-around package.

MCN “It loves a fast road ride”

...jumping on the GSX-8R for the first time offered such a spacious and neutral riding position, It's comfortable, [with] loads of space.

Most surprisingly of all is just how well Suzuki have managed to make it perform on track. The new suspension settings have made a drastic difference to the dynamics as there's now so much more support both front and rear with an impressive level of damping, too, which makes riding hard an absolute doddle.

[The engine] is still so sweet. This is thanks to a V-twin style ability to pull with serious urgency

from the bottom of the rev range. ...there's an impressively direct throttle response, and with 85% of of peak torque available from 4000rpm the 8R's characteristics allow for laziness with the gearbox.

And then there's its cornering prowess. Not only does the new Showa setup perform well on track, but by sitting on the firmer side of the spectrum... it loved a fast road ride, too. There's a serious amount of stability and feel even at high levels of lean, which, unlike some of its softer-sprung rivals, also makes it feel composed under heavy acceleration and hard braking.

...it blends a solid mixture of sportiness and comfort that so many other machines fail to achieve.

“**It blends a solid mixture of sportiness and comfort**”

MCN

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BIKE “Attractive bike, priced competitively”

This motor is sweet on twisting asphalt. The 776cc parallel twin has one of the meatiest midrange deliveries in the business, with a V-twin-esque ability to romp with serious urgency from the bottom of the rev range and pull hard into its deep spread of drive.

The chassis feels like it was crafted for these gloriously tangled mountain roads.

There's a serious amount of stability and feel, even at silly lean angle [with] handling qualities that make the GSX-8R so surprisingly capable when ridden with a considerable amount of enthusiasm.

This is a seriously effective tool.

The 8R's suspension has that poise and precision that a sportsbike should have - and yet is lacking on so many of the current middleweight crop. The Suzuki holds a mightily tight line and with serious stability, too.

...the GSX-8R is a bike with a hint of GSX-R style that confidently tackles fast road riding, with flexible, usable power and a pleasingly soft riding position, and a very competitive price. Impressive? Yes.

The GSX-8R blends significant sportiness with comfort, and is as happy cruising on the road as it is taking on a breezy splash of summer track day action. They've made a GSX-R for the modern do-it-all biking world.

“**Impressive? Yes.**”

BIKE MAGAZINE

”





COLOUR TFT DISPLAY

The GSX-8R 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, and supply vital real-time operating status information. The tachometer also serves as a programmable engine rpm indicator. It blinks when the engine speed reaches the present rpm entered by the rider. It can be set in 250rpm increments within a range from 4,000rpm to 9,750rpm with a function that lets you display large pop-up alerts and reminder. Manual or automatic switching settings for the day (white) and night (black) display modes let you maximise visibility at any hour and in any riding situation.

FORGED ALUMINIUM SEPARATE HANDLEBARS

The GSX-8R uses forged aluminium, separate handlebars. The use of aluminium not only minimises weight, but the pressure applied in the forging process also contributes to creating highly rigid components. The lower, more forward placement of the handlebars provides a sportier riding, placing more of the rider's weight over the front wheel.

LED REAR LIGHT AND TURN SIGNALS

The LED rear combination light and LED licence plate light are mounted on the slim rear mudguard and make for a sporty design that results in the GSX-8R looking short, slim, and light at the rear.

SPORTS WINDSCREEN, COWL AND MIRRORS

The windscreen and cowl for the GSX-8R was developed through extensive wind tunnel testing to aid aerodynamic performance and help reduce fatigue on the long rides by cutting wind noise and preventing buffeting. The cowl-mounted mirrors are designed and tested to enhance aerodynamic performance and wind protection. With a sharp design they compliment sporty styling.

FRONT AND REAR SUSPENSION

Showa SFF-BP (Separate Function Fork- Big Piston) inverted front forks allows for the elimination of the cartridge on one side and makes it possible to increase the size of the piston.

The structure not only reduces weight, but also features stable damping characteristics. The link-type mono-shock at the rear, with preload adjuster, is set up to contribute to straight-line stability and a smooth controllable ride.

LED HEADLIGHT

The vertically stacked pair of hexagonal LED headlights use the bright mono-focus light source that provides the rider with a clear view of the road ahead. In terms of design, the vertical orientation of the thin, compact headlight assembly topped by an LED position light creates a sharp look with unique character that makes the front end look light and ready for action.

LIGHTWEIGHT ALUMINIUM SWINGARM

The GSX-8R uses 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.

STRONG STOPPING POWER

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



SPECIFICATION

GSX-8R

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	CO₂	99g/km
Power	61kW @ 8,500rpm (82.9PS)	Torque	78Nm @ 6,800rpm (57.52lb. ft)

DIMENSIONS AND WEIGHTS

Overall length	2,155mm (84.8in)
Overall height	1,135mm (44.7in)
Ground clearance	145mm (5.7in)
Kerb mass	205kg (452lbs)
Overall width	770mm (30.3in)
Wheelbase	1,465mm (57.7in)
Seat height	810mm (31.9in)
Fuel capacity	14.0L (3.1UK gallons)

CHASSIS

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



“A do it all sportsbike, Suzuki’s GSX-8R is a sublime bit of kit”

The riding position offers an engaging and sporty enough experience without being offensive to the back and wrists, and even though the seat height is nice and low at 810mm, there’s enough space in the cockpit to accommodate every size and shape of rider.

But the beauty of the '8R is just how effective it is as a sportsbike, just as happy being ridden hard as it is pottering about at town speeds.

The suspension not only offers an impressive amount of feedback and feel, but has been dialled in well for UK roads as there’s enough support to cope with hard braking and acceleration. Yet it works without being too

aggressive, offering a plush ride quality that you’d usually expect from a sports-tourer – those pogos are the very best of both worlds. And then there’s the stability; the Suzuki excels mid- corner at lean, because it is so sure-footed and confidence inspiring, no matter what the road surface is. It is the easiest machine out of the bunch to master and ride fast, and by some distance.

And then there’s its 776cc parallel twin. The engine is impressively usable and forgiving with a meaty midrange and the ability to be lazy with the gearbox (which comes with a slick enough quickshifter and autoblipper as standard).

But as far as a complete package goes, one that encompasses comfort, performance, handling, electronics and of course the price, it’s Suzuki’s GSX-8R that comes out on top. It’s so easy to ride fast, comfortable to ride slow and where other bikes excel in certain areas, the Suzuki hits the sweet spot across all bases.

As a do-it-all sportsbike, Suzuki’s GSX-8R is a sublime bit of kit.



USERNAMEKATE “It’s a winner for me”

The torque is so good, so torquy, so strong, it gives it the illusion it has more power than it does. You just whack the throttle on and it’s like you’ve been shoved in the back.

The bike is really capable, user-friendly, and forgiving, but also incredibly fun. I’ve had such a hoot.

One of the key takeaways from this bike, which is the most impressive, is that engine.

It’s a winner for me.



“This bike is so comfortable”

“It’s engaging and fun to ride.”

ENGLISH BIKE DAN

It’s [got] a fantastic engine, it’s got loads of grunt low down, it’s really quite peppy from the off.

You can be really lazy and let the torque pull you through corners, and it makes it really fun. It’s engaging and fun to ride.

It’s really stable and tracked beautifully mid-corner. The suspension is really good in the real world.

I felt the brakes were excellent. Absolutely brilliant. I think the TFT dash is awesome. It’s a really simple dash, but it’s so functional and so legible.

One of the most surprising things about this bike is just how comfortable it is. The fairing gives good wind protection, like a bubble of calm air around me. We rode it all day, six or seven hours. This bike is so comfortable.

RIDE “Suzuki has done it again”

[against the Yamaha] the Suzuki’s engine has the edge. Smoother, punchier, and more flexible over a wide range of riding scenarios than the R7, Suzuki’s 776cc twin has taken over from Yamaha’s CP2 unit as the reference point for this capacity class.

The GSX-8R’s ergonomics straddle the demands of spirited sports riding and long-distance comfort, without compromising either.

Suzuki’s relaxed ergonomics and an acceptance that stability is just as – if not more – important to road riders than rapier steering makes it head and shoulders better in the real world.

Although practical, the 8R still thrills, invigorates, and rewards with a punchy motor and remarkably willing chassis. But it’s also comfortable enough to be a daily ride and even a mid-distance tourer. Suzuki impressed us last year with the GSX-8S. Now, with the GSX-8R, Suzuki has done it again.

“Smoother, punchier and more flexible”

RIDE



Very user-friendly, very comfortable riding position. The ride quality is nice and soft, it’s a comfortable bike. The front end feels excellent, really good front end feel. Rear shock is really good.

It’s got so much drive, lovely drive, nice fuelling, works really well. The switchgear is very simple and easy to navigate.

I’ve had fun. I’ve really enjoyed it. It has exceeded my expectations. It’s a really really good road bike, and a really good track bike.

FAST BIKES “The 8R was nothing short of epic”

Get the gear right and this thing would punch impressively out of the track’s succession of second to third gear corners, delivering a credible amount of pace as the throttle got pinned and the stock fitment [quick]shifter got a workout.

What also impressed me was the general performance of the bike’s brakes.

If I thought the Suzuki made sense on track, it was even more at home on the roads. Planted, pokey, and playful when asked, I was loving life on this middleweight maestro,

made all the comfier by its road-inclined suspension set-up. In this environment the 8R was nothing short of epic, prompting the thought that I’d prefer this over a GSX-R600 for this kind of riding.

“Planted, pokey and playful.”

FAST BIKES

RIDE

Suzuki’s GSX-8R is a seriously impressive entry into an already crowded sector.

The suspension is set up well with far more support – specifically from the forks – to bury the front end into corners and push the limits.

The engine is... impressively usable too, with meaty midrange and the ability to be lazy with the gearbox, which comes with a quickshifter and autoblipper as standard.

...for a bike that blends sportiness and comfort, it does a cracking job all-round.





“It’s very rewarding”

Really good brakes. Surprising for its price point. The chassis is so nice, so stable, so predictable. What a toy. You get your kicks just by going fast on the thing. The suspension’s good, the brakes are good, shifter’s nice, blipper’s nice. [On the right track] you wouldn’t be out of place in the fast group on a track day, easy.

There’s not a lot I’d change about this bike, honestly. It’s such an easy bike to ride, fast as well. It’s very rewarding.

The bulging midrange is joyous. The motor is super smooth. Suzuki has built an extremely decent package that brings sporting versatility to the masses.



What a toy. You get your kicks just by going fast on the thing.

44 TEETH



“The Winning Formula”

The GSX-8R... is far greater than the sum of its parts, or the black and white figures found on a spec sheet. Although it is relatively unchanged from the GSX-8S naked, that’s no bad thing; after all, the 8S is an incredible machine, which took the title of Best Naked at the 2023 MCN Awards. ...what you get is a seriously competent road bike that can cut it anywhere, from fast road, to track, to touring, while accommodating riders of all shapes, sizes and speeds.

It’s so user-friendly thanks mainly to the parallel-twin engine, which has a V-twin-esque ability to pull with serious urgency from the bottom of the rev range.

It’s pleasingly comfortable too.

And for the sportier riders among us, you’ll be pleased to hear that the new Showa set-up is damped impressively well, sitting at the firmer end of the suspension spectrum. This means that it’s happy when ridden hard with a serious amount of stability and feel, even at high levels of lean angle.

And you know what? Even on track, it is cracking fun to ride.

The 8R... is living proof that sportsbikes can be fun, comfortable and capable, without breaking the bank.



The 8R is living proof that sportsbikes can be fun, comfortable and capable, without breaking the bank.

MCN

