



GSX-8TT

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2026

OVERVIEW

Drawing inspiration from the beloved Suzuki T500 "Titan" the new GSX-8TT blends nostalgic character with a high-quality, timeless design and the performance to match – an identity that stands the test of time. The goal was not to simply recreate the past, but to reinterpret it with modern design sensibility – combining aesthetic appeal with contemporary styling and the latest technologies. The result is pure exhilaration designed to appeal to a variety of riders from veterans harkening back to their rides of yesteryear to younger riders who crave classic ambiance but expect up-to-date features and functionality.

Unique to the TT model, the distinct headlight cowl and under cowl evoke styling from classic motorcycles such as the GS1000S AMA Superbike to create a timeless feel.

The GSX-8TT utilizes Suzuki's latest-generation 776cc parallel twin engine, known for its strong torque delivery and proven performance in the GSX-8S and GSX-8R. Paired with electronic rider aids such as Bi-directional Quick Shift system and traction control*, it offers modern technology in a rider-focused package that truly embodies the concept of "Retro Spirit, Next Generation Performance."



Pearl Matte Shadow Green



Glass Sparkle Black

*The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

KEY FEATURES

Mono-Round Headlight

Inspired by the headlights of Suzuki motorcycles from the 1960s and 1970s, the GSX-8TT features a flat-bottom mono-round headlight. This headlight delivers bright and highly efficient light distribution.

Headlight Cowl for GSX-8TT

The GSX-8TT features an exclusive, well-sculptured headlight cowl (quarter fairing) inspired by similarly equipped motorcycles of the late 1970s to early 1980s. Compact in size and developed through detailed aerodynamic shaping the cowl helps reduce wind pressure to the rider.

Under Cowl for the GSX-8TT

The under cowl (chin spoiler) is also a GSX-8TT-exclusive design, further highlighting the model's sporty styling.

Handlebar End Mirror

The GSX-8TT is the first Suzuki motorcycle to adopt handlebar end mirrors. Designed to complement the overall styling of the bike, particular attention was given to the finish and feel of the mirrors' mounting stays. By positioning the mirrors at the bar ends, the design creates a more open and expansive field of view ahead while reducing body interference – enhancing rearward visibility.

Fuel Tank

The GSX-8TT feature a fuel tank designed specifically for this model. It combines an elegant shape with a comfortable riding position that offers the rider excellent freedom of movement. With a 4.3 US gal. (16.5 L) capacity this tank supports long-distance touring.

HY battEliiy P-series Lithium-ion Battery

Developed by Eliiy Power using advanced energy storage technology, this compact, lightweight battery offers reliability, durability, easier starts, and long life with minimal self-discharge.

ENGINE

- Suzuki's renowned 776cc parallel-twin DOHC engine delivers a superb balance of smooth controllable torque-rich power from low RPM and freely revs up to its peak power output.
- The 270-degree crankshaft configuration provides a similar, but more powerful experience as provided by the 90-degree V-twin engine used in the SV650 models.
- The spaced nature of the engine's power pulses enhances traction and contributes to the strong power output at extremely low speeds, making the GSX-8TT easy to maneuver in slow traffic or through tight corners.
- Suzuki Cross Balancer technology, patented by Suzuki, helps create a compact, lightweight design that delivers smooth operation.
- The pistons were developed using FEM (Finite Element Method) analysis to maximize strength and minimize weight.
- The 84 mm cylinder bores inside the aluminum die-cast cylinders are plated using Suzuki's SCEM process. Originally developed for racing and proven on the track, the SCEM cylinder promotes better heat dissipation, reduces friction, and provides a consistent wear resistant seal to the pistons' rings.
- Dual, linked 42 mm electronic throttle bodies use a newly configured Accelerator Position Sensor (APS) to provide an authentic response and feel to the rider's throttle operation.
- The GSX-8TT has two 10-hole, long-nose, 49 PSI (343kpa) high-pressure-feed fuel injectors that help maximize fuel atomization for better combustion efficiency.
- The 6.0L air cleaner box shape and intake pipe lengths were created using computer-aided design to help maximize peak power output plus strong torque production at low engine speed. Positioned under the seat, the air box size and shape contribute to the GSX-8TT's slim chassis.

Fast-Charging USB Type-C Power Slot

The GSX-8TT comes standard with a USB Type-C socket, which supports fast charging.

Stylish Seat for the GSX-8TT

In addition to the headlight cowl and under cowl, the GSX-8TT features a specially designed seat with exclusive stitched upholstery. The seat serves as a styling accent that enhances the bike's overall appearance. Like the GSX-8T, the seat provides a comfortable riding position with ease of mounting and dismounting, while helping the rider be flat-footed at stops.

Engine Side Covers (Black Finish)

To match the overall vehicle appearance, the GSX-8TT features engine covers with a muted black finish that adds a refined, understated appearance.

Stainless Steel Muffler Cover

In line with other exterior components on the GSX-8TT, a brushed stainless-steel muffler cover has been adopted to emphasize a high-quality finish. Functioning as a heat shield, this cover adds to the motorcycles' authentic feel through its sturdy metallic and mechanical appearance.

Striking Appearance

The new 2026 GSX-8TT arrives in a classy Pearl Matte Shadow Green or a Glass Sparkle Black paint scheme – each featuring striping that matches the wheel colors plus unique, 3-D 8TT logos that help identify the fun, high-performance nature of Suzuki's latest sport bike with the iconic styling of more traditional and historic models.

ENGINE CONT.

- The GSX-8TT has a distinctive short muffler design with a brushed heat shield so it looks as good as it sounds. Most of the exhaust system is located under the chassis in an optimal, centralized location that also benefits handling.
 - The stainless-steel 2-into-1 exhaust system uses a high flow, dual-stage catalytic converter inside the mid-pipe that helps satisfy worldwide emissions standards.
 - From the mid-pipe, the exhaust flows into an under-chassis chamber that has a short muffler design with an upswept end cap that protrudes slightly from the right side of the chassis.
 - A heated O2 sensor in the exhaust provided information to the Engine Control Module (ECM) to continually adjust the fuel injection for optimal performance and emissions regulation compliance.
- The digital ignition fires iridium-type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.
- A large-capacity radiator effectively cools the parallel twin's power output. A thermostatically controlled cooling fan helps stabilize coolant temperatures at low speed and stops.
- The unique cooling system inlet control thermostat valve helps maintain consistent engine temperature and smooths the idle speed during warm-up. This stabilizes combustion and can help reduce emissions.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on certain GSX-R models).

TRANSMISSION, CLUTCH & DRIVELINE

- The six-speed transmission features gear ratios that deliver exciting acceleration, whether shifting normally or when using the standard-equipment Bi-directional Quick Shift system to shift without clutch operation.
- The GSX-8TT's precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - A sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The Suzuki Clutch Assist System (SCAS) manages the transmission's output. This system works like a slipper clutch by allowing a small amount of clutch slip for smoother downshifts. The SCAS also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever's pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has superb friction-point feel.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

CHASSIS

- Designed around the compact parallel-twin engine and constructed with rugged steel pipe, the GSX-8TT's backbone style frame was developed to provide excellent straight-line performance, to contribute to nimble handling, and to perform well in the city, on twisty roads, and at highway speeds.
 - The engine is suspended and precisely fit to the frame to create a rigid chassis for sport riding while providing the proper compliance long-ride comfort.
 - The frame and engine package helps create sporty chassis geometry with rider-friendly ergonomics.
- Finished in bronze color, the steel sub-frame has short and narrow seat rails that result in low and slim seating that helps riders maneuver the motorcycle and touch the ground at stops.
 - GSX-8TT seat height: 31.9 in. (810 mm)
- Matched to the GSX-8TT's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line and cornering performance.
- The GSX-8TT's front fork and rear shock spring rates and damping force was tuned to maximize performance and comfort when riding on city streets or twisty roads.
 - The KYB-supplied inverted fork has 41 mm inner tubes with 5.1-inches (130 mm) of travel that delivers a plush, smooth ride thanks to carefully selected spring rates and damping characteristics that are well suited to sporty rides or long-distance runs.
 - The 8TT's outer fork tubes are black-anodized.
 - The link-type mono-shock KYB rear suspension is set up to contribute to straight-line stability and agility, even when carrying a passenger.
 - Rear wheel travel is 5.1 in. (130 mm).
 - The cam-style spring preload adjuster is particularly useful when heading out to ride tandem or adding cargo.

CHASSIS CONT.

- The GSX-8TT rides on 17-inch lightweight, cast aluminum wheels that look great and contribute to the bike's nimble handling and sporty performance.
 - Front rim size is 17 x 3.5 in., rear rim size is 17 x 5.5 in.
 - The wheels on the Glass Sparkle Black 8TT are a dark-red, and the wheels on the Pearl Matte Shadow Green 8TT are gold, both matching accent stripes on the fuel tank and headlight cowl (fairing).
- Dunlop's Roadsport2-X radial tires (120/70ZR17 at the front and a wide 180/55ZR17 at the rear) are custom-engineered to perform optimally on the GSX-8TT, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
 - These wheels and tires were developed to work in harmony with the KYB suspension to provide great grip, stability and nimble handling while providing a comfortable ride.
- Dual front brakes with 310 mm diameter discs and radially mounted NISSIN four-piston calipers provide strong and consistent stopping power.
- The front brakes are complemented by a 240 mm stainless-steel rear disc brake with a NISSIN single-piston caliper to help ensure controlled stops.
- Both a compact Anti-lock Brake System (ABS)** controller can modulate the front and rear brakes to match stopping force to the available traction.
- The GSX-8TT wheelbase is longer than other motorcycle's in its category, contributing to good straight-line performance that helps instill rider confidence. Even so, the chassis geometry was set to ensure nimble handling and cornering ability, while keeping the GSX-8TT compact.
- The GSX-8TT features an upright riding position for superior comfort and operation. The compact parallel engine allows the rider's foot pegs to be set further forward, creating a reasonable riding position between the handlebar, footrests, and seat.
 - In addition to increased comfort and a more upright posture, the GSX-8TT's riding position helps make it easier for the rider to steer the front end with less effort.
- The matte black tapered cast-aluminum handlebar contributes to the excellent riding ergonomics, with good vibration damping characteristics.
- The GSX-8TT debuts Suzuki's first handlebar end mirrors that combine a classic look with refined functionality.
 - Positioned at the bar ends, they reduce interference with the rider's body while contributing to a more open forward field of view and an improved rearward view.
- The front brake lever features a multi-step adjuster that permits quick adjustment of the lever's distance from the grip.
- While the GSX-8T features a tuck-and-roll style seat, the GSX-8TT features a stylish seat with stitching on its smooth cover to match its sporty image, complementing the handlebar-mounted quarter fairing and chin spoiler and the overall styling of the motorcycle. The GSX-8TT's seat features similar contours and a smoother surface texture and stitch pattern for a sportier look and feel. A careful sculpture of the center and side foam yields a seat which provides superb overall support and a sure knee grip while delivering long-distance comfort.
 - With a low height of 31.9 inches (810 mm) the seat contributes to the GSX-8TT's sporty, yet upright riding position that also helps riders plant their feet on the ground when stopped.
 - Positioned on the motorcycle higher so the passenger can see over the rider's shoulder, the well-padded rear seat shape matches the GSX-8TT's styling. This separate pillion seat includes a hand strap for the passenger.
 - Both seats are covered in a rugged, weather-resistant pleated cover that provides a good balance between grip and smooth rider movement.
- The front fender features upright struts that extend upward to support the curved body of the fender. In addition to adding strength, these struts contribute to the GSX-8TT's unique appearance.
- The 4.3-gallon (16.5L) fuel tank's shape is tapered to flow into the front of the rider's seat, creating additional clearance for the rider's knees.
 - The internal construction and cap of the fuel tank were engineered so the gasoline capacity is the same for both the 49-state and California versions.

STYLING

- The GSX-8TT's next generation engine and modern chassis gets a new styling direction that pays homage to Suzuki street bike tradition, but in a unique way that appeals to a wide range of riders.
 - Inspired by historical Suzuki standard motorcycles such as the GSX1000S AMA Superbike, the GSX-8TT arrives with stellar performance and a race-inspired face created by the headlight cowl (quarter fairing) and under cowl (chin spoiler).
 - The wide, tapered aluminum handlebars are capped with bar-end mirrors, bringing style and function forward to this new model.
 - The traditionally styled fuel tank connects to the abbreviated radiator shrouds to help focus attention to the parallel-twin engine.
 - The short, compact polished stainless-steel muffler, exposed bronze-color subframe, and slim tail section help produce a compact appearance that further emphasizes the parallel-twin engine.
- The 2026 GSX-8TT offers two body color choices:
 - Pearl Matte Shadow Green (QU5): This colorway and accents are exclusive to the GSX-8TT. Bringing a sense of luxury, the matte green fuel tank and headlight cowl (quarter fairing) feature a bronze and orange accents stripes. The wheel match the bronze stripe while many chassis components are finished in glossy or matte black.
 - Glass Sparkle Black (YVB): The 8TT looks stunning with a black base color. Suzuki's popular glossy black finish covers the fuel tank and headlight cowl as both items have dark red and orange accent stripes. The dark red wheels match the tank and cowl's accent stripes, helping this motorcycle gain attention in any setting.
- The GSX-8TT features the fresh GSX-8 family font motif with raised Suzuki logos on the fuel tank plus new 3-D model badges inspired by the look of a pocket-billiards 8-ball.
- Diligence extends to the engine side cover have a black finish that complements the GSX-8TT's overall appearance, creating an understated, refined look.
 - The Suzuki name is highlighted in silver on these covers as they help bring out the engine's mechanical appeal and emphasize the GSX-8TT's performance-focused character.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The advanced electronic rider aid systems of the Suzuki Intelligent Ride System (S.I.R.S.) let GSX-8TT riders optimize the motorcycle's performance characteristics to best suit their riding style, level of experience, and riding conditions. This makes the GSX-8TT more predictable and enjoyable on a spirited ride, on a longer trip, or commuting, adding up to a more exciting, confident, and fun riding experience.
- The GSX-8TT's S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS) and the Bi-directional Quick Shift System (QS) that supports the rider in a variety of conditions.
 - The S.I.R.S. suite of rider aids also includes the Ride-by-Wire Electronic Throttle System, the Suzuki Easy Start, and Low RPM Assist systems for accurate and convenient motorcycle operation.
- **Suzuki Drive Mode Selector (S-DMS)**
 - S-DMS provides the rider with a choice of three different engine power output modes. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
 - These three modes (A, B, and C) provide the rider a quick and effortless way to alter the GSX-8TT's power delivery characteristics to match his or her riding style or adjust to changing weather, road surface, or other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as participating in track day events or enjoying a sporty run on clean, winding roads in clear weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions and to help control engine power in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding.
 - The SDMS mode settings are clearly displayed on the TFT instrument panel and are retained even when the ignition is switched OFF and then back ON again.
- **Suzuki Traction Control System (STCS)***
 - The four-mode STCS on the GSX-8TT lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - STCS continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
 - The rider can select one of four modes (1, 2, 3, and OFF). The three active modes differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity - it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is a moderate sensitivity level - the system engages traction control sooner than Mode 1 and is for average road conditions.
 - **Mode 3** is the highest sensitivity level - the system engages traction control sooner than the other modes to virtually eliminate wheel spin, and is well-suited for poor or slippery road conditions, like wet and cold surfaces.
 - **OFF** disengages all traction control features - the rider has sole control of the engine's throttle and any resulting rear wheel spin.
 - The STCS mode settings are clearly displayed on the TFT instrument panel and are retained even when the ignition is switched OFF and then back ON again.
 - When the system is trimming power to prevent wheel spin, the TC icon on the instrument panel will illuminate and flash.
- **Ride-by-Wire Electronic Throttle System**
 - The electronic throttle system uses the capability of the GSX-8TT's 32-bit, dual-processor ECM, and CAN-bus wire harness to convert throttle grip movement and sensor input into instantaneous and precise throttle plate movement in the two 42 mm throttle bodies.
 - This system also tunes throttle body action to best match each of the S-DMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether commuting or enjoying a sporty ride on a winding road.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

• Bi-directional Quick Shift System (QS)

- This QS system allows the GSX-8TT rider to shift up or down quickly and easily, without operating the clutch or throttle.
- To ensure smoother upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase RPM and match engine speed to the next-lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - The shift sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
 - Performance of the GSX-8TT's SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
- An icon on the TFT instrument panel (between the speedometer and gear position display) indicates QS status.
 - The QS system can be easily switched on or off using the left-handlebar switch and the setting is retained even when the ignition is switched OFF and then back ON again.

• The Suzuki Easy Start System

- Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. In any weather condition or with any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.

• The Low RPM Assist System

- The Low RPM Assist system seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

• S.I.R.S. Supporting Technologies

- Controller Area Network (CAN bus)

- Key to the operation of the S.I.R.S., the GSX-8TT uses an interconnected information network instead of a conventional wiring harness.
- Because it requires fewer wires, this CAN bus wiring lets the vehicle be lighter and simpler and provides a way for the advanced components – such as the quick shifter – to have faster data transmission with the ECM than would be possible with a conventional wire harness.
- The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.

- Engine Control Module (ECM)

- The 32-bit, dual-core ECM has a fast processor and specialized programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the GSX-8TT.

ELECTRICAL

- The GSX-8TT instrument panel uses a full-color, 5-inch TFT screen.
- This high-quality instrument panel is mounted above the headlight, and below the headlight cowl's windshield, for good visibility and protection from road debris. The TFT panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left-center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, and S-DMS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel's self-diagnostic feature will display pop-up alerts and warnings related to a detected issue. This alerts system can also be configured to present service reminders or provide additional information about the detected issue.
- The main TFT panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The GSX-8TT's standard USB Type-C power socket is conveniently located on the left, upper inner surface of the headlight cowl (quarter fairing).
- An innovation in lithium-ion motorcycle battery technology, the GSX-8T debuts the HY battEliiy P-series battery which offers clear advantages over conventional lead-acid batteries. This high-capacity, lithium-ion battery, developed by ELIY Power, provides reliability, durability, enhanced starting, and long life with minimal discharge.
- The charging system uses a durable, oil-cooled three-phase stator.
 - Charging output is 375W @ 5,000 RPM.
- The fuses are easily accessible under the seat.
- The handlebar switches are designed for intuitive operation (so the rider can better maintain focus on the road).
 - The right handlebar switch includes a poly-function engine stop-on-start rocker switch and a hazard flasher switch.
 - The left handlebar switch was designed so selecting modes, making settings and adjustments for each of the advanced S.I.R.S. features simply involve operating the MODE button and the UP/DOWN switch (which recognizes long and short presses).
 - Headlight control is a flip of the finger - the left index finger to be precise. Set on the forward side of the left handlebar switch, the headlight control lever easily toggles between low beam, high beam, and flashing the high beam.
- Traditionally inspired, the GSX-8TT's round headlight assembly employs a pair of high- and low-beam LED light emitters to provide clear and bright illumination of the road ahead.
 - This unique headlight and quarter-fairing cowl adds style and neatness to the nose of the GSX-8TT, as the LOW- and HIGH-beam sections of the headlight are stacked within its oval shape, so the illumination is symmetrical.
- Thin, compact LED position lights trace the forward section of the front cowl. The angled design of the narrow slits of bright light add to the unique appearance of this Suzuki streetfighter.
- The GSX-8TT's lightweight and low-draw LED turn signals are mounted in thin, arrow-shaped housings mounted to the headlight cowl and to the side of the rear LED taillight.
- With lower electrical draw than conventional lighting, the LED headlight, turn signals, and taillight complement the GSX-8TT's styling while improving both visibility and durability.

ADDITIONAL

- A variety of Genuine Suzuki Accessories will be available for the GSX-8TT, such as a solo seat cowl, tank side protectors, billet clutch and brake levers, clip-on tank bags and other luggage, plus a selection of Suzuki logo apparel.
- 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

*The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

**Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

SPECIFICATIONS

ENGINE

| | |
|---------------------------|--|
| Engine: | 776cc, 4-stroke, liquid-cooled, DOHC parallel-twin |
| Bore x Stroke: | 84.0 mm x 70 mm (3.3 in. x 2.8 in.) |
| Compression Ratio: | 12.8:1 |
| Fuel System: | Fuel injection |
| Starter: | Electric |
| Lubrication: | Force-fed circulation, wet sump |

DRIVETRAIN

| | |
|----------------------|---|
| Clutch: | Wet multi-plate, SCAS-equipped |
| Transmission: | 6-speed constant mesh |
| Final Drive: | O-ring style drive chain, RK 525SMOZ8 x 118 links |

CHASSIS

| | |
|----------------------------|--|
| Suspension, Front: | Inverted telescopic, coil spring, oil damped |
| Suspension, Rear: | Link type, single shock, coil spring, oil damped |
| Rake / Trail: | 25° / 104 mm (4.1 in.) |
| Brake, Front: | NISSIN®, Radial-mount 4-piston calipers, twin disc, ABS-equipped |
| Brake, Rear: | NISSIN®, 1-piston caliper, single disc, ABS-equipped |
| Tire, Front: | Dunlop Roadsport2-X: 120/70ZR17M/C (58W), tubeless |
| Tire, Rear: | Dunlop Roadsport2-X: 180/55ZR17M/C (73W), tubeless |
| Fuel Tank Capacity: | 16.5 L (4.3 US gal.) |

ELECTRICAL

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|----------------------|--------------------------------------|
| Ignition: | Electronic ignition (transistorized) |
| Spark plugs: | NGK: LMAR8BI-9 Iridium type x 2 |
| Headlight: | LED (HI/LOW) |
| Tail Light: | LED |
| Turn Signals: | LED |

DIMENSIONS

| | |
|--------------------------|--------------------|
| Overall Length: | 2115 mm (83.3 in.) |
| Overall Width: | 775 mm (30.5 in.) |
| Overall Height: | 1105 mm (43.5 in.) |
| Wheelbase: | 1465 mm (57.7 in.) |
| Ground Clearance: | 145 mm (5.7 in.) |
| Seat Height: | 810 mm (31.9 in.) |
| Curb Weight: | 203 kg (445 lb.) |

WARRANTY

| | |
|------------------|---|
| Warranty: | 12-month, unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP). |
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