



GSX-8S

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2026

OVERVIEW

Designed to excite riders who value agility, power, and bold styling, the 2026 Suzuki GSX-8S stands out in Suzuki's renowned GSX-S series. This mid-size naked street bike packs a responsive 776cc DOHC parallel-twin engine with 270-degree crankshaft timing, ensuring a smooth, torque-rich ride. Enhanced by Suzuki's Cross Balancer technology, the GSX-8S delivers the punch and precision riders demand, whether carving through twisty backroads, navigating the city, or cruising the open highway.

With its nimble chassis, advanced rider aids, and a sleek, mass-forward design, the GSX-8S is as functional as it is striking. Equipped with a 5-inch full-color TFT display and features like the Bi-directional Quick Shift system and traction control, it offers modern technology in a rider-focused package. Whether you are stepping up from a smaller bike or seeking something with a commanding street presence, the GSX-8S offers unmatched value and performance.



Candy Daring Red /
Metallic Matte Black No.2



Metallic Matte Black No.2 /
Glass Sparkle Black

2026

KEY FEATURES

- A thoroughly modern street fighter, the 2026 GSX-8S arrives in two new paint schemes. Both the Candy Daring Red / Metallic Matte Black No.2, or a Metallic Matte Black No. 2 / Glass Sparkle colorways feature unique logos that help identify the sport's most exciting naked sportbike.
- The compact 776cc parallel-twin engine uses a 270-degree firing order for strong torque production and is equipped with Suzuki's exclusive Cross Balancer system for smooth operation.
- The Suzuki Clutch Assist System (SCAS) smooths shifting and engine braking while shifting has never been easier with the Bi-directional Quick Shift system eliminates the need to use the clutch once you are rolling.
- The GSX-8S uses the Suzuki Intelligent Ride System (S.I.R.S.) with a three-mode Suzuki Drive Mode Selector and the four-mode Advanced Traction Control System* plus the popular Easy Start & Low RPM Assist systems.
- Designed around the compact parallel-twin engine and constructed with rugged steel pipe, the GSX-8S's backbone style frame was developed to provide excellent straight-line stability, to contribute to nimble handling, and to perform well in the city, on twisty roads, and at highway speeds.
- High-quality KYB® suspension delivers controlled handling while ABS-equipped** NISSIN® radial-mounted 4-piston brake calipers up front grasp 310 mm dual, stainless steel brake rotors mounted to 17-inch, cast aluminum wheels.
- The GSX-8S features an upright riding position for superior comfort. The compact parallel engine allows the rider's foot pegs to be set further forward, creating a reasonable sport riding position between the handlebar, footrests, and seat.
- The GSX-8S' high-quality instrument panel instrument panel uses a full-color, 5-inch TFT screen with a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light. Manually or automatically adjustable to ambient light, this TFT display keeps the rider fully aware of all the bike's systems, settings, and real-time operating status.
- The front cowl houses a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead. On either side of the headlights are LED position lights that form narrow slits of bright illumination to the unique appearance of this Suzuki streetfighter.

ENGINE

- The new-generation 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-8S easy to maneuver in slow traffic or through tight corners.
- Suzuki Cross Balancer technology, patented by Suzuki and used for the first time on a production motorcycle, 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-8S has two 10-hole, long-nose, 49 PSI (343kpa) high-pressure-feed fuel injectors that maximize fuel atomization to help improve 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-8S's slim chassis.
- The GSX-8S has a distinctive short muffler design that produces an exciting and unique exhaust note. Most of the exhaust system is located under the chassis in an optimal, centralized location that 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.
- 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 helps 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-8S'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-8S'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 that also provides the compliance required for sport riding.
 - The frame and engine package helps create sporty chassis geometry with rider-friendly ergonomics.
- 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-8S seat height: 31.9 in. (810 mm)
- Matched to the GSX-8S's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line stability and controlled cornering.
- Created solely for the GSX-8S, the front fork, and single-shock rear suspensions' spring rate and valving were tuned to maximize performance and comfort when riding on city street 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, controllable ride thanks to carefully selected spring rates and damping characteristics that are well suited to sporty rides or long-distance runs.
 - 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.
- The GSX-8S 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.
- Dunlop's Roadsport 2 radial tires (120/70ZR17 at the front and a wide 180/55ZR17 at the rear) are custom-engineered to perform optimally on the GSX-8S, providing good 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 the front and rear brakes can be modulated by a compact Anti-lock Brake System (ABS)** controller to match stopping force to the available traction.
- The GSX-8S features a wheelbase that is longer than a typical naked street fighter, and this contributes to straight-line stability. Even so, the chassis geometry was adjusted to ensure nimble handling and cornering ability, while keeping the motorcycle compact.
- The GSX-8S features an upright riding position for superior comfort and control. The compact parallel engine allows the rider's foot pegs to be set further forward, creating a reasonable sport riding position between the handlebar, footrests, and seat.
 - The matte black tapered cast-aluminum handlebar contributes to the excellent riding ergonomics, with great vibration damping and a performance-oriented style.
 - In addition to increased comfort and a more upright posture, these changes make it easier for the rider to steer the front end with less effort.
- The front brake lever features a multi-step adjuster that permits quick adjustment of the lever's distance from the grip.

CHASSIS CONT.

- The rider's seat is designed for comfortable sport riding, delivering solid support for the rider. The rear edge of the seat is shaped to offer freedom of movement and is covered in a cover that provides positive grip.
 - Compared to the GSX-S750, the seat is lower, with a low height of 31.9 inches (810 mm), and contributes to the sporty, yet upright riding position and 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 rear seat shape matches the GSX-8S's angular styling but has ample padding.
 - This separate pillion seat includes a hand strap for the passenger and can be replaced with an optional sport cowl for solo rides with a race-inspired style.
 - Both seats are covered in a rugged, weather-resistant cover that provides a good balance between grip and smooth rider movement.
- The front fender features a bold upright strut that extends upward toward its leading edge. In addition to adding strength, this strut contributes to the GSX-8S's sporty appearance.
- The 3.7-gallon (14L) fuel tank has a narrow rear section that flows 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-8S fulfills the goal of creating a thoroughly modern design that sets a trend for the next generation of exciting Suzuki motorcycles ready to carry the brand into the future. As the 2022 GSX-S1000 established a modern design direction featuring sharp lines and an edgy futuristic look, the GSX-8S takes its styling to an exciting, original space.
 - The angular, stacked LED headlights within the pointed upper cowling are further defined by strips of position lights that bring a unique face to motorcycling.
 - The fuel tank's front cover flows into the larger, pointed radiator shrouds that protrude past the fork legs bringing further attention to the pointed upper cowling.
 - The bike's sharp nose is offset by the short, compact muffler outlet, exposed subframe, and slim tail section creating a compact body that emphasizes the parallel-twin engine.
- The 2026 GSX-8S offers two new body color choices:
 - Candy Daring Red / Metallic Matte Black No.2 (BNR) was created exclusively for the GSX-8S. Looking ready to fly under all light levels, the black chassis and tail are offset by the bright, sparkling red finish on the fuel tank cover and wheels.
 - Metallic Matte Black No. 2 / Glass Sparkle (YKV) is an exciting variation of basic black for 2026. Suzuki's popular black matte finish covers most of the chassis, with select gloss black parts, along with an exposed silver sub-frame and graphics.
- The graphic and font motif that adorns the GSX-8S first appeared on the new-generation GSX-S1000. This not only connects the 8S to the S1000's naked roadster legacy but further emphasizes the "8S" moniker which resembles the endless loop of the infinity symbol.
- Diligence extends to the engine as the clutch cover and magneto cover have dark-gray finishes that complement the GSX-8S body colors, while the SUZUKI name on the cover is in a contrasting silver to bring attention to this modern engine.

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

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) let GSX-8S riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. This makes the GSX-8S, more predictable, and more enjoyable on a spirited ride, on a longer trip, or commuting, and it always adds up to a more exciting, confident, and fun riding experience.
- The GSX-8S'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 with a quick and effortless way to alter the GSX-8S'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 mode settings are clearly displayed on the TFT instrument panel.
- **Suzuki Traction Control System (STCS)***
 - The four-mode STCS on the GSX-8S 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 modes are displayed on the TFT instrument panel and can be changed on-the-fly, using the left handlebar switch. 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-8S'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-8S 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.
 - Performance of the GSX-8S'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.
- 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.

• 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-8S 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-8S.

ELECTRICAL

- The GSX-8S instrument panel uses a full-color, 5-inch TFT LCD screen.
- This high-quality instrument panel is set into the upper cowl above the handlebars, 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 can also be configured to display large pop-up alerts and warnings. These alerts can present service reminders or advise of an operational 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 charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
 - Charging output is 375W @ 5,000 RPM.
- 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.
- The GSX-8S's front cowl houses a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead.
 - Supplied by Koito®, the independent, polygon-shaped, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
- 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-8S's front LED turn signals are mounted in thin, arrow-shaped housings, extending outward from the upper portion of the front cowl and mounted to the side of the rear LED taillight the rear turn signals use the same lightweight and low-draw LED illumination as the front signals.
- With lower electrical draw than conventional lighting, the LED headlights, position lights, turn signals, and taillight complement the GSX-8S's sharp, angular styling while improving both visibility and durability.

ADDITIONAL

- A variety of Suzuki Genuine Accessories are available for the GSX-8S, such as a solo seat cowl, meter visor (acting as a sport screen), billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, plus a selection of Suzuki logo apparel.
- The GSX-8S includes Suzuki's 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 its 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
Transmission:	6-speed constant mesh
Final Drive:	O-ring style drive chain, 525 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:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	14.0 L (3.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	Iridium type x 2
Headlight:	Mono-focus LED x 2
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:	202 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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