SUZUKI

GSX-8T

GSX-8TT

Press information

July 2025

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1. Introduction

A new design that delivers pride of ownership and riding pleasure

The new GSX-8T and GSX-8TT are Suzuki's new proposal for retro sport motorcycles. They combine the fun and high-performance of Suzuki's new 800cc platform with the styling of more traditional models. This new initiative is designed to appeal to a wide range of riders.

The design of the 8T and 8TT was guided by three key concepts: timeless, innovative, and passionate. While paying homage to the distinctive and iconic designs of past Suzuki models, the goal was not to simply recreate the past, but to reinterpret it with modern design touches, combining aesthetic appeal with contemporary styling and the latest technologies. The results are two new models that blend nostalgic character with a high-quality, timeless design and the performance to match.

The T in GSX-8T represents the T500's pet name: Titan, which inspired the design. The GSX-8TT features a mini cowling that evokes memories of classic bikes such as the GS1000 AMA racing motorcycle. Therefore, the term 'timeless' is used to signify the revival of these classic bikes in a modern context. It combines the 'Titan' from the 8T with 'timeless'.

Both offer an authentic design that feels natural and casual. A large-capacity fuel tank means more miles between fill-ups, and both models also feature distinctive handlebar-end mirrors, which, by extending from the bar ends, provide a wide, open view and reduce body interference. They enhance rearward visibility while adding a striking visual accent.

The 8T and 8TT pair Suzuki's latest high-performance powertrain with its latest platform to deliver a responsive ride with high levels of performance. The 776cc parallel twin DOHC engine is known for its strong torque delivery and proven performance in models such as the GSX-8S and GSX-8R.

Each model features specific colourways, offering choices that appeal to a wide range of riders.

The frame delivers neutral, well-balanced handling, making it possible to enjoy the latest sport bike levels of performance with a more relaxed riding style.

2. Product concept

Retro spirit, next generation performance.

The product concept behind the 8T and 8TT is: retro spirit, next generation performance. Their styling pays respectful homage to legendary Suzuki models of the past, capturing an authentic look and feel. At the same time, they deliver a unique appeal by combining this classic presence with performance powered by Suzuki's latest technology.

Rather than simply imitating past Suzuki legends, the GSX-8T and GSX-8TT reinterpret their individuality and beauty using modern design techniques to create distinct identities, with a design with universal appeal that remains fresh and relevant.

They share a range of distinctive design features, including a mono-round headlight inspired by classic Suzuki models, handlebar-end mirrors, a new 16.5 litre fuel tank, a USB Type-C socket compatible with high-speed charging, and a high-quality, full-colour TFT screen that clearly displays a wide range of information. The 8TT builds on this further with a headlight cowling and screen that shares more than a passing resemblance to the GS1000S, and a bespoke lower cowling.

Performance is delivered by the latest-generation parallel-twin engine and robust frame that have earned acclaim in the GSX-8S and GSX-8R, components shared across the GSX-8T and GSX-8TT.

2. Product concept

Key product features

Mono-round headlight

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

Handlebar-end mirrors

Designed to complement the overall styling of the bike, particular attention was given to the finish and feel of the mirror stays. By positioning the mirrors at the bar ends, the design creates a more open and expansive field of view while reducing body interference, enhancing rearward visibility.

Fuel tank

The 8T and 8TT feature a fuel tank designed specifically for these models. It combines elegant shaping with a riding position that offers a high degree of freedom and a 16.5 litre capacity.

HY battEliiy P-series starter battery

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

Fast-charging USB Type-C socket

Both models come with a USB Type-C socket as standard, which also supports fast charging.

Tuck-and-roll seat: GSX-8T

Inspired by the tuck-and-roll seats of the 1960s and 70s, this stylish seat was reimagined with modern technology and designed specifically for the GSX-8T. It features high-density foam cushioning for enhanced comfort and a premium riding experience. The shape of the seat front improves ease of mounting and dismounting and provides excellent foot reach.

Engine side covers

To match the overall vehicle concept, the GSX-8T and 8TT feature engine covers with a muted black finish that adds a refined, understated appearance, akin to bikes of the 60s and 70s.

Stainless steel exhaust silencer cover

In line with other exterior components, a stainless steel silencer cover has been adopted to emphasise a high-quality finish, showcasing the authentic motorcycle feel through its metallic and mechanical appearance.

Headlight cowling: GSX-8TT

The GSX-8TT features a dedicated headlight cowl inspired by faired motorcycles of the late 1970s to early 1980s. Compact in size, it contributes to effective wind protection and reduced wind pressure at high speeds through detailed aerodynamic shaping.

2. Product concept

Lower cowling: GSX-8TT

The lower cowling is also exclusive to the GSX-8TT, further highlighting the model's sporty aesthetic.

Stylish seat: GSX-8TT

The 8TT gets a flatter, racier seat design compared to the 8TT, with stitched upholstery. However, like the 8T, it ensures comfortable seating and ease of mounting and dismounting, while providing excellent flat-foot reach.

2. Product concept

Engine features

- 776cc parallel twin, DOHC engine delivers a fine balance of smooth power from low rpm and free-revving performance through to the top end.
- The 270-degree crankshaft configuration helps deliver an engine character in common with Suzuki's V-twin models.
- Suzuki Cross Balancer, the first primary balancer of its type on a production motorcycle, contributes to smooth operation and a compact, lightweight engine design.
- The inlet control of the cooling system speeds up engine warm-up and helps maintain consistent operating temperatures.
- The electronic throttle bodies help achieve a linear throttle response.
- The two-into-one exhaust system features a dual-stage catalytic converter inside the collector that helps satisfy Euro 5+ emissions standards.
- The six-speed transmission enables smooth gear shifts.
- Suzuki Clutch Assist System (SCAS) contributes to smoother gear shifts.

SUZUKI Intelligent Ride System (SIRS) features

- Suzuki Drive Mode Selector (SDMS) provides three riding modes for the rider to match to desired performance level or riding conditions.
- Suzuki Traction Control System (STCS) with three mode settings and the ability to switch off.
- Ride-by-wire electronic throttle control system responds faithfully to the rider's intention and provides a linear feel.
- A bi-directional quickshifter (with on/off settings) provides quicker, smoother, more assured shifting without operating the clutch lever while in motion or blipping the throttle on down shifts.
- The ABS system contributes to more stable braking by helping prevent the wheels from locking, even during hard braking.
- The Suzuki Easy Start System starts the engine with one quick press of the starter button.
- Suzuki's Low RPM Assist function helps maintain engine idle speed for smoother and easier starts and ease of pulling away.

2. Product concept

Chassis features

- A steel frame provides comfort, straight-line stability, and agile handling.
- Twin radially-mounted front brake calipers act on 310mm discs to provide sure stopping power.
- KYB inverted front forks deliver a smooth, plush, but sporty ride.
- Adjustable KYB link-type rear suspension contributes to agility and stability.
- Cast aluminium wheels further contribute to agile handling and a sporty appearance.
- Dunlop SportMax Roadsport 2 tyres provide predictable handling and sporty performance.
- A lightweight aluminium swingarm with enhanced torsional rigidity adds to agile handling and straight-line stability.
- Tapered aluminium handlebars contribute to positive control and a comfortable riding position.
- The large-capacity 16.5 litre fuel tank also provides a classic presence.
- The rider’s seat is designed for comfortable, sporty riding, delivering solid support and shaped to offer freedom of movement.

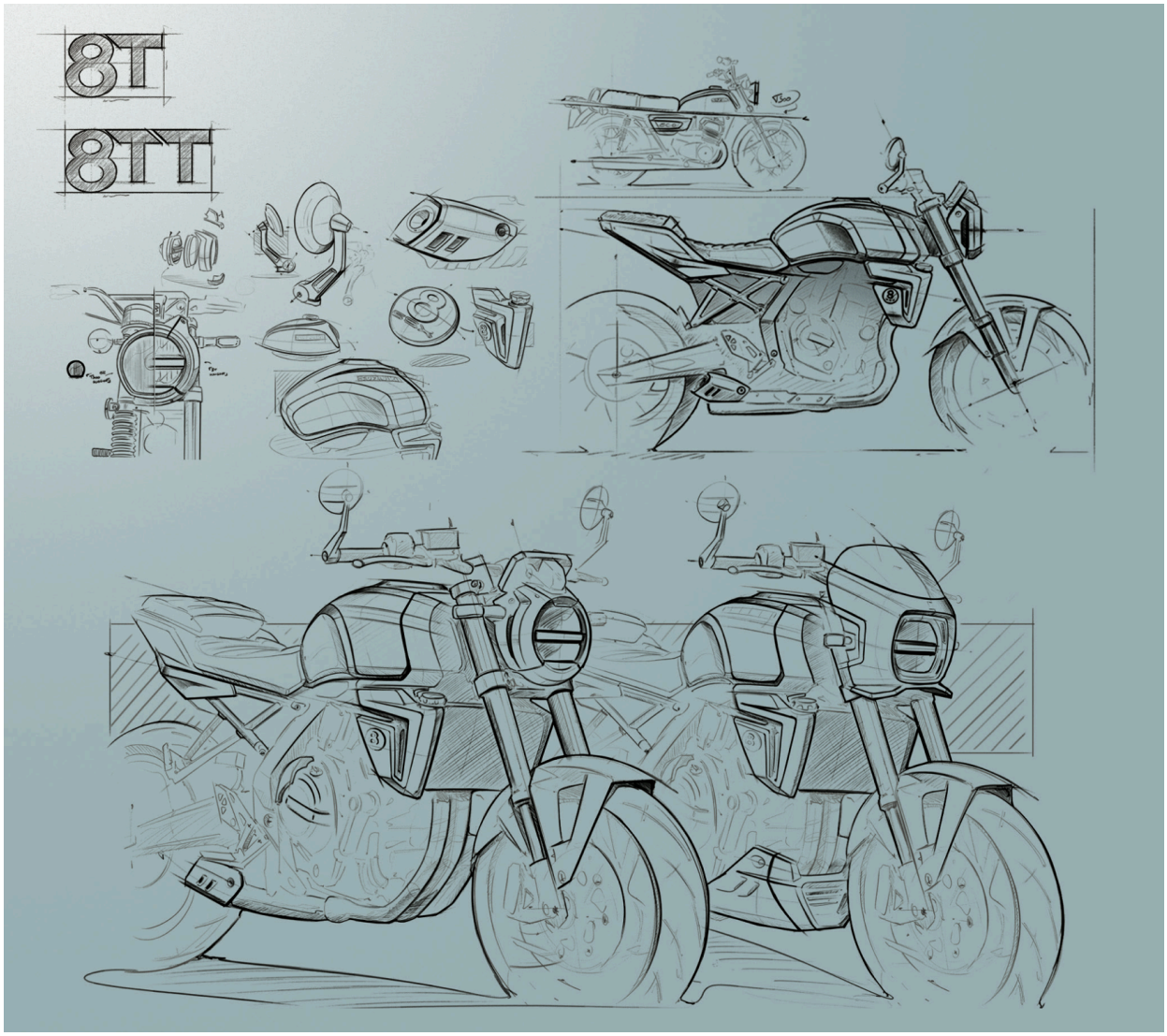
Electric equipment features

- A five inch colour TFT multi-function instrument panel features a clearly legible display of a rich variety of information.

3. Styling design

Design keywords: timeless, innovative, passionate

The keywords set by Suzuki's design team during the development of the GSX-8T and GSX-8TT were: timeless, innovative, and passionate. They can be seen as a revival, a restomod, and a neo-retro reinterpretation. Rather than simply imitating past models, the design integrates Suzuk's distinctive spirit, beauty, and sense of fun using retro flair and modern styling and techniques. By incorporating nostalgic design motifs into a contemporary form, the 8T and 8TT express an authentic, motorcycle-focused identity that is uniquely their own.



3. Styling design

What defines a timeless motorcycle, one that truly captures the essence of riding? This question guided the design of the 8T and 8TT. Inspiration was drawn from legendary machines of the past, such as the Suzuki T500. Within their forms lay hints of the core spirit of motorcycling. By reinterpreting these classic motifs through a modern lens, the GSX-8T and GSX8TT's distinctive styling was born.

They bring together the full potential of the design, engineering, and production teams to elevate the quality and finish of the exterior. The result are machines that evoke the charm of classic motorcycles, delivered with modern-day performance. The styling is designed to appeal to a broad range of riders and to suit everything from weekday commutes to weekend getaways, all with added style. With their high-quality fit and finish, they offer pride of ownership.

3. Styling design

Engine side covers

In contrast to the blue-grey finish on the GSX-8S and GSX-8R and the bronze on the V-Strom 800DE and 800RE, the 8T and 8TT feature understated black engine side covers, aligned with the overall vehicle concept.

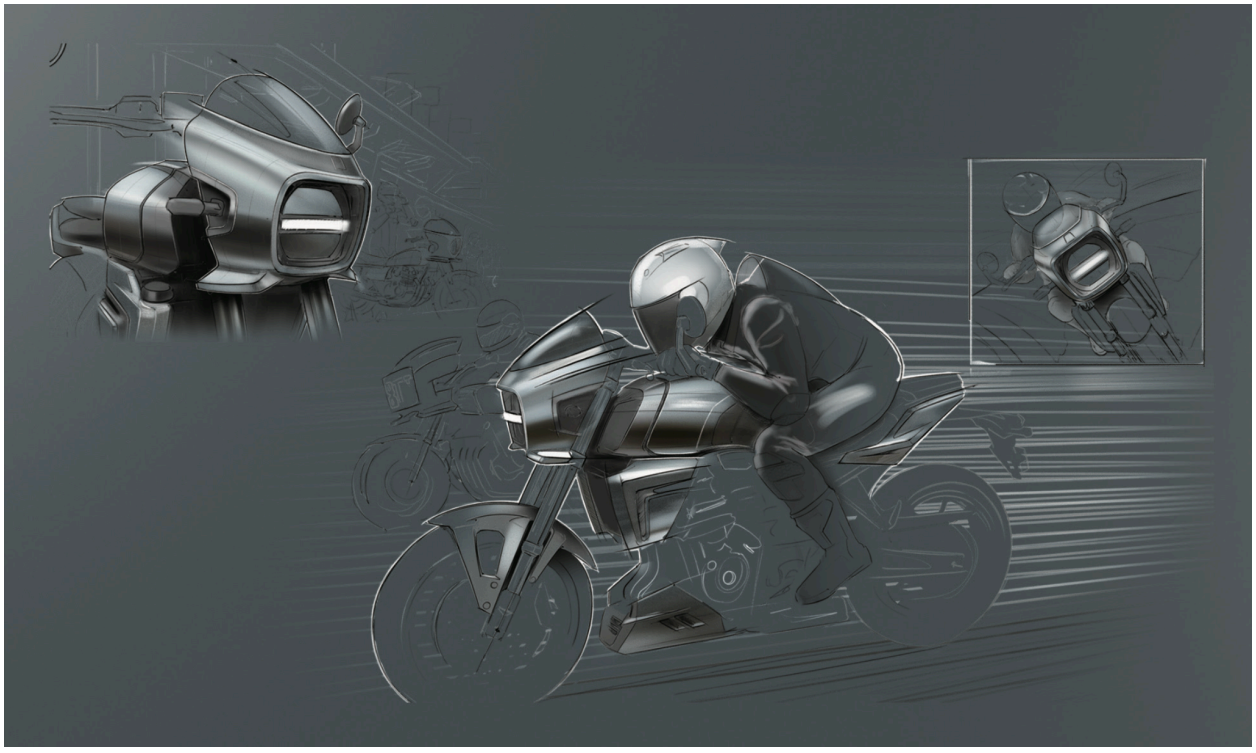
3. Styling design

3. Styling design

3. Styling design

A classic-yet-modern road racer: GSX-8TT

The GSX-8TT is styled with a modern approach inspired by classic road racers. Surrounding the same headlight unit as the 8T, is a headlight cowling akin to 70s and 80s road race bikes, and below the parallel twin engine sits a lower cowling, further adding to the sporty appearance. The ‘TT’ in GSX-8TT stands for ‘Timeless Titan’, a name that reflects its connection to classic road race styling.



3. Styling design

Headlight cowling

The GSX-8TT's headlight cowl features a unique design not directly based on any specific past model, but with a look similar to the likes of the GS1000 AMA racing motorcycle, its inspiration comes more broadly from the cowl-equipped motorcycles of the 1970s and 1980s. To emphasise Suzuki's heritage, it incorporates the flat-bottom headlight also seen on the GSX-8T, a nod to Suzuki models from the 1960s and 1970s. Despite its compact size, the cowl is carefully engineered with strategically placed pressure-relief openings and an outward-curved screen edge to enhance airflow. These features contribute to excellent wind protection at high speeds while reducing wind pressure, embodying a sense of functional beauty.

Lower cowling

The lower cowling is also exclusively designed for the GSX-8TT. Its form is carefully balanced with the headlight cowl, fuel tank, and radiator shrouds, and flows seamlessly into the short silencer. This cohesive styling further enhances the GSX-8TT's sporty look.

3. Styling design

3. Styling design

4. Colours and graphics

GSX-8T: standard colours that achieve a sophisticated fusion of classic and modern

A matt black finish on the rear section of the body highlights the vivid tank colours, creating a neo-retro-inspired colour scheme. The 8T is available in Metallic Matt Steel Green (QVP), Candy Burnt Gold (QSY), and Metallic Matt Black fuel tank.

The matt titanium silver seat rails add another standout visual feature, gold front forks add to the look of high performance, while the tuck-and-roll seat adds to the bike's classic appeal.

Refined details for a premium look

Inspired by the eight ball, a symbol of decisive moves in billiards, the radiator shrouds feature a raised 3D eight emblem, giving the bike a distinctive identity. On the tank, the newly-designed 3D Suzuki emblem also enhances the bike's presence with sharper edges that create a sleek, refined impression and tightens the overall look of the chromatic fuel tank, adding a modern accent to the classic colour schemes.

4. Colours and graphics

GSX-8TT: colours inspired by 1970s and ’80s road racers

The GSX-8TT features a paint variant reminiscent of the road racers of the 1970s and ’80s. Solid-painted colour wheels enhance its race-inspired character, while the black front forks create a sharp look that helps the body colour stand out. The colour combinations echo the iconic racers of the past, with twin vertical stripes paying homage to Suzuk’s racing heritage, while the stylish seat, finished in a two-tone design with red stitching, reinforces the bike’s sporty image. It comes in a Glass Sparkle Black that is offset by red wheels and red and gold decals, while a Pearl Matt Shadow Green version is completed with gold wheels and gold and bronze stripes.

Refined details for a premium look

Like the GSX-8T, the GSX-8TT is equipped with an emblem inspired by the eight ball, and the satin-silver Suzuki emblem, paired with vivid stripes, adds a premium touch.

5. Colour lineup

Metallic Matt Steel Green (QVP)

Candy Burnt Gold (QSY)

Metallic Matt Black (YKV)

5. Colour lineup

Glass Sparkle Black (YVB)

Pearl Matt Shadow Green (QU5)

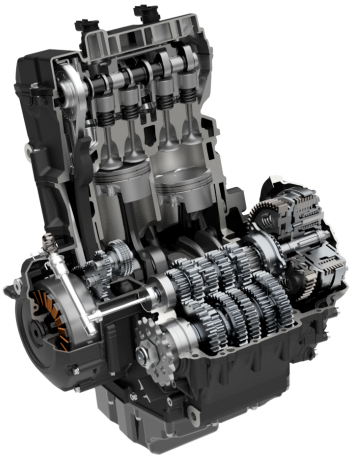
6. Engine design

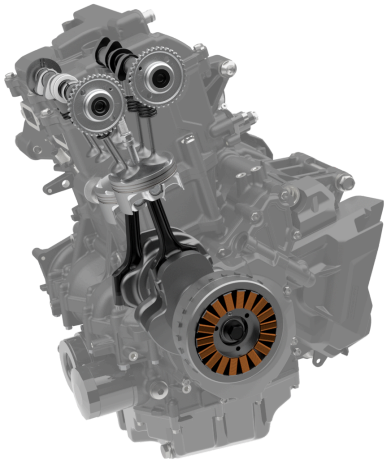
An award-winning powerplant

A slim, compact powerplant, Suzuki's 776cc parallel twin engine has received widespread acclaim for its performance and character. With DOHC and four valves per cylinder, it features a long-stroke configuration, delivering a well-balanced blend of smooth, controllable power from low rpm and a pleasant, free-revving feel through to the high end.

The engine also features a 270-degree crankshaft design, which delivers an abundance of torque, positive traction, and a pleasing exhaust note. The Suzuki Cross Balancer, an innovative design that contributes to smooth operation and helps achieve a compact and lightweight package.

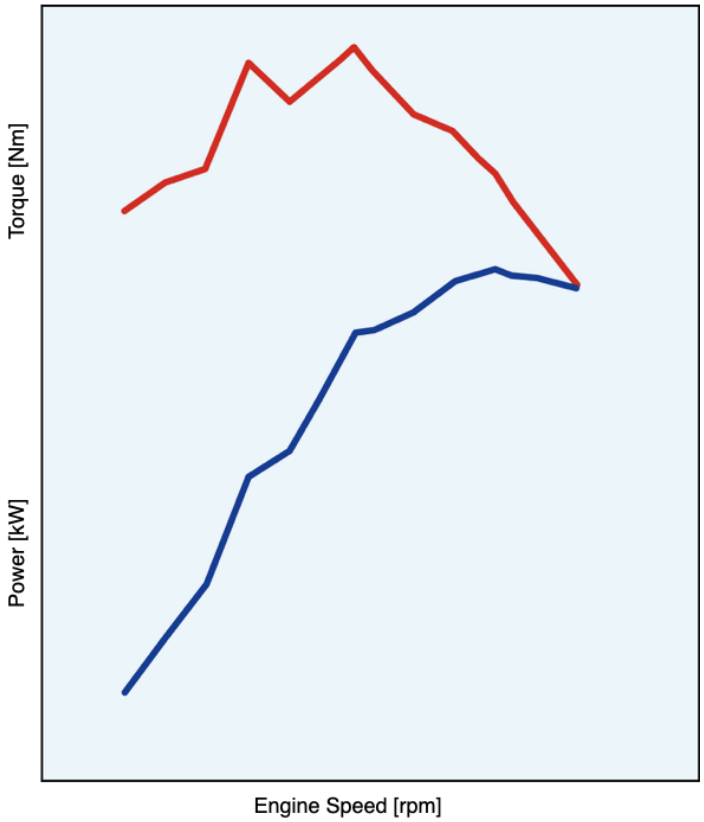
The GSX-8T and GSX-8TT feature a short silencer design that subtly rises from the engine's right side.





6. 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) / 8,500rpm
Maximum torque	78Nm / 6,800rpm
Emissions level	Euro 5+
Fuel consumption (WMTC)	67.23mpg

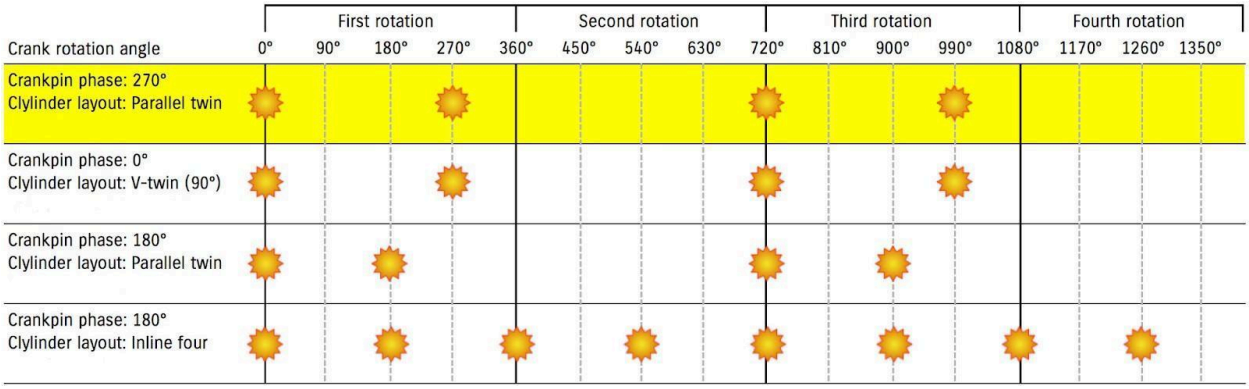


6. Engine design

270° crankshaft

The ignition timing of the engine's 270° crankshaft layout is the same as that on Suzuki's 90° V-twin engines, making it a punchy, characterful, and flexible engine with a similar rumble to the V-twins. 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.

= ignition timing



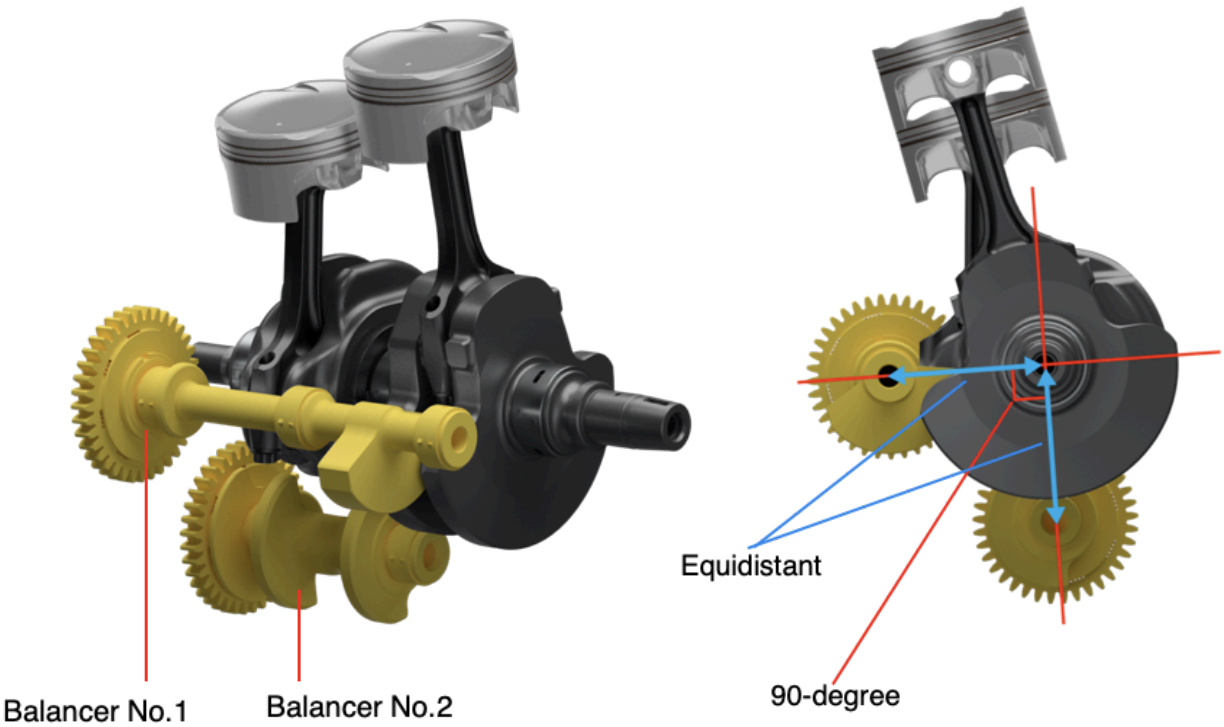
Suzuki Cross Balancer

The engine uses the Suzuki Cross Balancer. This patented biaxial primary balancer positions its two balancers at 90° to the crankshaft[1]. This patented mechanism suppresses vibration and provides smooth operation. It also helps achieve a lightweight powerplant that is more compact from front to rear.

Balancer one cancels the primary vibration generated by the piston (reciprocating weight) of the first cylinder, while balancer two 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.

6. Engine design



6. Engine design

Pistons and connecting rods

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

Reliability of the connecting rods is assured thanks to 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 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 everyday use and more sporty riding.

High-pressure fuel injectors

The engine 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 uses gear ratios that deliver smooth shifting and exciting acceleration performance.

Long-reach iridium spark plugs

Long-reach iridium spark plugs make it easier to secure a cooling channel around the plug, leading to improved cooling performance. Their diameter is thin enough that they contribute to optimising the combustion chamber layout, and the strong spark characteristics of iridium plugs aids combustion efficiency, while also contributing to greater fuel economy.

Airbox

The six-litre 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.

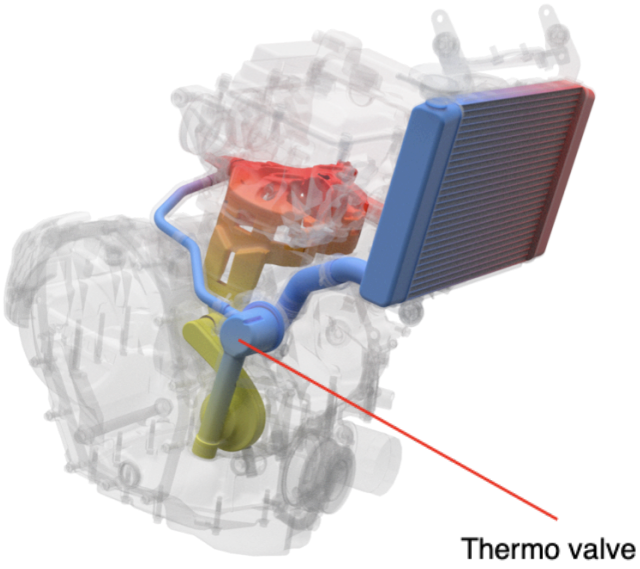
6. Engine design

Efficient cooling

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

A thermo valve located at the inlet of the engine cooling circuit adjusts the temperature before the coolant enters the engine, meaning less temperature fluctuation during engine warm-up. This helps stabilise combustion and contributes to cleaner exhaust gas.

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



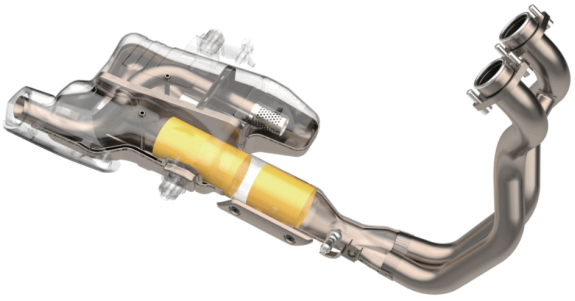
6. Engine design

Two-into-one exhaust system

The two-into-one exhaust system features a dual-stage catalytic converter housed inside the collector, enabling compliance with Euro 5+ emissions standards.

Stainless steel exhaust silencer cover

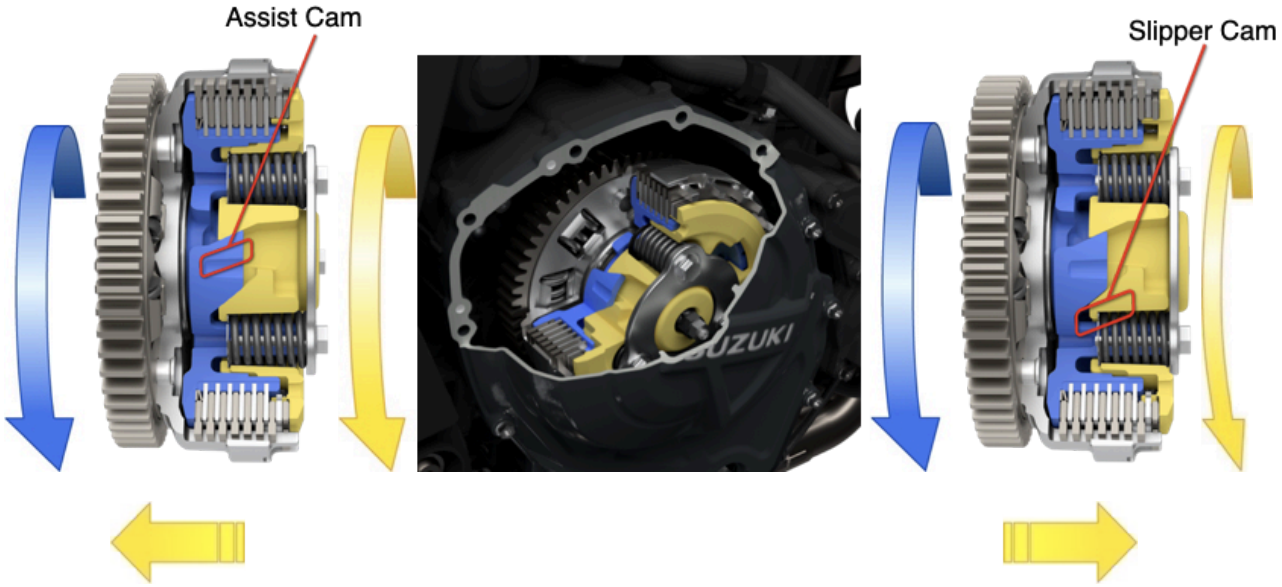
Like other exterior components on the 8T and 8TT, the stainless steel silencer cover was selected with a focus on quality. It enhances the overall styling of the motorcycle by highlighting the metal elements and giving it a robust, mechanical look.



6. Engine design

Suzuki Clutch Assist System (SCAS)

The assist function of the 8T and 8TT's clutch leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfers 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.

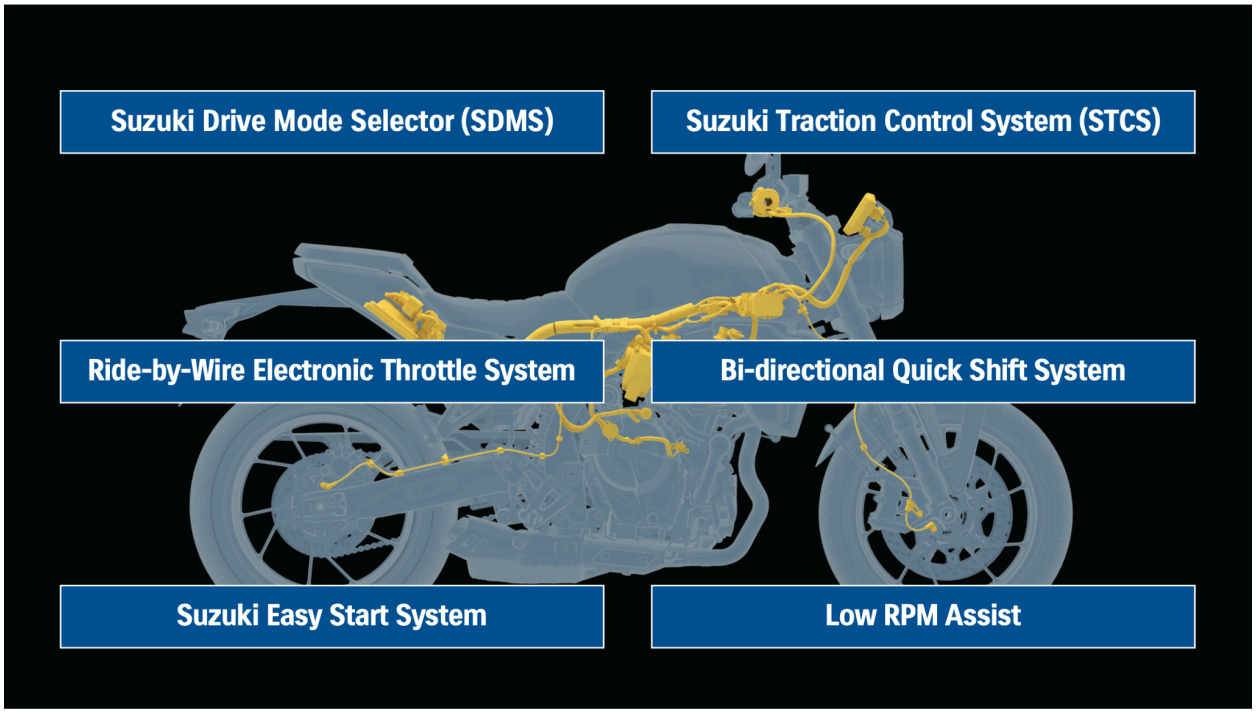


7. Suzuki Intelligent Ride System (SIRS)

Introduction

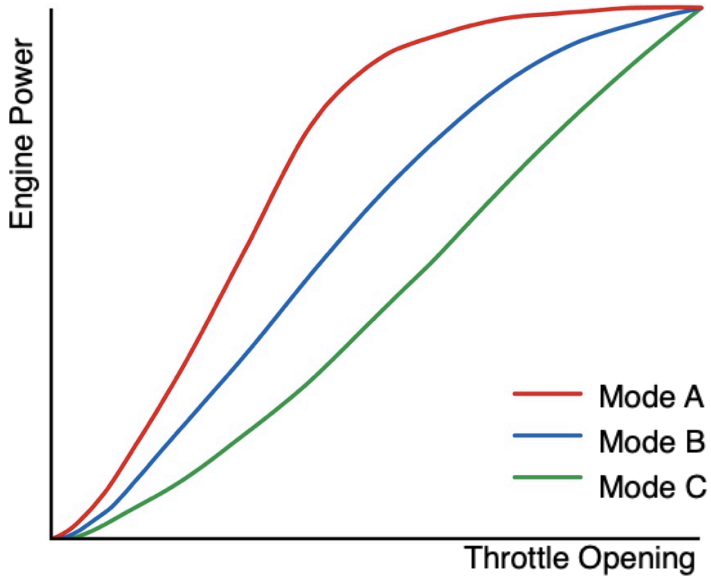
Suzuki Intelligent Ride System (SIRS) is a collection of electronic rider assist systems that allow the rider to choose the settings for each system to best suit their preference or to suit the conditions. SIRS helps enhance the riding experience and inspires confidence.

The systems employed by the GSX-8T and 8TT 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.



7. Suzuki Intelligent Ride System (SIRS)
Suzuki Drive Mode Selector (SDMS)
SDMS uses the electronic throttle control system to offer a choice between three power modes that deliver different power characteristics to match the riding conditions or preferred riding style.

Power delivery by mode



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.

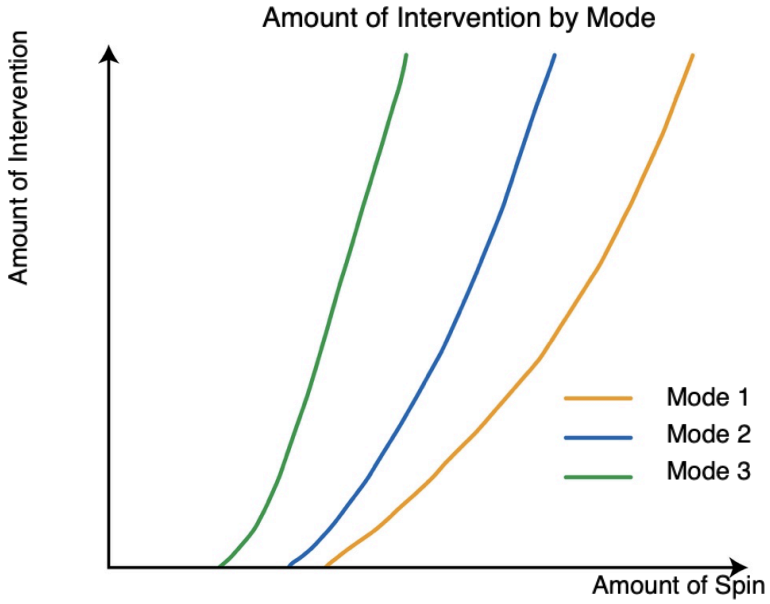
Mode B (Basic) reaches the same level of maximum output, but features a more linear curve with softer throttle response. Planned as an ideal setting for touring or commuting, this mode is a good fit for a wide range of riding styles and road conditions.

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 pillion, when riding on wet or otherwise slippery surfaces, when road conditions are bad, or even when the rider wants to relax.

7. Suzuki Intelligent Ride System (SIRS)
Suzuki Traction Control System (STCS)
STCS enables the rider to better control the bike in diverse and varying conditions, such as riding in inclement weather, and instils greater confidence.

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.



7. 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 the throttle cables.

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.

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

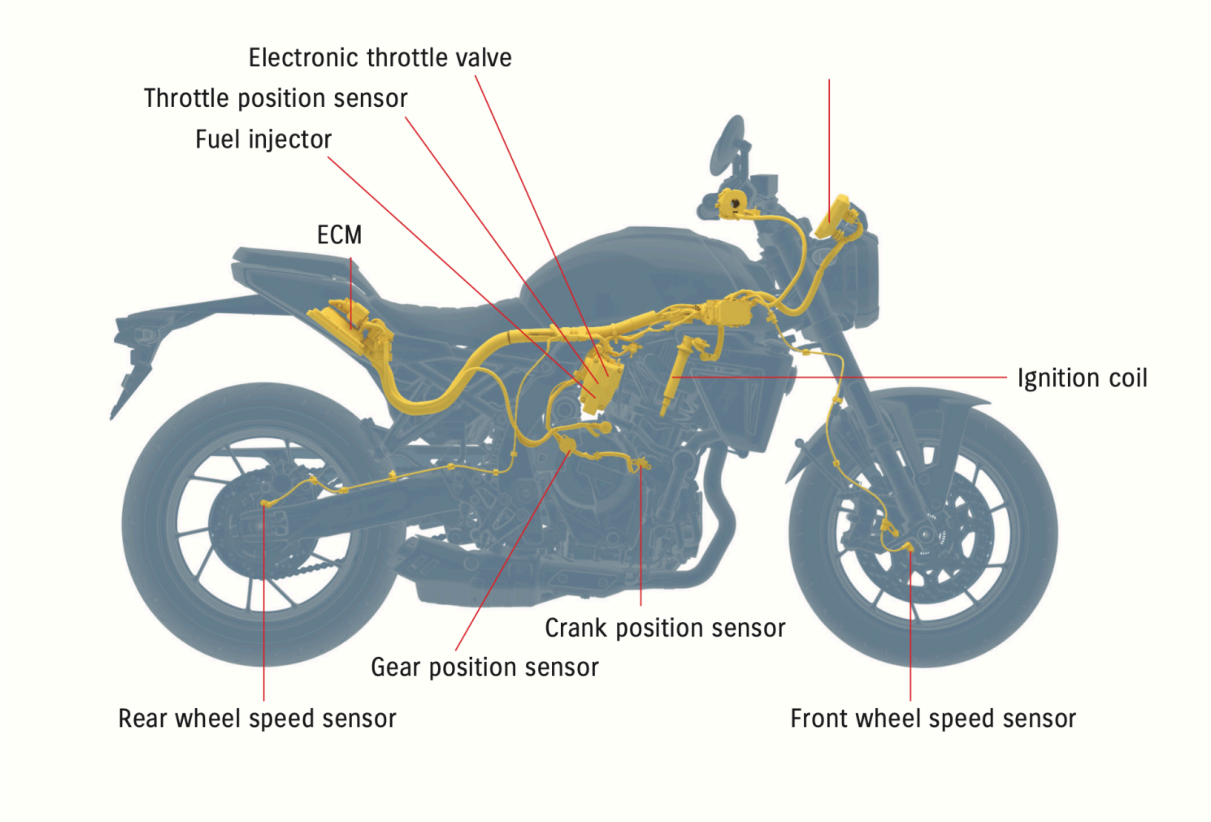
Suzuki's Low RPM Assist function monitors engine rpm, gear position, throttle position, and clutch switch data as the rider releases the clutch lever to pull away from a standing start, or when riding at low speeds. It is programmed to help prevent engine speed from dropping excessively as the rider 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.

Anti Lock Braking System (ABS)

The antilock braking system (ABS) provides stable braking performance by helping prevent the wheels from locking up, even under hard braking. The system is programmed to monitor wheel speed and match stopping power to the available traction. The ABS control unit features a compact, lightweight design.

5. Suzuki Intelligent Ride System (SIRS)
Supporting technologies
Controller Area Network (CAN bus)
The 8T and 8TT'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.



8. Chassis

Introduction

The GSX-8T and GSX-8TT use the same main chassis as the award-winning GSX-8R and GSX-8S machines. The chassis delivers superior handling and control whether riding through town or enjoying a sporty run on twisty roads, allowing riders to fully-leverage the punchy, torque-laden parallel twin engine. The frame and swingarm were designed around the engine to create a core structure that is strong and highly rigid, resulting in a chassis layout that is both compact and light.

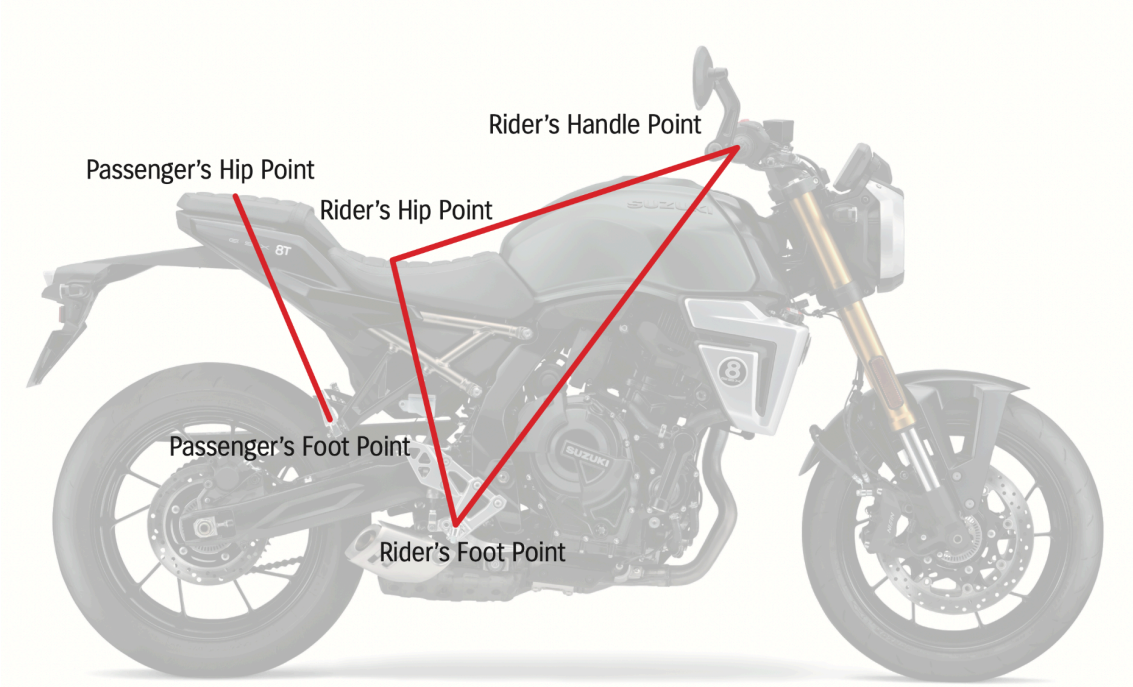
8. Chassis

Dual radially-mounted front brake calipers

The front brake system combines radially-mounted calipers with 310mm discs to deliver strong stopping power and confident, responsive braking performance. At the rear, a 240mm disc is paired with a single-piston pin-slide caliper.

Chassis geometry and riding position

A long wheelbase bike delivers excellent straight-line stability, while the overall chassis geometry ensures agile handling and confident cornering. An optimised weight distribution between the front and rear further adds to the handling performance. The compact layout of the parallel-twin engine allows the rider to sit further forward.

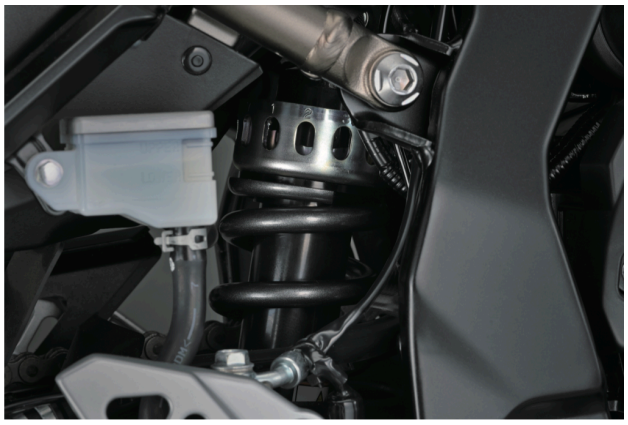


Riding Position

8. Chassis

Front and rear suspension

KYB inverted front forks with 130mm of travel provide a comfortable and predictable ride, with stable damping characteristics ideal for sporty riding. At the rear, a link-type KYB mono shock is tuned to enhance both straight-line stability and agility. A mechanical preload adjuster adds convenience.

Wheels and tyres

The 8T and 8TT's cast aluminium wheels are lightweight, look great, and contribute to agile handling. Dunlop Roadsport 2 radial tyres (front: 120/70ZR17, rear: 180/55ZR17) deliver the ideal rigidity while keeping reliable grip and levels of feel. They work in harmony with the suspension setup to provide excellent grip, stability, and agile handling.


8. Chassis

Lightweight aluminium swingarm

A lightweight aluminium swingarm is used to achieve the ideal balance of vertical, lateral, and torsional rigidity to ensure stable handling and enhanced ride comfort.

Handlebar-end mirrors

The bar-end mirror design was meticulously refined to ensure visual harmony with the overall silhouette. Special attention was paid to detail, including hand-polishing the parting lines and gate marks of the aluminium die-cast stays. The mirrors offer excellent rearward visibility by minimising interference from the rider’s body.

Tapered aluminium handlebars

Tapered aluminium handlebars provide a sporty, yet comfortable upright riding position.

8. Chassis

Fuel tank

Both the 8T and 8TT are equipped with a 16.5 litre fuel tank developed exclusively for these models. Close attention was paid to creating an ideal riding position. In addition, by refining the finish of the welding seams, the designers achieved a tank that evokes the flowing lines of the classic Suzuki T500, with a beautifully sculpted form.

Tuck-and-roll seat: GSX-8T

The GSX-8T features a design that pays attention to details such as the texture of the seat skin and the contouring of the sides. Inspired by seat designs from the 1960s and 70s, it has been reinterpreted using modern technology. This design not only emphasises heritage aesthetics, but also supports an ideal riding position. It enables ease of mounting and provides better reach to the ground, giving riders greater confidence. Additionally, the seat cushion uses high-density foam, ensuring comfort.

Stylish seat: GSX-8TT

While the GSX-8T features a tuck-and-roll seat, the GSX-8TT features a flat, stylish seat with stitching to match its sporty image. This seat is designed to complement not only the headlight cowl and under cowl but also the overall styling of the motorcycle and its racier design. It ensures the same comfort and ease of mounting as the GSX-8T.

9. Electric equipment

Five-inch colour TFT multi-information display

The five-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	Tachometer
Riding range	Odometer
Dual trip meter	Gear position
Water temperature	Engine rpm indicator
Average fuel consumption	Instant fuel consumption
SDMS mode	Traction control mode
Quickshifter (on/off)	Fuel gauge
12 hour clock	Voltmeter
Service reminder	

9. Electric equipment

Fast-charging USB Type-C socket

Both models come with a USB Type-C socket as standard, with an integrated look that blends seamlessly with the bike’s styling. It also supports fast charging.

HY battEliiy P-series starter battery

The HY battEliiy P-series Starter Battery represents a major innovation in motorcycle starter battery technology, offering numerous advantages over conventional lead-acid batteries. Developed by Eliiy Power using cutting-edge energy storage technology, the new P-series is not only more compact and lightweight but is designed with a focus on exceptional reliability, impressive durability, enhanced startability, and an extended lifespan with minimal self-discharge requirements.

Extensive testing has shown that these batteries excel in security and reliability, outperforming conventional lithium-ion batteries. They remain safe even under conditions such as internal short circuits, abnormal charging, tipping incidents, or other physical impacts. The electrolyte uses a unique component that acts as a chemical balancer to automatically even out the state of charge across each cell, promoting optimal battery performance and safety. Furthermore, the battery is equipped with an easily replaceable fuse, allowing continued functionality despite high current flows resulting from miswiring or external short circuits.

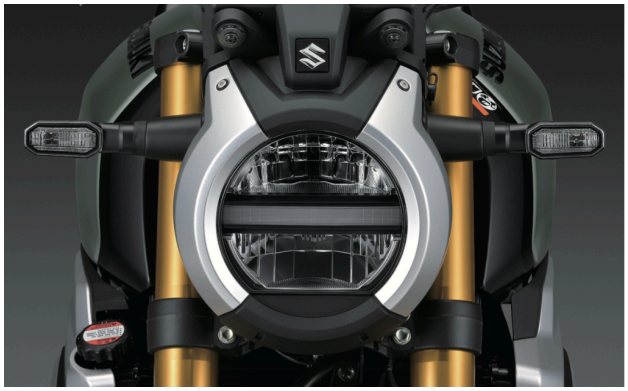
Designed to operate across a wide thermal range, the HY P-series reliably starts engines in temperatures from -10℃ to 65℃ and maintains smooth operation under persistent -10℃ conditions. With an expected lifespan of up to 10 years, these batteries deliver consistent output and high-rate performance throughout their service life.

Given their high reliability in safety, durability and long life, HY battEliiy P-series is a perfect fit for modern motorcycle starter batteries.

9. Electric equipment

Mono-round headlight

The mono-round headlight is inspired by the flat-bottom headlight design found on Suzuki models from the 1960s and 1970s. During development, extensive light distribution testing was conducted and fine-tuned repeatedly to achieve a bright and optically efficient headlight.



LED rear combination light

The LED rear combination light integrates the license plate light into a single, compact unit. Mounted on the slim rear mudguard, it contributes to a sporty design that makes the tail of the 8T and 8TT shorter and slimmer.

10. Specifications

Overall length			2,155mm (84.8in.)
Overall width			775mm (30.5in.)
Overall height			1,105mm (43.5in.)
Wheelbase			1,465mm (57.7in.)
Ground clearance			145mm (5.7in.)
Seat height			8T: 815mm (32.0in.) 8TT: 810mm (31.9in.)
Kerb mass			8T: 201kg (443lbs.) 8TT: 203kg (445 lbs.)
Engine type			Four-stroke, two-cylinder, liquid-cooled, DOHC
Peak power			82.9PS (61kW) / 8,500rpm
Peak torque			78Nm / 6,800rpm
Bore x stroke			84.0mm x 70.0mm (3.3in. x 2.8in.)
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° / 104mm (4.1in.)
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			16.5L
Oil capacity (overhaul)			3.9L
Fuel consumption			67.23mpg in WMTC
CO_2 emissions			99g/km

Ends