



PRODUCT BROCHURES

UPDATED AUGUST 2025

Product Spec Book



QuadSport **Z50**

QUADSPORT Z50



The QuadSport Z50 is not eligible for sale in California per California Air Resource Board (CARB) regulations.

OVERVIEW

The 2026 QuadSport Z50 is designed for adult-supervised riders ages six and older and includes features that make learning to ride fun. With an emphasis on adult control, this youth quad features a throttle limiter to control engine output, a tether switch to remotely shut off the ignition, and a keyed main switch that prevents unauthorized use. Adjustable hand controls, an automatic transmission, full floorboards, and a low seat height help make sure beginning riders will enjoy active convenience and control. To sum it up, the QuadSport Z50 is packed with quality, rider-friendly features, and style, making it the perfect choice for younger riders.



Champion Yellow No. 2

2026



QuadSport **Z50**

KEY FEATURES

- Compact, durable, 49cc, single cylinder, air-cooled engine has easy electric starting, plus back-up recoil starter. This clean-burning, four-stroke engine complies with Environmental Protection Agency (EPA) emissions regulations.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting.
- Strong steel frame has an independent swingarm front suspension with coil-over shock absorbers and a single-shock rear suspension that provides long wheel travel for the one-piece, seven-inch wheels with tubeless tires that deliver a smooth, comfortable ride.
- A keyed ignition switch lets adults decide when the action begins and ends. A remote, tether-type engine stop switch allows adult supervisors to instantly shut down the engine when necessary. Minimum rider age: 6 years old.
- Modern styling with full floorboards and a big Quad look features Suzuki Champion Yellow bodywork with black and red graphics. The T-shaped seat height is just 21.1 inches making it easier for the rider to get on the ATV and operate it with confidence.
- Suzuki 12-month limited warranty is double the length of most other youth ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP). A variety of Suzuki Genuine Accessories for QuadSport owners are available, including a wide selection of Suzuki logo apparel.

ENGINE

- Compact, 49cc, four-stroke, single cylinder, air-cooled engine is designed for durability and minimal maintenance.
- Efficient, push-rod valve train lets the engine operate quietly. Easy-access oil filter and filler cap simplify service.
- The clean-burning, four-stroke engine complies with Environmental Protection Agency (EPA) emissions requirements.
- Includes an easy electric starting system plus a standard back-up recoil starter.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting.
- A keyed ignition switch lets adult supervisors decide when the action begins and ends.
- Simple screw-type throttle limiter allows adult supervisors to limit the maximum power delivery to suit the rider's ability.
- Remote, tether-type engine stop switch allows adult supervisors to instantly shut down the engine when necessary.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.
- Suitable capacity 0.7-gallon (2.7-liter) fuel tank for long riding time combined with a vacuum fuel petcock that automatically stops fuel flow when the engine's not running.

CHASSIS

- Child-size (Y-6) controls.
- Strong, high-rigidity steel frame is sturdy and compact.
- Independent swingarm front suspension with coil-over shock absorbers and a single-shock rear suspension provide long wheel travel for a smooth, comfortable ride.
- Braking is provided through large-diameter, semi-sealed front drum brakes and single fully sealed rear drum brake.
- Modern styling with full floorboards and a big Quad look features brilliant yellow bodywork with black and red graphics.
- Faux headlamp on front fender mimics the sporty look of the QuadSport Z400.
- One-piece, seven-inch wheels with tubeless tires help provide a smooth comfortable ride.
- Low seat height of just 21.1 inches helps make it easier for the rider to get on the ATV and operate it with confidence.
- The QuadSport Z50's seat is like the QuadSport Z400's T-shaped design for smooth weight transition and a comfortable ride. The seat is easy to remove for service. Textured seat cover complements the ATV's graphics package.
- Competition-inspired bodywork features the Suzuki Champion Yellow color scheme.

2026



ADDITIONAL

- A variety of Genuine Suzuki Accessories for QuadSport owners are available, including a wide selection of Suzuki logo apparel.
- Suzuki's 12-month limited warranty is double the length of most other youth ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- Minimum rider age: 6 years old
- For more details, please visit www.suzukicycles.com.

** ATVs are not toys. Serious injury or death can result from improper use of ATVs. Your youngster's safety will depend on you taking a "Safety First" approach to ATV riding.*

The QuadSport Z50 may be used only by those aged 6 and older. Always supervise riders under the age of 16. All other Suzuki ATVs may be used only by those aged 16 and older. Even though your child may be the right age, you need to be sure that he or she has the size, strength, skills, and judgment to operate the ATV safely. The SVIA publication "Parents, Youngsters & ATVs" (included with products and available through your dealer) contains guidelines that can help you determine if your child is ready to ride an ATV.

2026

QuadSport Z50

SPECIFICATIONS

ENGINE

Engine:	49cc, 4-stroke, air-cooled, single cylinder
Bore x Stroke:	36.0 mm x 48.6 mm (1.417 in. x 1.913 in.)
Compression Ratio:	8.4:1
Fuel System:	Mikuni® VM13, single carburetor
Starter:	Electric and back-up recoil
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	CVT automatic
Driven Wheels:	2WD
Final Drive:	Chain, DID® 415, 82 links

CHASSIS

Suspension, Front:	Independent, swing axle, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Twin drum brakes
Brake, Rear:	Single drum brake
Tire, Front:	AT16 x 8-7, tubeless type x 2
Tire, Rear:	AT16 x 8-7, tubeless type x 2
Fuel Tank Capacity:	2.7 L (0.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
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DIMENSIONS

Overall Length:	1270 mm (50.0 in.)
Overall Width:	760 mm (29.9 in.)
Overall Height:	765 mm (30.1 in.)
Wheelbase:	830 mm (32.7 in.)
Ground Clearance:	120 mm (4.7 in.)
Seat Height:	535 mm (21.1 in.)
Curb Weight:	79 kg (174 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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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Take a riding skills course. For the nearest ATV skills course, call the SVIA at 1-800-852-5344, and we will even pay for the training. Along with concerned conservationists everywhere, Suzuki urges you to Tread Lightly!® on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2026 QuadSport Z50 limited warranty covers a period of 12 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories and the Suzuki Retail Finance Plan and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it is easy to afford and equip the machine that is perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks. © 2025 Suzuki Motor USA, LLC



QuadSport **Z90**

QUADSPORT Z90



OVERVIEW

The 2026 Suzuki QuadSport Z90 is the ideal ATV for adult-supervised riders ages 12 and older to develop their off-road riding skills. Convenient features like an automatic transmission and electric starter help make this ATV easy to operate. To help young riders grow into accomplished ATV riders, the Z90 includes a keyed ignition switch and throttle limiter to adjust engine performance to the operator's skill level.

Get young riders started on the QuadSport Z90, so the whole family can experience the fun of the outdoors and the joy of riding a Suzuki!



Champion Yellow No. 2

2026



QuadSport **Z90**

KEY FEATURES

- Compact and durable, 90cc, single cylinder, air-cooled engine has an easy electric starting system plus a standard backup recoil starter. The QuadSport Z90's four-stroke engine complies with Environmental Protection Agency (EPA) emissions regulations.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting. Speed-limiter collar in the automatic clutch limits top speed to 15 mph and can be removed to increase top speed as the rider gains ability.
- Single A-arm front suspension with twin, independent shock absorbers and single-shock rear suspension provides long wheel travel for the one-piece, eight-inch wheels with tubeless tires that provide a smooth, comfortable ride.
- A keyed ignition switch lets supervising adults decide when the action begins and ends. A simple, screw-type throttle limiter allows adult supervisors to limit the maximum power delivery to suit the rider's ability.
- Modern styling with full floorboards and a big Quad look features Suzuki Champion Yellow No. 2 bodywork with black and red graphics. The T-shaped seat has a height of just 25.6 inches making it easy for the rider to get on and operate the ATV.
- Suzuki 12-month limited warranty is double the length of most other youth ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP). A variety of Genuine Suzuki Accessories for QuadSport owners are available, including a wide selection of Suzuki logo apparel. Minimum rider age: 12 years old

ENGINE

- Compact, 90cc, four-stroke, single-cylinder, air-cooled engine is designed for durability and minimal maintenance.
- Suzuki Composite Electrochemical Material (SCEM) cylinder, derived from Suzuki's high-performance sportbikes, provides durability, weight reduction, and superior heat dissipation.
- Smooth running, multi-plate cam chain lets the engine operate quietly. Easy-access oil filter and oil strainer cap reduce service time.
- Clean-burning four-stroke engine complies with federal Environmental Protection Agency (EPA) emissions regulations.
- The 2026 QuadSport Z90 is eligible for California Off-Road vehicle registration.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.
- Large 1.6-gallon (6.0-liter) fuel tank provides long riding time. A vacuum-operated fuel petcock automatically stops fuel flow when the engine's not running.
- A keyed ignition switch lets supervising adults decide when the action begins and ends.
- Simple, screw-type throttle limiter allows adult supervisors to limit the maximum power delivery to suit the rider's ability.
- Speed-limiter collar in the automatic clutch limits top speed to 15 mph. The collar can be removed to increase top speed as the rider gains ability.
- Includes an easy electric starting system plus a standard backup recoil starter.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting.

CHASSIS

- Youth-size (Y-12) controls allow for straightforward operation.
- Single A-arm front suspension with twin, independent shock absorbers and single-shock rear suspension provides long wheel travel for a smooth, comfortable ride.
- Rear axle shaft has double oil seals for performance and reliability.
- Headlamp style front piece is detachable to achieve the sporty look of the QuadSport Z400.
- Modern styling with full floorboards blends to create a big Quad look that youth riders will admire.
- Front, side, and rear reflectors help improve the ATV's visibility to other riders.
- Large-diameter, semi-sealed front drum brakes, and single fully sealed rear drum brake help provide strong braking performance.
- One-piece, eight-inch wheels with tubeless tires provide a smooth, comfortable ride.
- Strong, high-rigidity steel frame is sturdy and compact.
- The low seat height of just 25.6 inches makes it easy for the rider to mount and operate the ATV.
- Suzuki T-shaped seat design for smooth weight transition and a comfortable ride.
- Easy to remove for service, the seat has a durable black cover that complements the ATV's graphics package.
- Competition-inspired Champion Yellow No. 2 body and fenders with blue, black, and red graphics.



ADDITIONAL

- A variety of Genuine Suzuki Accessories for QuadSport owners are available, including a wide selection of Suzuki logo apparel.
- Suzuki's 12-month limited warranty is double the length of most other youth ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- Minimum rider age: 12 years old
- For more details, please visit www.suzukicycles.com.

** ATVs are not toys. Serious injury or death can result from improper use of ATVs. Your youngster's safety will depend on you taking a "Safety First" approach to ATV riding.*

The QuadSport Z90 may be used only by those aged 12 and older. Always supervise riders under the age of 16. All other Suzuki ATVs may be used only by those aged 16 and older. Even though your child may be the right age, you need to be sure that he or she has the size, strength, skills, and judgment to operate the ATV safely. The SVIA publication "Parents, Youngsters & ATVs" (included with products and available through your dealer) contains guidelines that can help you determine if your child is ready to ride an ATV.

QuadSport Z90

SPECIFICATIONS

ENGINE

Engine:	90cc, 4-stroke, air-cooled, single cylinder, OHC
Bore x Stroke:	45.5 mm x 55.2 mm (1.791 in. x 2.173 in.)
Compression Ratio:	9.5:1
Fuel System:	Mikuni® VM16, single carburetor
Starter:	Electric and back-up recoil
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	CVT automatic
Driven Wheels:	2WD
Final Drive:	Chain, RK®530, 60 links

CHASSIS

Suspension, Front:	Independent, swing axle, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Twin drum brakes
Brake, Rear:	Single drum brake
Tire, Front:	AT19 x 7-8, tubeless type x 2
Tire, Rear:	AT19 x 7-8, tubeless type x 2
Fuel Tank Capacity:	6.0 L (1.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
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DIMENSIONS

Overall Length:	1505 mm (59.3 in.)
Overall Width:	875 mm (34.4 in.)
Overall Height:	915 mm (36.0 in.)
Wheelbase:	1005 mm (39.6 in.)
Ground Clearance:	150 mm (5.9 in.)
Seat Height:	650 mm (25.6 in.)
Curb Weight:	127 kg (280 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Coverage extension and additional benefits are available
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DR650S



OVERVIEW

The 2026 Suzuki DR650S remains the best all-around, dual-purpose motorcycle available today. Always an outstanding performance value, every DR650S features a dependable, 644cc, oil-cooled, four-stroke, single-cylinder engine carried in a strong steel, semi-double cradle frame.

Strong aluminum, spoke-style rims carrying tires that can manage the street or dirt are fitted so riders can tackle pavement or trails with ease. A variety of riders can enjoy this motorcycle, thanks to a seat height that can be significantly reduced (using the optional Short Side Stand Kit from Suzuki Genuine Accessories). Whatever riding adventure you plan to undertake, the 2026 Suzuki DR650S is your willing partner.

DR650S

2026



Solid Black & Iron Gray



Solid Special White No. 2

2026

**DR650S**

KEY FEATURES

- A true DualSport, the DR650S is ready to cruise around town, up the highway, or down your favorite trail. Engineered into the suspension is the ability to lower the seat height* (Suzuki dealers can perform using an accessory side stand kit).
- With Solid Black and Solid Gray or bright Solid Special White bodywork that features distinctive blue and black graphics, the DR650S looks good when ridden on any surface. A long, comfortable seat, aluminum footpegs, and grab handles allow the rider to carry a passenger with ease.
- The compact and powerful, 644cc, SOHC, four-stroke, air- and oil-cooled engine features the Suzuki Advanced Cooling System (SACS). Piston-jet cooling and an oil cooler help create consistent performance in a variety of conditions. With an emphasis on low- to mid-rpm range power, a gear-driven balancer shaft minimizes engine vibration.
- The multi-plate clutch has precise push rod actuation for a light lever pull and a consistent release point. A smooth-shifting five-speed transmission is complemented by a sealed O-ring drive chain.
- A lightweight, semi-double cradle steel frame delivers agile handling on- and off-road. An innovative, height-adjustable* fork and link-type rear suspension with a piggyback style, aluminum-body shock absorber provide a smooth and controlled ride.
- DR650S uses a lightweight, low-maintenance battery to feed a convenient electric starter with an automatic decompression system for easy and quick starting. A full street-legal lighting system comes with a bright halogen headlight.
- Suzuki Genuine Accessories include a side-stand kit to lower the seat height*, a cargo rack and skid plate. The DR650S is sold with a 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The compact and powerful, 644cc, SOHC, four-stroke, air- and oil-cooled engine features the Suzuki Advanced Cooling System (SACS). Piston-jet cooling and an engine oil cooler create consistent performance in a variety of conditions.
- The engine is tuned with an emphasis on performance in the low- to mid-rpm range, while a gear-driven balancer shaft minimizes vibration for a comfortable ride.
- Suzuki Composite Electrochemical Material (SCEM)-coated aluminum cylinder is used for durability, light weight, and excellent heat dissipation.
- Large Mikuni® 40mm carburetor provides a smooth intake flow and quick throttle response.
- The stainless-steel exhaust system is lightweight, corrosion-resistant; and is tuned specifically for strong low- and mid-range power.

DRIVELINE

- The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and a consistent release point.
- A smooth-shifting five-speed transmission is complemented by a sealed O-ring drive chain.

CHASSIS

- A lightweight, compact, rigid, semi-double cradle frame provides agile handling on- and off-road.
- Innovative, height-adjustable* front fork provides smooth and progressive action. Large diameter, thin-walled tubes reduce unsprung weight, while maintaining high rigidity.
- A link-type rear suspension with a piggyback style, aluminum-body shock absorber provides stable performance. The height adjustable* shock features adjustable spring preload and compression damping to personalize the suspension for rider, load, and terrain.
- Front and rear suspensions provide generous 260mm (10.2-inch) wheel travel for superb performance over rough terrain.
- The front brake uses a lightweight 290mm (11.4-inch) stainless steel floating-disc with a two-piston caliper that is complemented by a 240mm (9.4-inch) rear disc with a two-piston brake caliper.
- Aluminum rims with stainless steel spokes are standard and built for durability and strength.
- The wheels are fitted with 90/90-21 front and 120/90-17 dual sport rear tires offering excellent on- and off-road traction.
- Hollow-type wheel axles and aluminum, beam-style swingarm reduce unsprung weight.

2026



DR650S

BODY

- With Solid Black and Solid Gray bodywork with contrasting black and orange graphics, or bright Solid Special White bodywork that features distinctive blue and black graphics, the DR650S looks good when ridden on any surface.
- A long, comfortable seat, aluminum footpegs, and grab handles allow the rider to carry a passenger with ease.

ELECTRICAL

- DR650S is powered by a lightweight and compact, low-maintenance battery.
- Digitally mapped DC-CDI ignition system provides accurate spark timing for efficient combustion.
- A convenient electric starter (supplemented with a zero-maintenance automatic decompression system) provides easy, quick starting.
- A fully equipped lighting system comes with a bright 60/55-watt halogen headlight.

2026



ADDITIONAL

- Seat height may be lowered by 40 mm (1.6 inches) using a Suzuki Genuine Accessory kit. The kit includes a shorter side stand to match the chassis height adjustment.
- Other Suzuki Genuine Accessories include a cargo rack and skid pan, and a selection of Suzuki apparel is available.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** Seat and suspension height is adjustable by your Suzuki Dealer, using a Genuine Suzuki Accessory short side stand kit.*

2026

DR 650S

SPECIFICATIONS

ENGINE

Engine:	644cc, 4-stroke, air-cooled, single cylinder, SOHC
Bore x Stroke:	100.0 mm x 82.0 mm (3.93 in. x 3.23 in.)
Compression Ratio:	9.5:1
Fuel System:	Mikuni® BST40, single carburetor
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID®525V9, 110 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, coil spring, oil damped
Brake, Front:	Disc brake, single floating rotor
Brake, Rear:	Disc brake, single rotor
Tire, Front:	90/90-21 M/C 54S, tube type
Tire, Rear:	120/90-17 M/C 64S, tube type
Fuel Tank Capacity:	12.0 L (3.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plugs:	NGK® DR8EA or DENSO® X24ESR-U
Headlight:	12V 60/55W (H4)
Tail Light:	12V 21/5W

DIMENSIONS

Overall Length:	2255 mm (88.8 in.) 2235 mm (80.0 in.) with optional lowering kit
Overall Width:	865 mm (34.1 in.)
Overall Height:	1195 mm (47.0 in.) 1155 mm (45.5 in.) with optional lowering kit
Wheelbase:	1490 mm (58.7 in.) 1475 mm (58.1 in.) with optional lowering kit
Ground Clearance:	265 mm (10.4 in.) 225 mm (8.9 in.) with optional lowering kit
Seat Height:	885 mm (34.8 in.) 845 mm (33.2 in.) with optional lowering kit
Curb Weight:	166 kg (366 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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RM-Z250

RM-Z250



Competition motorcycles like the RM-Z250 can only be ridden on non-public land in California per California Air Resource Board (CARB) regulations.

OVERVIEW

With a versatile engine and responsive chassis, the 2026 RM-Z250 remains popular with professionals and privateers everywhere. Fed by a dual injector EFI system the RM-Z250's four-stroke, four-valve engine delivers strong, usable power through the entire rev range.

Tuning the fuel injection and ignition for maximum performance is easy and quick thanks to Suzuki's smartphone-based MX-Tuner 2.0, and proven fuel-coupler system. The RM-Z250 continues its reputation as the best-handling 250 through a twin-spar aluminum frame and hydro-formed swingarm that carry a KYB® suspension including a coil spring fork and rear shock with four-way damping force adjustment.

The ergonomically shaped bodywork lets the rider easily maneuver the RM-Z250 around the racetrack. Ready for competition or pleasure, the 2026 RM-Z250 delivers outstanding motocross performance in an intelligent and reliable way.



Champion Yellow No. 2

2026

**RM-Z 250**

KEY FEATURES

- Superb performance starts with a center-port head as the fuel-injected, 249cc liquid-cooled, four-stroke, four-valve, DOHC engine is proven and dependable while delivering strong peak power and superb throttle response through the entire rev range.
- Thanks to Suzuki's industry-leading design and production standards, shifting the five-speed transmission is smooth and precise, while the multi-plate, wet clutch uses a lever and cam release mechanism for a light and direct feel.
- Agile handling comes from an aluminum frame that is lighter but has a ten percent increase in torsional rigidity as compared to the prior generation frame, achieving superior front-and-rear weight distribution. The KYB® coil spring fork and rear shock have fully adjustable damping force for superior suspension response.
- Suzuki's MX-Tuner 2.0 is included and provides the ability to adjust the fuel injection and ignition settings through a smartphone application, while the Suzuki Holeshoot Assist Control (S-HAC), and advanced traction management system provides the rider a performance edge.
- The Suzuki beak-inspired styling has sharp front fender and radiator shroud shapes that blend into the frame's side covers and into an upswept tail. This functional styling and trim chassis permit a variety of rider positions that facilitate maneuvering and comfort.
- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance. Learn more on Suzuki's industry leading contingency and track-side support programs at www.SuzukiCycles.com/Racing.

ENGINE

- Fitted with a center-port cylinder head, the fuel-injected, 249cc liquid-cooled, four-stroke, four-valve, DOHC engine remains proven and dependable.
- The engine delivers strong peak power and superb throttle response through the entire rev range.
- The cylinder head's intake port shape and finish funnels the fuel/air charge into the combustion chamber to increase engine output.
- The large air cleaner has a large outlet tube for a direct path into the throttle body for high-volume airflow.
- The fuel injection system has extra-smooth power delivery, high fuel efficiency, superb reliability, and easy tuning capability.
- Two fuel injectors are used to deliver an ample fuel-air charge for excellent combustion chamber efficiency at all engine speeds.
- The primary fuel injector is at the bottom of the throttle body and sprays fuel at the butterfly valve for outstanding fuel and air atomization. The secondary injector is positioned in the air cleaner inlet duct, so the fuel and air have more time to mix and cool before entering the engine.
- To feed the twin-injector system and mix the fuel and air charge for outstanding throttle response, the RM-Z250 uses a high-capacity fuel pump.
- The distinctive design of the throttle body eliminates a complex control linkage, so the rider feels a more direct connection to the engine.
- The intake camshaft profile has more valve lift than the prior generation RM-Z250, increasing power at all engine speeds.
- The cam chain tension adjuster and guide have been designed to reduce friction and mechanical loss.
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability, light weight, and efficient heat transfer.
- The machining process at the piston pin holes is refined to reduce stress at the piston crown helping increase reliability.
- Engine starting remains simple due to a proven kickstarter and automatic decompression system that works precisely and efficiently, eliminating the need for a heavy and costly electric start system.
- The high-flow exhaust system has a long head-pipe, tapered mid-section, and multi-layer silencer with good flow through the entire rev range, with an emphasis on low-rpm performance.
- The exhaust silencer is a four-layer design enhancing performance while complying with AMA sound regulations.
- The high-impact plastic engine protectors help guard the coolant pump (on the right) and the stator cover (on the left) from debris and stones.

DRIVELINE

- The five-speed transmission's second gear ratio and overall final ratio match the engine's strong output for outstanding acceleration and top speed.
- True to Suzuki's industry-leading transmission standards, gear shifting is smooth and precise. Carefully designed parts like the precisely machined shift cam and corresponding gears create a transmission a racer can rely on.
- The multi-plate, wet clutch uses a pushrod clutch release mechanism for precise feel of the engagement and disengagement points while riding.
- The lightweight chain guide is shaped to accurately route the drive chain smoothly.

**RM-Z250**

CHASSIS

- The RM-Z250 features a frame and swingarm design that continues Suzuki's reputation of creating the best-handling motocross motorcycles.
- The 2026 RM-Z250 frame is 370 grams (0.8 pounds) lighter but has increased torsional rigidity as compared to the prior generation RM-Z250 frame.
- The aluminum alloy twin-spar frame combines cast and extruded sections to achieve superior front-and-rear weight distribution, while balancing strength and weight.
- The swingarm is shaped using an innovative hydroforming process that maintains strength but weighs 0.6 pounds (270 grams).
- The hydroforming process enabled engineers to create tapered swingarm beams that increased rigidity, while reducing heavier assembly welding.
- The engine's position in the frame is pitched up so the crankshaft sits higher in the chassis to enhance the bike's nimble handling characteristics.
- The rear, upper engine mounts are outboard of the cylinder head to increase rigidity and allow a direct intake path to the engine.
- The engine mounts are aluminum, rather than steel, for reduced weight.
- Hexagonal aluminum rails are used on the sub-frame for lighter weight, a slimmer appearance, and easier air-filter access.
- The sub-frame rails are moved inward to slim the bodywork but are also raised to provide additional space for the larger air cleaner.
- Not only is the sub-frame narrow, but all the bodywork is slim, so the rider can move freely in the cockpit, especially during spirited riding.
- The KYB-supplied shock absorber has a thin-wire spring, spring guide, cushion rubber guide, and lower link that are lightweight and have better movement reaction. The spring and link weigh less than the prior generation's parts.
- This KYB® shock has specialized damping force circuits and a refined rear lever ratio to help improve the suspension's traction characteristics.
- The damping force adjusters have a wide tuning range, so the settings can better match the conditions and the rider's style.
- The high-performance KYB® coil spring fork has legs with the same springs and damping force components, so front suspension tuning, and maintenance is balanced and easy: a great benefit during frequent riding.
- This fork uses a free-piston design that separates air and oil to optimize the damping characteristics. The design also helps control the damping cartridge's pressure and spring recoil, so the fork action remains supple and precise.
- The Renthal® aluminum tapered handlebar has a flatter bend with less pull-back than prior models helping the rider maneuver the RM-Z250.
- A rigid, but lightweight upper fork bracket complements the front suspension and handlebars.
- The front brake has a 270mm diameter, wave-style rotor, and a Nissin two-piston caliper.
- The rear brake master cylinder hugs the frame beam to reduce dirt contamination and the chance of the rider's boot touching it while riding.
- The wheels have black anodized D.I.D Dirt Star rims with a cross-section design that maintains strength while reducing unsprung weight.
- To match the handling potential of the RM-Z250, the wheels are fitted with the race-developed Dunlop® GEOMAX MX33 tires. Additionally, the rear tire is approximately a half pound (160 kg) lighter than the tire used on the prior generation RM-Z250.

2026

**RM-Z250**

ADVANCED RIDER AIDS

- Included with the 2026 RM-Z250 is Suzuki's MX-Tuner 2.0 that provides the ability to easily adjust the fuel injection and ignition system settings for improved race performance.
 - Using a smartphone application that wirelessly connects to the MX-Tuner's compact transceiver, fuel delivery and ignition timing can be quickly changed.
 - The MX-Tuner application can pre-program personalized settings into the ECM that can be activated by plugging in one of the supplied fuel couplers.
 - Racers and tuners can easily change settings to match performance-related updates or the track conditions.
 - The application can save multiple settings for different tracks or weather conditions, plus settings can be exchanged with other racers.
 - Real-time engine data and run-time information are accessible to help the rider stay on top of bike maintenance
- Suzuki's proven; easy-to-use fuel couplers are also included to simplify EFI tuning.
 - For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for a richer-than-stock and another for a leaner-than-stock fuel setting. Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- The RM-Z250 features an advanced traction management system that reacts quickly to engine speed changes. The Electronic Control Module (ECM) continually measures throttle opening, engine speed, and gear position, and then adjusts the ignition timing and fuel injector duration to fine-tune the engine output to help deliver the best traction for the riding conditions.
 - The RM-Z250's traction management system is different from a street bike traction control system because the needs of a motocrosser are different than a street bike. This system does not measure rear tire spin, so it offers constant adjustment that always maximizes traction.
- The Suzuki Holeshoot Assist Control (S-HAC) is a selectable launch system derived from the Suzuki factory race bike to help riders' takeoff from the starting gate for an early lead.
 - To deliver race-winning starts, there are three stages of power adjustment from the S-HAC system: 1) the moment of initial launch, 2) when crossing the starting gate, and 3) acceleration up to full-speed.
- There are three S-HAC modes so riders can choose the best option for their skill level and starting conditions.
 - **Mode A: For hard surfaces or slippery conditions at the starting gate.** In this mode, S-HAC alters ignition timing during the initial launch and during the ride over the gate to reduce wheel slip, delivering a smooth takeoff. Mode A also advances ignition timing during this sequence for stronger acceleration. After six seconds or when the bike reaches fourth gear, the system shuts off and returns to normal ignition timing.
 - Benefit of Mode A: For novice riders, and/or hard and slippery traction conditions, use Mode A for a more controlled launch.
 - **Mode B: When conditions at the starting gate have better traction, and a more aggressive launch is desired.** S-HAC will advance the ignition timing to allow increased throttle response and stronger acceleration off the line. The ignition timing alteration is in a similar sequence as Mode A, but with increased overall timing. One of three conditions will return the ignition to normal operation (whichever happens first): After six seconds or when the bike reaches fourth gear, the system shuts off and returns to normal ignition timing.
 - Benefit of Mode B: For skilled riders, and/or good starting conditions, use Mode B for a more aggressive launch.
 - **Base Mode: Standard power launch, no action is required on the S-HAC switch.**

BODY

- The Suzuki beak-inspired styling has sharp front fender and radiator shroud shapes that blend into the frame's side covers and into an upswept tail, enhancing the impression of speed while reducing weight and easing service.
- The functional styling and the motorcycle's trim chassis permit a variety of rider positions that facilitate maneuvering and comfort.
- Compared to the prior generation RM-Z250, the 2026 edition has ergonomic improvements including the foot pegs moved 0.12 inches (3.3 mm) forward and 0.2 inches (5.2 mm) upward, while the handlebar grip position is moved 0.3 inches (7.4 mm) forward and 0.15 inches (3.8 mm) downward.
- The plastic fuel tank weighs a half pound less than the prior generation's aluminum tank. Fuel capacity is 1.66 US gallons.
- The seat base, inner fenders, and side covers were developed to reduce moisture and dirt reaching the air cleaner. This helps prevent debris from contaminating the air filter.
- The slim seat has a specialized foam density to increase rider comfort. The seat has a large gripper panel that runs nose-to-tail on the cover.
- The Suzuki Champion Yellow bodywork is enhanced with distinctive striping and logo graphics.

2026



ADDITIONAL

- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance.
- See Suzuki's industry leading contingency programs at www.SuzukiCycles.com/Racing.

RM-Z 250

SPECIFICATIONS

ENGINE

Engine:	249cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	77.0 mm x 53.6 mm (3.0 in. x 2.1 in.)
Compression Ratio:	13.75:1
Fuel System:	Fuel injection, dual-injector type
Starter:	Primary kickstarter with automatic decompressor
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID® 520DMA4K, 114 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped, adjustable damping force
Suspension, Rear:	Single unit, link type, coil spring, oil damped, adjustable spring preload and damping force

Brake, Front:	Disc brake, single rotor
Brake, Rear:	Disc brake, single rotor
Tire, Front:	80/100-21 M/C 51M, tube type
Tire, Rear:	100/90-19 M/C 57M, tube type
Fuel Tank Capacity:	6.3 L (1.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plug:	NGK® CR8E1B-10

DIMENSIONS

Overall Length:	2185 mm (86.02 in.)
Overall Width:	835 mm (32.9 in.)
Overall Height:	1255 mm (49.4 in.)
Wheelbase:	1485 mm (58.46 in.)
Ground Clearance:	330 mm (13.0 in.)
Seat Height:	955 mm (37.5 in.)
Curb Weight:	106 kg (233 lb.)

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RM-Z450

RM-Z450



Competition motorcycles like the RM-Z450 can only be ridden on non-public land in California per California Air Resource Board (CARB) regulations.

OVERVIEW

Winning race results prove that the 2026 RM-Z450 remains the champion's choice. The RM-Z450's sleek, race-ready appearance, strong engine, and nimble chassis provide the effective power and precise handling required to continue Suzuki's race-winning legacy. The RM-Z450's controllable engine will captivate you with its high peak power, as its agile chassis continues to be the class standard for cornering performance, with the added bonus of legendary Suzuki reliability.

Tuning the electronic fuel injection and ignition systems for maximum performance is easy thanks to Suzuki's smartphone-based MX-Tuner 2.0 or proven fuel-coupler system included with each RM-Z450. Whether you are racing under stadium lights or enjoying a track day with friends and family, the 2026 RM-Z450 will bring serious MX performance in a smart, reliable way.



Champion Yellow No. 2

2026

2026

**RM-Z450**

KEY FEATURES

- Delivering excellent throttle response through the entire rev range, the 449cc, liquid-cooled, four-stroke, four-valve, DOHC engine is the latest incarnation of Suzuki's proven fuel-injected powerplant that delivers high peak horsepower with strong torque characteristics.
- Thanks to Suzuki's industry-leading design and production standards, shifting the five-speed transmission is smooth and precise, while the multi-plate, wet clutch uses a lever and cam release mechanism for a light and direct feel.
- Balancing lightness with strength to achieve exceptional handling, the aluminum frame and beam-style swingarm support the fully adjustable SHOWA® Balance Free spring fork and shock that deliver remarkable damping response.
- Suzuki's MX-Tuner 2.0 is included and provides the ability to adjust the fuel injection and ignition settings through a smartphone application, while the Suzuki Holeshoot Assist Control (S-HAC), and advanced traction management system provides the rider a performance edge.
- The Suzuki beak-inspired styling has sharp front fender and radiator shroud shapes that blend into the frame's side covers and into an upswept tail. This functional styling and trim chassis permit a variety of rider positions that facilitate maneuvering and comfort.
- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance. Learn more on Suzuki's industry leading contingency and track-side support programs at www.SuzukiCycles.com/Racing.

ENGINE

- The 449cc, liquid-cooled, four-stroke, four-valve, DOHC engine is the latest incarnation of Suzuki's proven and reliable fuel-injected powerplant.
- The engine has high peak horsepower with strong torque at lower engine speeds for excellent throttle response through the entire rev range.
- The cylinder head intake port shape creates a high amount of tumble flow to the incoming fuel/air to increase power output.
- The air cleaner's large and straight opening creates a more direct air path to the throttle body to increase performance.
- Suzuki's advanced fuel-injection system creates extra-smooth power delivery, high fuel efficiency, and superb reliability.
- The RM-Z450's throttle body design locates the fuel injector, fed by a high-pressure fuel pump, so the injector sprays fuel directly at the butterfly valve to improve atomization of the fuel/air charge.
- This throttle body design eliminates a complex control linkage, so the rider feels a more direct connection to the engine.
- The intake camshaft profile has more valve lift than the prior generation RM-Z450, helping increase engine power.
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability light weight, and efficient heat transfer.
- The piston's casting includes strengthening ribs near the wrist pin bosses to match component reliability to the engine's high horsepower.
- Engine starting is simple and efficient due to a long kickstart lever, well-matched internal gear ratios, a large air cleaner and breather system, plus an automatic decompression system that works precisely and efficiently, eliminating the need for a heavy and costly electric start system.
- The high-flow exhaust system complies with AMA sound regulations.
- Strong, high-impact plastic engine protectors help guard the coolant pump (on the right) and the stator cover (on the left) from debris and stones.

TRANSMISSION AND DRIVE

- The well-sorted, five-speed transmission enables precise gear shift operation. This precise transmission feel is the result of an accurately machined shift cam for exact gear selection. Specialized machining processes also increase the precision of the matching gears.
- The multi-plate, wet clutch uses a lever and cam release mechanism for precise feel of the engagement and disengagement points while riding.
- The lightweight chain guide is shaped to accurately route the drive chain smoothly.

2026

**RM-Z450**

CHASSIS

- The RM-Z450's twin-spar frame and twin-beam swingarm design continues Suzuki's tradition of delivering the best-handling motocross machines available.
- This aluminum alloy, twin-spar frame combines cast and extruded sections to achieve superior front-and-rear weight distribution while balancing strength and weight.
- The frame is 1.32 pounds (700 grams) lighter than the prior generation RM-Z450 to improve cornering performance and shock absorption while delivering stable handling.
- The swingarm is comprised of thin, yet strong, materials to help improve cornering performance.
- The short wheelbase and frame head pipe location produces quick and nimble handling characteristics.
- Hexagonal aluminum rails are used on the sub-frame for light weight, a slimmer appearance, and easier air filter service.
- The sub-frame rails route inward to slim the bodywork but also route upwards to provide additional space for the large air cleaner and the advanced BFRC shock absorber.
- Like the trim sub-frame, the bodywork is slim to enable the RM-Z450 rider to move freely in the cockpit, especially during spirited riding.
- Inspired by the advanced suspension from the GSX-R1000R Superbike, the RM-Z450 is fitted with a Showa® BFRC shock absorber.
- The BFRC uses a separate, external damping circuit that improves the responsiveness of damping force to deliver excellent traction and better absorption over bumps.
- The fully adjustable BFRC controls damping so well during minute suspension movements that ride comfort is increased at lower speeds, while performance is enhanced at higher speeds.
- The Showa® coil spring fork has large inner tubes and rod pipes for strength and durability.
- Springs in each fork leg combine with large, adjustable damping cylinders to deliver better response to the terrain and provide a strong feeling of control to the rider.
- Front suspension tuning and maintenance are balanced and easy: a great benefit during frequent riding.
- The strong Renthal® aluminum tapered handlebar has a straighter bend than prior models to help the rider maneuver the motorcycle.
- The lightweight upper fork bracket was developed to complement the Showa® coil spring front suspension and handlebars.
- The front brake uses a large 270mm, wave-style rotor with a twin piston caliper.
- The trim rear brake master cylinder hugs the frame beam to reduce dirt contamination and the chance of the rider's boot touching it while riding.
- To support the RM-Z450's strong engine, braking, and handling performance, the bike is fitted with racetrack-developed Bridgestone® Battlecross X30 tires.
- The wheels feature black anodized rims with a cross-section design that maintains strength while reducing un-sprung weight.
- See Suzuki's industry leading contingency programs at www.SuzukiCycles.com/Racing.

2026

ADVANCED ELECTRONICS

- Included with the 2026 RM-Z450 is Suzuki's MX-Tuner 2.0 that helps provide the ability to easily adjust the fuel injection and ignition system settings for improved race performance.
 - Using a smartphone application that wirelessly connects to the MX-Tuner's compact transceiver, fuel delivery and ignition timing can be quickly changed.
 - The MX-Tuner application can pre-program personalized settings into the ECM that can be activated by plugging in one of the supplied fuel couplers.
 - Racers and tuners can easily change settings to match performance-related updates.
 - The application can save multiple settings for different tracks or weather conditions, plus settings can be exchanged with other racers.
 - Real-time engine data and run-time information are accessible to help riders stay on top of bike maintenance.
- Suzuki's proven; easy-to-use fuel couplers are also included to simplify EFI tuning.
 - For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for a richer-than-stock and another for a leaner-than-stock fuel setting.
 - Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- The RM-Z450 features an evolved and efficient traction management system. The Electronic Control Module (ECM) continually measures throttle opening, engine speed, and gear position and then adjusts the ignition timing and fuel injector duration to fine-tune the engine output to help deliver the best traction for the riding conditions.
 - The RM-Z450's traction management system is different from a street bike traction control system because the needs of a motocrosser are different than a street bike. This system does not measure rear tire spin and offers constant adjustment that always helps maximize traction.
- The Suzuki Holeshoot Assist Control (S-HAC) is a selectable launch system derived from the factory race bike to help riders' takeoff from the starting gate for an early lead. There are three launch modes riders can choose for the best option for their skill level and the starting conditions. There are also three stages to Mode A and Mode B of the S-HAC system. This helps riders at the initial moment of launch, when crossing the gate, and through acceleration to full speed. The S-HAC settings for Mode A on the RM-Z450 are specially tuned to aid the rider's throttle control during launches.
 - **Mode A: For hard surfaces or slippery conditions at the starting gate.** In this mode, S-HAC alters ignition timing at the start of the launch and during the ride over the gate to reduce wheel slip to deliver a smooth takeoff. It also advances ignition timing during this sequence for stronger acceleration. After six seconds or when you reach fourth gear, the system shuts off and returns to normal ignition timing.
 - Benefit of Mode A: For novice riders, and/or hard and slippery traction conditions, use Mode A for a more controlled launch.
 - **Mode B: When conditions at the starting gate have better traction, and a more aggressive launch is desired.** S-HAC will advance the ignition timing to allow increased throttle response and stronger acceleration off the line. The ignition timing alteration is similar to Mode A, but with increased overall timing. The system will return the ignition to normal operation in three situations (whichever happens first): After six seconds, or when the bike reaches fourth gear, or when the throttle is closed. The system then shuts off and returns to normal ignition timing.
 - Benefit of Mode B: For skilled riders, and/or good starting conditions, use Mode B for a more aggressive launch.
 - **Base Mode: Standard power launch, no action required on the S-HAC switch.**
- Designed for motocross use, the lightweight, battery-less, electronic fuel injection system is key to the engine's efficient power delivery.

BODY

- Suzuki beak-inspired styling has a sharper front fender and radiator shrouds blending into side covers and an upswept tail, enhancing the impression of speed while reducing weight and easing service.
- The functional styling and the motorcycle's trim chassis permit a variety of comfortable rider positions.
- The seat base, inner fenders, and side covers were developed to reduce the amount of moisture and dirt reaching the air cleaner. This helps prevent debris from contaminating the air filter element.
- Made with a special density foam, the seat is well shaped and slim to help the rider maneuver the motorcycle. The seat has a large blue gripper panel that runs nose-to-tail on the cover.
- The Champion Yellow bodywork is enhanced with a graphics package that features distinctive striping and Suzuki logos.
- The plastic fuel tank weighs a half pound less than the prior generation's aluminum tank. Fuel capacity is 1.7 US gallons (6.3 L).

2026



ADDITIONAL

- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance.
- See Suzuki's industry leading contingency programs at www.SuzukiCycles.com/Racing.

RM-Z 450

SPECIFICATIONS

ENGINE

Engine:	449cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	96.0 mm x 62.1 mm (3.78 in. x 2.40 in.)
Compression Ratio:	12.5:1
Fuel System:	Fuel injection, 44mm throttle body
Starter:	Primary kickstarter with automatic decompressor
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID® 520DMA2K, 114 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped, adjustable damping force
Suspension, Rear:	BFRC-link type, coil spring, oil damped, adjustable spring preload, and damping force
Brake, Front:	Disc brake, single rotor
Brake, Rear:	Disc brake, single rotor
Tire, Front:	80/100-21 M/C 51M, tube type
Tire, Rear:	110/90-19 M/C 62M, tube type
Fuel Tank Capacity:	6.3 L (1.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plug:	NGK® DIMR8C10

DIMENSIONS

Overall Length:	2175 mm (85.6 in.)
Overall Width:	835 mm (32.9 in.)
Overall Height:	1260 mm (49.6 in.)
Wheelbase:	1480 mm (58.3 in.)
Ground Clearance:	330 mm (13.0 in.)
Seat Height:	960 mm (37.8 in.)
Curb Weight:	112 kg (247 lb.)

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DR-Z 50

DR-Z50



2026

OVERVIEW

The 2026 Suzuki DR-Z50 is ideal for young, beginning riders. The DR-Z50 wraps big bike looks around a platform developed to keep adults in control of the ride. This Suzuki-built minibike brings ease and convenience to riders just getting started on two wheels.

The 49cc four-stroke engine delivers smooth, controllable power and adults can adjust its power output so young riders can learn at a proper pace. With an automatic clutch, three-speed transmission, electric starting, and a low 22-inch seat height, the DR-Z50 helps build young rider confidence.

This motorcycle can be in the family for years, thanks to its rugged construction and sturdy 10-inch wheels; The DR-Z50 is the perfect way to get your whole family involved in motorcycling!



Champion Yellow No. 2

2026

**DR-Z 50**

KEY FEATURES

- Powered by a dependable 49cc, four-stroke engine, the DR-Z50 has plenty of torque to deliver the right level of performance for a younger rider. The engine's peak power can be controlled via the adjustable throttle limiter allowing adults to control engine output to suit the young rider's ability.
- Starting the DR-Z50 requires a simple push of the electric start button. Riders can also kickstart the bike, so a fun day of riding is always available. The DR-Z50 provides the security of a keyed ignition, so the engine cannot run unless an adult has switched it on.
- The RM-Z-inspired styling with bright yellow bodywork lets the rider enjoy a big bike look and appeal. The slightly forward-leaning riding position aids rider mobility, while the low 22-inch seat height puts entry-level riders at ease.
- The easy-to-use automatic clutch smoothly transmits power through the three-speed manual foot-shift transmission, so beginning riders learn key gear shifting techniques, while discovering the joy of riding.
- The DR-Z50 has a durable steel frame and swingarm designed to carry a wide range of riders and provide a dependable platform. The inverted front fork has a RM-Z-inspired design for smooth riding on a variety of terrain surfaces, with 3.8 inches of front wheel travel to absorb bumps.
- The DR-Z50 is designed for use by young riders and for off-road use only – not for use on public roads. The DR-Z50 is not recommended for very young and inexperienced riders. Adult supervision is required during operation. Single rider only—weight limit 40 kg (88 pounds).
- The DR-Z50 has a Suzuki six-month limited warranty, and longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP). A variety of Suzuki accessories for DR-Z50 families are available, including a wide selection of Suzuki logo apparel.

ENGINE

- Powered by a dependable 49cc, four-stroke engine, the DR-Z50 has plenty of torque to deliver the right level of performance for a younger rider.
- The DR-Z50's engine has a smooth power band with peak power that can be controlled via the adjustable throttle limiter allowing supervising adults to control engine output to suit the young rider's ability.
- Clean-burning four-stroke engine is EPA Emissions compliant.
- The 2026 DR-Z50 is eligible for California off-highway vehicle (OHV) registration.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.

DRIVELINE

- The easy-to-use automatic clutch smoothly transmits power through the three-speed manual foot-shift transmission, so beginning riders learn key gear shifting techniques, while discovering the joy of riding.

CHASSIS

- Inverted front fork has a RM-Z-inspired design to produce enjoyable riding on a variety of terrain surfaces, with 3.8 inches of front wheel travel to absorb bumps.
- Do not be fooled by the DR-Z50's light weight: It has a durable steel frame and swingarm designed to carry a wide range of riders and adjust to a variety of riding conditions.
- Stout stopping performance is provided by front and rear drum brakes. Adjustable front brake lever fits a variety of different-sized hands to help enhance young rider use.

ELECTRICAL

- Starting the DR-Z50 requires a simple push of the electric start button. Riders can also kickstart the bike, so a fun day of riding is always available.
- Adult supervision is essential, so young riders get off to a safe and fun start to motorcycling. The DR-Z50 provides the security of a keyed ignition, so the engine cannot run unless an adult has switched it on.

2026



DR-Z 50

BODY

- Aggressive RM-Z-inspired styling with bright yellow bodywork and complementary black, blue, and red graphics let the rider enjoy a big bike look and appeal.

- Low 22-inch seat height puts entry-level riders at ease. A slightly forward-leaning riding position allows for maximum rider mobility.

SAFETY INFORMATION

- The DR-Z50 is designed for use by young riders and for off-road use only, do not use on public roads. Single rider only—weight limit 40 kg (88 pounds).

- The DR-Z50 is not recommended for very young or inexperienced riders. Adult supervision is required during operation.
- Rider must always wear a helmet, eye protection, and protective clothing. Ride safely and be thoughtful of others.

2026



ADDITIONAL

- A variety of Genuine Suzuki Accessories for DR-Z50 families are available, including a wide selection of Suzuki logo apparel.
- Includes a Suzuki six-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

DR-Z 50

SPECIFICATIONS

ENGINE

Engine:	49cc, 4-stroke, air-cooled, single cylinder, OHC
Bore x Stroke:	39.0 mm x 41.8 mm (1.53 in. x 1.64 in.)
Compression Ratio:	9.7:1
Fuel System:	Mikuni® VM13, single carburetor
Starter:	Electric with back-up primary kickstarter
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Automatic clutch
Transmission:	3-speed constant mesh, manual foot-shift
Final Drive:	Chain, DID® 428DS, 78 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Drum brake
Brake, Rear:	Drum brake
Tire, Front:	2.50 - 10 33J, tube type
Tire, Rear:	2.50 - 10 33J, tube type
Fuel Tank Capacity:	3.0 L (0.8 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plugs:	NGK® CR7HSA or DENSO® U22FSR-U

DIMENSIONS

Overall Length:	1320 mm (52.0 in.)
Overall Width:	580 mm (22.8 in.)
Overall Height:	790 mm (31.1 in.)
Wheelbase:	935 mm (36.8 in.)
Ground Clearance:	135 mm (5.3 in.)
Seat Height:	560 mm (22.0 in.)
Curb Weight:	54 kg (119 lb.)

WARRANTY

Warranty:	6-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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DR-Z125L

DR-Z125L



OVERVIEW

Well suited for young and smaller stature riders the 2026 DR-Z125L can take on the dirt like a larger, more expensive bike. Large-diameter 19-inch front and 16-inch rear tires, as well as a front disc brake, deliver big bike performance to a size-appropriate motorcycle. The DR-Z125L is the perfect platform to build essential riding skills upon, thanks to a true manual clutch and a five-speed transmission.

Styled to mirror Suzuki's Championship-winning RM-Z models, this DR-Z brings sharp handling plus strong low-end and mid-range engine power. An off-road value, the DR-Z125L is an unassuming, easy to ride package packed with loads of fun.



Champion Yellow No. 2

2026



DR-Z 125L

KEY FEATURES

- Compact, 124cc, four-stroke, single cylinder, SOHC, air-cooled engine with a Mikuni® VM20SS carburetor provides strong low- to mid-range power delivery that can be easily managed.
- The DR-Z's clean-burning four-stroke engine is Environmental Protection Agency (EPA) Emissions compliant. The 2026 DR-Z125L is eligible for California Off-Road registration.
- The bright Suzuki Factory Championship Yellow bodywork design provide a seamless surface for easy maneuverability. The 32-inch seat height lets the bike fit a variety of riders.
- Easy-pull, manual clutch lever lets the rider control takeoffs and power delivery. Five-speed transmission with link-type, foot-operated gearshift system for precise operation.
- Lightweight, high-rigidity steel frame and rear beam-style swingarm and lightweight wheels with aluminum rims (19-inch front/16-inch rear) help reduce unsprung weight, contribute to agile handling, and smooth suspension performance.
- Precise digital CDI ignition system has an ignition-timing map tuned to optimize the engine's power characteristics.
- Each DR-Z125L has a Suzuki six-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP). A variety of Genuine Suzuki Accessories for DR-Z125L owners are available, including a wide selection of Suzuki logo apparel.

ENGINE

- Compact, 124cc, four-stroke, single cylinder, SOHC, air-cooled engine provides strong low- to mid-range power delivery that can be easily managed.
- Mikuni® VM20SS carburetor contributes to excellent throttle response.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinder is used for durability, weight reduction, and superior heat transfer.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.
- Clean-burning four-stroke engine is Environmental Protection Agency (EPA) Emissions compliant.
- The 2026 DR-Z125L is eligible for California Off-Road registration.

DRIVELINE

- Five-speed transmission with link-type, foot-operated gearshift system for precise operation and valuable feedback to the rider.
- Easy-pull, manual clutch lever lets the rider control takeoffs and power delivery.

CHASSIS

- Lightweight, high-rigidity steel pipe frame and rear beam-style swingarm are designed specifically to create a compact, mid-sized off-road machine.
- Lightweight aluminum rims (19-inch front/16-inch rear) help reduce unsprung weight, contribute to agile handling, and smooth suspension performance.
- Braking is provided by a lightweight front hydraulic disc brake and rear mechanical drum brake.
- Telescopic front forks and link-type rear suspension provide long wheel travel and smooth, progressive action that creates an enjoyable, comfortable ride.
- The rear shock absorber spring preload is fully adjustable for a wide range of riding conditions and rider weight.
- A lightweight plastic skid plate helps protect the bottom of the engine.

ELECTRICAL

- Precise digital CDI ignition system has an ignition-timing map tuned to optimize the engine's power characteristics.

BODY

- Bright Suzuki Factory Championship Yellow bodywork includes blue, black, and red race-inspired graphics.
- The seat and bodywork design provide a seamless surface for easy maneuverability.
- Appropriate 32-inch seat height lets the bike fit a variety of riders.



ADDITIONAL

- A variety of Genuine Suzuki Accessories for DR-Z125L owners are available, including a wide selection of Suzuki logo apparel.
- Includes a Suzuki six-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

DR-Z125L

SPECIFICATIONS

ENGINE

Engine:	124cc, 4-stroke, air-cooled, single cylinder, SOHC
Bore x Stroke:	57.0 mm x 48.8 mm (2.244 in. x 1.921 in.)
Compression Ratio:	9.5:1
Fuel System:	Mikuni® VM20SS, single carburetor
Starter:	Primary kickstarter

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID® 428HG, 130 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, coil spring, oil damped
Brake, Front:	Disc brake, single rotor
Brake, Rear:	Drum brake
Tire, Front:	70/100-19 M/C 42M, tube type
Tire, Rear:	90/100-16 M/C 52M, tube type
Fuel Tank Capacity:	4.8 L (1.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plugs:	NGK® DR8EA or DENSO® X24ESU

DIMENSIONS

Overall Length:	1885 mm (74.2 in.)
Overall Width:	770 mm (30.3 in.)
Overall Height:	1110 mm (43.7 in.)
Wheelbase:	1270 mm (50.0 in.)
Ground Clearance:	290 mm (11.4 in.)
Seat Height:	805 mm (32.0 in.)
Curb Weight:	89.0 kg (196 lb.)

WARRANTY

Warranty:	6-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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BURGMAN 400

BURGMAN 400



OVERVIEW

The 2026 Suzuki Burgman 400 brings unequaled styling, technology, and rider features that affirms its supremacy over its competitors. The Burgman's strong and responsive 400cc engine is coupled with a rider-selectable Traction Control* system offering the rider peace of mind and excellent road-holding ability in a variety of road conditions.

Riders and passengers will enjoy the spacious and comfortable ergonomics as the large-diameter 15-inch cast front wheel and 13-inch rear wheel provide excellent handling while enhancing the Burgman's visual appearance. Blending unmatched styling, engine, and chassis performance, along with confidence-inspiring rider aids, the Suzuki Burgman 400 continues as the premium scooter-of-choice for riders of all experience levels.



Metallic Reflective Blue

2026

**BURGMAN 400**

KEY FEATURES

- The Burgman 400's Metallic Reflective Blue bodywork is both slim and sporty, matching the scooter's agile personality. Spacious under-seat storage and two front compartments with a DC power outlet provide a variety of cargo carrying options.
- The polished, 400cc, liquid-cooled, four-stroke, DOHC, single cylinder, fuel-injected engine delivers balanced performance with strong low- to mid-range torque providing powerful acceleration up to its peak horsepower in the upper RPM range.
- The fully automatic CVT (Continuously Variable Transmission) provides smooth, linear power delivery for comfortable riding, whether commuting, or touring on the open road, or when riding with a passenger.
- The Burgman 400's telescopic front fork provides a generous 4.3 inches of wheel travel and the link-type, mono-shock rear suspension that delivers motorcycle-like handling with exceptional maneuverability.
- The Burgman's Traction Control* system reduces rear wheel slipping when taking off from a stop or when riding on slippery roads, while the standard Anti-lock Brake System (ABS)** monitors wheel speed to help match stopping power to available traction. The Easy Start system starts the engine quickly and easily with a momentary press of the starter button.
- The analog/LCD panel Instrument Cluster features an elegant yet functional design with an easy-to-read, analog speedometer and tachometer dials flanking a digital display with an odometer, dual trip meters, fuel gauge, average fuel consumption meter, ambient temperature indicator, and a clock.
- A variety of Genuine Suzuki Accessories for Burgman owners are available, including a top case, taller windscreen, and a wide selection of Suzuki logo apparel. A twelve-month limited warranty, with longer coverage periods with other benefits, are available through Suzuki Extended Protection (SEP).

ENGINE

- The polished, 400cc, liquid-cooled, four-stroke, DOHC, single cylinder, fuel-injected engine delivers balanced performance with strong low- to mid-range torque providing powerful acceleration up to its peak horsepower in the upper RPM range.
- The engine's DOHC four-valve configuration allows ideal positioning of the intake and exhaust valves for superior mechanical advantages and efficient fuel combustion. The benefits can be felt in smooth, instantly available acceleration.
- Carefully selected camshaft timing reduces valve overlap, further improving combustion efficiency, ensuring the Burgman 400 complies with worldwide emission standards.
- The Suzuki EFI system controls the Pulsed Secondary Air Injection (PAIR) system and receives O2 feedback from the catalyzer-equipped exhaust, boosting fuel efficiency and easily achieving emissions compliance.
- The exhaust system features a new muffler cover to reduce heat to the rider and passenger while enhancing appearance.
- The high-capacity air cleaner aids throttle response and boosts acceleration in stop-and-go traffic. Located under the seat, it has been designed to emit an exciting intake sound.
- The ten-hole fuel injector delivers a finer fuel spray that more effectively combines with intake air, helping improve fuel consumption and overall performance.
- The highly efficient engine employs Suzuki's Dual Spark technology where a pair of long-life iridium spark plugs fire at precise intervals optimizing combustion efficiency.
- Designed with strong computing power, the Engine Control Module (ECM) provides quick and smooth operation of the Traction Control* system, as well as the Easy Start and Automatic Idle Speed Control (ISC) systems.
- The Automatic Idle Speed Control (ISC) system always ensures proper engine idle speed, even after a cold engine start.
- The engine's tuning also increases the Burgman's fuel economy, taking further advantage of the scooter's low weight to extend the riding range of the generous 3.6-gallon fuel tank.

DRIVELINE

- The fully automatic CVT (Continuously Variable Transmission) provides smooth, linear power delivery for comfortable riding at any speed.
- The Burgman's reliable performance is always available, whether commuting, touring on the open road, or when riding with a passenger.

2026

CHASSIS

- The Burgman 400's frame is constructed from rigid, large-diameter, lightweight thin-wall tubes resulting in improved handling.
- The 41 mm telescopic front fork has a generous 4.3 inches of wheel travel complementing the link-type, mono-shock rear suspension to deliver motorcycle-like handling and exceptional maneuverability.
- A large 15-inch front wheel replaces the 14-inch wheel of the prior-generation scooter helping provide excellent stability and an enhanced visual appearance. The cast front wheel carries a pair of 260mm disc brake rotors while the 13-inch rear wheel has a 210mm hydraulic disc brake rotor, all ABS-equipped**.
- An easy-to-operate, T-handle parking brake lever is located on the dash near the ignition switch to prevent rear wheel movement when engaged.
- The ignition switch is fitted with a magnetic security cover that opens only with a correctly coded key.

BODY

- The Burgman 400's bodywork is both slim and sporty, matching the scooter's agile personality.
- The upswept windscreen has a trim appearance from every angle while delivering optimum wind protection and a clear view of the road.
- Abundant luggage space includes a 42-liter, under-seat storage compartment, large enough for two helmets, plus two front compartments for small personal items. Convenient switchable under-seat lights illuminate the entire storage area.
 - *Helmet sizes and shapes vary, so some helmets may not fit in the under-seat compartment.*
- The front bodywork contains two storage compartments: a 2.8-liter compartment on the left and a 3.5-liter compartment on the right with a convenient DC power outlet for charging electric devices.
- The plush, exquisitely sculpted two-up seat features a weather-resistant cover with a leather-like texture, enhancing the Burgman's look of luxury.
- The stepped dual seat has 3.1-inch (78.5 mm) thick padding for extra comfort. The seat's slim and wide profile further augments rider and passenger comfort.
- To increase comfort, especially on longer rides, the seat incorporates a rider's backrest that is adjustable by a half inch or a full-inch, fore-and-aft, at the press of a lever.
- The combination of the seat changes and floorboard position create an upright riding position that is comfortable and sporty.
- Cutaway footboards allow the rider to comfortably move and support the scooter at stops and starts.
- Fold-down rear footrests provide comfort, letting the passenger feel planted and relaxed, even during extended rides.
- A pair of ergonomically designed grab bars are mounted to the sides of the seat helping the passenger maintain a good, comfortable grip on the scooter.
- A security gate incorporated in the lower portion of the bodywork allows a chain lock to be passed through a body panel, then around the frame, and then around an immovable object

RIDER AID

- The Burgman's Traction Control* system reduces slipping when taking off from a stop with the throttle fully open and helps reduce wheel spin on slippery or uneven road surfaces to maintain efficient forward movement.
 - Whether riding across wet asphalt or cobblestone streets, traction control helps offer the rider peace of mind with excellent road-holding ability.
 - The system can be toggled on and off with a switch on the right handlebar.
 - A centrally located icon on the instrument cluster informs the rider that the traction control system is on.
 - A traction control (TC) LED icon on the speedometer illuminates at startup as a check symbol and flashes when the system averts rear wheel spin while riding.
- The standard Anti-lock Brake System (ABS)** monitors wheel speed and helps match stopping power to available traction.
 - The compact ABS control unit weighs 0.8 pounds (36 g) less than the unit used in the prior generation Burgman 400.
 - An Anti-lock Brake System (ABS) LED at the top of the instrument cluster illuminates at startup as a check symbol and will flash if the system is active.
- The Suzuki Easy Start System allows the Burgman to start quickly and easily with a momentary press of the starter button (the front brake must be applied for starter to function).

ELECTRICAL

- The Burgman's analog/LCD panel Instrument Cluster features an elegant, yet functional design.
 - Large, easy-to-read, analog speedometer and tachometer dials flank a digital display showing an odometer, dual trip meters, fuel gauge, average fuel consumption meter, ambient temperature indicator, and clock.
 - The centrally located LCD panel displays riding range and instant fuel consumption, making it easier for the rider to conserve fuel.
 - Eco Drive Indicator+ on the tachometer illuminates when the Burgman is ridden in a fuel-efficient manner and may help riders learn techniques to better conserve fuel.
 - An LED service indicator reminds the rider at a preset distance to perform regular maintenance.
 - An LED freeze indicator++ on the tachometer face alerts the rider that icy conditions may exist.
- The scooter's nose features sharply styled dual LED headlights with integrated LED position lights and turn signals mounted beneath. The clean and bright front end is instantly recognizable as a Suzuki Burgman.
- The Burgman's slim rear deck features independent LED rear-combination lamps with the turn signals at their tips. Its sharply sculpted design expresses elegance and agility.



ADDITIONAL

- Stylized Suzuki "S" 3D emblems on the front-leg shield and the upper meter panel reinforce the quality and sophistication of the brand.
- A variety of Suzuki Genuine Accessories for Burgman owners are available, including a top case, taller windscreen, and a wide selection of Suzuki logo apparel.
- 12-month 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.

+ The Eco Drive Indicator does not automatically improve fuel economy but may help riders refine their riding efficiency and improve fuel consumption.

++ The freeze indicator starts blinking when the ambient temperature falls below 37°F (3°C). It continues to blink for 30-seconds, then remains lit until the ambient temperature rises above 51°F (5°C).

BURGMAN 400

SPECIFICATIONS

ENGINE

Engine:	400cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	81.0 mm x 77.6 mm (3.189 x 3.055 in.)
Compression Ratio:	10.6:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Transmission:	CVT (automatic, centrifugal clutch)
Final Drive:	V-belt drive

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake / Trail:	25° / 101 mm (3.98 in.)
Brake, Front:	Disc brake, twin 260 mm, ABS-equipped
Brake, Rear:	Disc brake, single 210 mm, ABS-equipped
Tire, Front:	120/70-15M/C (56S), tubeless
Tire, Rear:	150/70-13M/C (64S), tubeless
Fuel Tank Capacity:	13.5 L (3.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK CR7EIA-9 or DENSO IU22D x 2
Headlight:	Dual LED (high- and low-beam, plus position lights)
Tail Light:	LED

DIMENSIONS

Overall Length:	2235 mm (88.0 in.)
Overall Width:	765 mm (30.1 in.)
Overall Height:	1350 mm (53.1 in.)
Wheelbase:	1580 mm (62.2 in.)
Ground Clearance:	125 mm (4.9 in.)
Seat Height:	755 mm (29.7 in.)
Curb Weight:	218 kg (481 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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GSX-8R



OVERVIEW

The Suzuki GSX-8R is an exciting fusion of sportbike appeal, performance, and riding pleasure that will appeal to a wide range of riders with varying levels of experience. Riding upon the engineering advances of the GSX-8S, the agile GSX-8R is designed to satisfy, whether riding around town or heading out for a sporty run through winding mountain roads on the weekend.

At the core is Suzuki's new-generation parallel-twin 776cc DOHC engine with a responsive chassis built around it, creating a stunning sportbike package. Every aspect of the 8R's design is geared toward delivering a satisfying experience to riders who desire more power than a smaller displacement sportbike can deliver, who aspire to ride a bike with the sharp styling of an elegant sportbike, and who desire a satisfying ride that is reassuring, reliable, and ready for action.

GSX-8R



Glass Blaze Orange



Metallic Triton Blue



Pearl Tech White

2026



KEY FEATURES

- The GSX-8R is an exciting, fully faired Suzuki sportbike styled by the artist's pen and refined by the wind tunnel. Propelled by Suzuki's new-generation 776cc parallel-twin engine, the 8R is fitted with a Showa® SFF-BP fork and matching rear shock for agile and sure handling that elevates this model to the pinnacle of the middleweight sportbike category.
- GSX-8R riders will enjoy exceptional ergonomics like well-placed foot pegs, a comfortable seat, and forged aluminum separate handlebars that place the rider in a sporty riding position. That mild, forward-leaning position is shielded from wind sounds and buffeting by the sleek fairing and wind tunnel-developed windscreen.
- The ABS-equipped** NISSIN® radial-mounted four-piston brake calipers grasp a pair of 310 mm front brake rotors. Dunlop® Roadsport 2 radial tires (120/70ZR17 at the front; 180/55ZR17 at the rear) are designed for the GSX-8R to deliver the right combination of agility and grip.
- The GSX-8R's 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. Suzuki's Clutch Assist System (SCAS) smooths shifting and engine braking while shifting has never been easier with the standard Bi-directional Quick Shift System.
- Another advantage the GSX-8R has over competitors is the Suzuki Intelligent Ride System (S.I.R.S.) suite of electronic rider aids that include a three-mode Suzuki Drive Mode Selector and the four-mode Advanced Traction Control System* plus the popular Easy Start & Low RPM Assist systems. It is easy to track the 8R's performance through its full-color five-inch TFT LCD instrument panel which has the best format in its class.
- Select from Suzuki's popular Metallic Triton Blue, or the new Pearl Tech White and Glass Blaze Orange paint schemes – each featuring the unique graphics and font motif introduced by the GSX-8S that connect this mid-size sportbike to Suzuki's legacy of performance.
- A variety of Suzuki Genuine Accessories are available for the GSX-8R, such as a solo seat cowl, billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, 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).

ENGINE

- The GSX-8R's 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 power delivery and distinctive exhaust rumble like the 90-degree V-twin engine used in other Suzuki models.
- The spaced nature of the engine's power pulses enhances traction and contributes to the strong power output at extremely low speeds, helping make the GSX-8R 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 specially configured Accelerator Position Sensor (APS) to provide an authentic response and feel to the rider's throttle operation.
- The GSX-8R has two ten-hole, long-nose, 49 PSI (343 kpa) high-pressure-feed fuel injectors that help maximize fuel atomization for better combustion efficiency and help lower fuel consumption.
- 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-8R's trim chassis.
- The GSX-8R 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 long-reach, 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 are designed to last longer than conventional spark plugs.

Continued...

ENGINE CONT.

- 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 helps stabilize combustion and helps to reduce exhaust emissions.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (similar to 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, enabling the rider to shift without clutch operation.
- The GSX-8R'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 helping keep 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 and a 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-8R'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.
 - 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 help riders maneuver the motorcycle and touch the ground at stops.
- Matched to the GSX-8R's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity aiding straight-line and cornering performance.
- Different than the components on the GSX-8S, the GSX-8R's front fork and single-shock rear suspension are tuned to maximize performance and comfort when riding on city streets or on twisty roads.
 - The Showa® SFF-BP (Separate Function Fork – Big Piston) inverted fork has 41 mm inner tubes with 5.1 inches (130 mm) of smooth travel helping deliver a comfortable ride.
 - The unique design of the SFF-BP fork eliminates the damping cartridge in one fork leg to hold an oil-bathed spring while increasing the size of the piston in the other leg, resulting in lighter overall weight with superb spring and damping characteristics.
 - The link-type rear suspension with a Showa® mono-shock is tuned for superb straight-line performance and cornering agility, even when carrying a passenger.
 - Rear wheel travel is 5.1 inches (130 mm).
 - The shock's cam-style spring preload adjuster is particularly useful when heading out to ride tandem or adding cargo.
- The GSX-8R 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.



CHASSIS CONT.

- Dunlop® 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-8R, helping provide 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 GSX-8R's chassis and suspension to help 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 help 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.
- The compact Anti-lock Brake System (ABS)** controller helps match the stopping force to the available traction.
- The GSX-8R features a 57.7 in. (1,465 mm) wheelbase that helps contribute to straight-line performance. Additionally, the chassis geometry is tuned to ensure nimble handling and cornering ability, while keeping the motorcycle compact.
- The GSX-8R has an upright, forward-leaning riding position that effectively distributes weight to the front and rear of the chassis while offering the rider comfort, particularly on long rides. The compact parallel-twin engine allows the rider's foot pegs to be set in an ideal position, creating a mild sport riding position between the separate handlebars, footrests, and seat.
- The GSX-8R is fitted with forged aluminum separate handlebars. The use of aluminum not only minimizes weight, but the pressure applied in the forging process helps create highly rigid components.
 - The lower, more forward placement of the separate handlebars helps the rider lean over the bars in a weight-forward riding position, helping make sporty rides more enjoyable.
 - In addition to increased comfort and a more upright posture, these changes help 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.
- The GSX-8R's fairing-mounted mirrors were designed and evaluated to enhance aerodynamic performance and wind protection. Their sharp design adds a sophisticated flair to the GSX-8R's modern, sporty style. Being fairing mounted, these mirrors are easier for the rider to visually acquire the mirror's face, helping the rider identify objects behind the motorcycle while helping reduce eye fatigue.
- 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 increase freedom of movement and is covered in material that provides positive grip.
 - The GSX-8R's seat height of 31.9 inches (810 mm) contributes to the sporty riding position and helps riders plant their feet on the ground when stopped.
 - Positioned higher so the passenger can see over the rider's shoulder, the rear seat shape matches the GSX-8R's 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 rugged, weather-resistant material providing a good balance between grip and smooth rider movement.
- The painted front fender features a bold upright strut that extends upward toward its leading edge. Adding strength and deflecting road debris from the inner fork tube, this strut also contributes to the GSX-8R'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 & BODY

- Suzuki designed the GSX-8R to be a modern interpretation of sportbike styling that is compelling enough to set a trend for an exciting new generation of motorcycles ready to carry the Suzuki brand into the future.
 - The full fairing is a significant element of the GSX-8R's appearance and is a departure from the modest cowl and radiator shrouds of the sibling GSX-8S.
- Using a "Visual Structure" styling concept, the designers exposed the GSX-8R's functional parts and painted them to focus on the visceral appeal of select structural elements and to highlight the mechanical beauty of the motorcycle.
 - Highlights include details such as the separate handlebars, the painted seat rails and aluminum wheels, the short muffler design, and the slim rear fender.
- Another styling concept of the GSX-8R is "Icon". The designers respected Suzuki's iconic GSX-R series design and 35-year heritage of the series, while working to create a thoroughly modern interpretation. One example of the tribute to the GSX-R's iconic styling is the front fairing design.
- The GSX-8R's front fairing functionally directs the flow of air from the nose of the cowl and then out the sides. This helps reduce turbulence and contributes to a smoother riding experience.
 - Though related to the GSX-R series in terms of design DNA, the GSX-8R has a fresh and unique appearance foreshadowing the future of Suzuki sportbike design.
- The windscreen for the GSX-8R was developed after extensive wind-tunnel testing to help reduce rider fatigue on long rides by reducing wind sounds and buffeting.
- As sleek and muscular as the GSX-8R's fairing design is, it is also quite functional and incorporates street-going components
 - The fairing contains a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology to illuminate the road ahead.
 - Supplied by Koito®, the independent, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
 - Adding to the visibility of the motorcycle is a thin, compact LED position light above the headlights where its bright light adds to the unique appearance of Suzuki's newest sportbike.
- Other elements of the GSX-8R stylish bodywork include the full fairing being complimented 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-8R is available with a trio of body color choices:
 - Metallic Triton Blue (YSF): This popular sparkling blue with silver logos, accents, and wheels presents a stately, historic look upon this Suzuki sportbike.
 - New for the 2026 GSX-8R is a Pearl Tech White (QU2) colorway. Bright white bodywork with blue and black graphics presents a premium look. The blue wheels and exposed silver sub-frame help this 8R look light and quick.
 - Also new to the 2026 GSX-8R is a Glass Blaze Orange (QRE) paint scheme that is sure to be a popular choice. The silver subframe and controls contrast well with the black wheels and trim bodywork.
- The GSX-8R displays the same modern graphic and font motif as the GSX-8S. This connects this sportbike to Suzuki's legacy of performance but further emphasizes the "8R" moniker which resembles the endless loop of the infinity symbol.
- Styling details extend to the engine as the clutch cover and magneto cover have dark-gray finishes that complement the GSX-8R's body colors, while the SUZUKI name on the cover is in a contrasting, machined silver to bring attention to this modern engine.

2026

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

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) help GSX-8R riders optimize performance characteristics to best suit their riding style, their level of experience, and riding conditions. This helps make the GSX-8R sportbike more predictable, and enjoyable on a spirited ride or commuting, and it always helps add up to a more exciting, confident, and fun riding experience.
- The GSX-8R'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).
 - 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-8R'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 color TFT instrument panel.
- **Suzuki Traction Control System (STCS)***
 - The four-mode STCS on the GSX-8R 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 helping 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-8R'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-8R 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-8R'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. At any air or engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so 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 when riding at low speeds, helping 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-8R uses an interconnected information network instead of a conventional wiring harness.
- Because it requires fewer wires, this CAN bus wiring lets the GSX-8R 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.
- 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-8R.

ELECTRICAL

- The GSX-8R instrument panel uses a full-color, five-inch TFT LCD screen. This high-quality instrument panel is set into the inner fairing above the separate 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 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 right portion 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.

Continued...

ELECTRICAL CONT.

- 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 were designed for intuitive operation (to help the rider 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 is 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 nose of GSX-8R's fairing houses a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology.
 - Supplied by Koito®, the independent, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to illuminate the road.
- Adding to the visibility of the motorcycle is a thin, compact LED position light above the headlights where its bright light adds to the unique appearance of Suzuki's newest sportbike.
- The GSX-8R's front LED turn signals are mounted in thin, arrow-shaped housings, extending outward from the middle portion of the fairing. 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-8R's sharp, sportbike styling while improving both visibility and durability.



ADDITIONAL

- A variety of Suzuki Genuine Accessories are available for the GSX-8R, such as a solo seat cowl, billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, plus a selection of Suzuki logo apparel.
- The GSX-8R includes a 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 118L

CHASSIS

Suspension, Front:	SHOWA® inverted telescopic, coil spring, oil damped
Suspension, Rear:	SHOWA® link type, single shock, coil spring, oil damped
Rake / Trail:	25° / 104 mm (4.1 in.)
Brake, Front:	NISSIN®, radially mounted 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:	770 mm (30.3 in.)
Overall Height:	1135 mm (44.7 in.)
Wheelbase:	1465 mm (57.7 in.)
Ground Clearance:	145 mm (5.7 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	205 kg (452 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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GSX-8R



OVERVIEW

The Suzuki GSX-8R is an exciting fusion of sportbike appeal, performance, and riding pleasure that will appeal to a wide range of riders with varying levels of experience. Riding upon the engineering advances of the GSX-8S, the agile GSX-8R is designed to satisfy, whether riding around town or heading out for a sporty run through winding mountain roads on the weekend.

At the core is Suzuki's new-generation parallel-twin 776cc DOHC engine with a responsive chassis built around it, creating a stunning sportbike package. Every aspect of the 8R's design is geared toward delivering a satisfying experience to riders who desire more power than a smaller displacement sportbike can deliver, who aspire to ride a bike with the sharp styling of an elegant sportbike, and who desire a satisfying ride that is reassuring, reliable, and ready for action.



Glass Blaze Orange



Metallic Triton Blue



Pearl Tech White



KEY FEATURES

- The GSX-8R is an exciting, fully faired Suzuki sportbike styled by the artist's pen and refined by the wind tunnel. Propelled by Suzuki's new-generation 776cc parallel-twin engine, the 8R is fitted with a Showa® SFF-BP fork and matching rear shock for agile and sure handling that elevates this model to the pinnacle of the middleweight sportbike category.
- GSX-8R riders will enjoy exceptional ergonomics like well-placed foot pegs, a comfortable seat, and forged aluminum separate handlebars that place the rider in a sporty riding position. That mild, forward-leaning position is shielded from wind sounds and buffeting by the sleek fairing and wind tunnel-developed windscreen.
- The ABS-equipped** NISSIN® radial-mounted four-piston brake calipers grasp a pair of 310 mm front brake rotors. Dunlop® Roadsport 2 radial tires (120/70ZR17 at the front; 180/55ZR17 at the rear) are designed for the GSX-8R to deliver the right combination of agility and grip.
- The GSX-8R's 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. Suzuki's Clutch Assist System (SCAS) smooths shifting and engine braking while shifting has never been easier with the standard Bi-directional Quick Shift System.
- Another advantage the GSX-8R has over competitors is the Suzuki Intelligent Ride System (S.I.R.S.) suite of electronic rider aids that include a three-mode Suzuki Drive Mode Selector and the four-mode Advanced Traction Control System* plus the popular Easy Start & Low RPM Assist systems. It is easy to track the 8R's performance through its full-color five-inch TFT LCD instrument panel which has the best format in its class.
- Select from Suzuki's popular Metallic Triton Blue, or the new Pearl Tech White and Glass Blaze Orange paint schemes – each featuring the unique graphics and font motif introduced by the GSX-8S that connect this mid-size sportbike to Suzuki's legacy of performance.
- A variety of Suzuki Genuine Accessories are available for the GSX-8R, such as a solo seat cowl, billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, 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).

ENGINE

- The GSX-8R's 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 power delivery and distinctive exhaust rumble like the 90-degree V-twin engine used in other Suzuki models.
- The spaced nature of the engine's power pulses enhances traction and contributes to the strong power output at extremely low speeds, helping make the GSX-8R 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 specially configured Accelerator Position Sensor (APS) to provide an authentic response and feel to the rider's throttle operation.
- The GSX-8R has two ten-hole, long-nose, 49 PSI (343 kpa) high-pressure-feed fuel injectors that help maximize fuel atomization for better combustion efficiency and help lower fuel consumption.
- 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-8R's trim chassis.
- The GSX-8R 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 long-reach, 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 are designed to last longer than conventional spark plugs.

Continued...

ENGINE CONT.

- 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 helps stabilize combustion and helps to reduce exhaust emissions.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (similar to 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, enabling the rider to shift without clutch operation.
- The GSX-8R'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 helping keep 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 and a 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-8R'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.
 - 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 help riders maneuver the motorcycle and touch the ground at stops.
- Matched to the GSX-8R's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity aiding straight-line and cornering performance.
- Different than the components on the GSX-8S, the GSX-8R's front fork and single-shock rear suspension are tuned to maximize performance and comfort when riding on city streets or on twisty roads.
 - The Showa® SFF-BP (Separate Function Fork – Big Piston) inverted fork has 41 mm inner tubes with 5.1 inches (130 mm) of smooth travel helping deliver a comfortable ride.
 - The unique design of the SFF-BP fork eliminates the damping cartridge in one fork leg to hold an oil-bathed spring while increasing the size of the piston in the other leg, resulting in lighter overall weight with superb spring and damping characteristics.
 - The link-type rear suspension with a Showa® mono-shock is tuned for superb straight-line performance and cornering agility, even when carrying a passenger.
 - Rear wheel travel is 5.1 inches (130 mm).
 - The shock's cam-style spring preload adjuster is particularly useful when heading out to ride tandem or adding cargo.
- The GSX-8R 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.



CHASSIS CONT.

- Dunlop® 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-8R, helping provide great grip in dry or wet conditions, faster warm-up, and long tread life.
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- The front brakes are complemented by a 240 mm stainless-steel rear disc brake with a NISSIN® single-piston caliper.
- The compact Anti-lock Brake System (ABS)** controller helps match the stopping force to the available traction.
- The GSX-8R features a 57.7 in. (1,465 mm) wheelbase that helps contribute to straight-line performance. Additionally, the chassis geometry is tuned to ensure nimble handling and cornering ability, while keeping the motorcycle compact.
- The GSX-8R has an upright, forward-leaning riding position that effectively distributes weight to the front and rear of the chassis while offering the rider comfort, particularly on long rides. The compact parallel-twin engine allows the rider's foot pegs to be set in an ideal position, creating a mild sport riding position between the separate handlebars, footrests, and seat.
- The GSX-8R is fitted with forged aluminum separate handlebars. The use of aluminum not only minimizes weight, but the pressure applied in the forging process helps create highly rigid components.
 - The lower, more forward placement of the separate handlebars helps the rider lean over the bars in a weight-forward riding position, helping make sporty rides more enjoyable.
 - In addition to increased comfort and a more upright posture, these changes help 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.
- The GSX-8R's fairing-mounted mirrors were designed and evaluated to enhance aerodynamic performance and wind protection. Their sharp design adds a sophisticated flair to the GSX-8R's modern, sporty style. Being fairing mounted, these mirrors are easier for the rider to visually acquire the mirror's face, helping the rider identify objects behind the motorcycle while helping reduce eye fatigue.
- 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 increase freedom of movement and is covered in material that provides positive grip.
 - The GSX-8R's seat height of 31.9 inches (810 mm) contributes to the sporty riding position and helps riders plant their feet on the ground when stopped.
 - Positioned higher so the passenger can see over the rider's shoulder, the rear seat shape matches the GSX-8R's 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 rugged, weather-resistant material providing a good balance between grip and smooth rider movement.
- The painted front fender features a bold upright strut that extends upward toward its leading edge. Adding strength and deflecting road debris from the inner fork tube, this strut also contributes to the GSX-8R'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 & BODY

- Suzuki designed the GSX-8R to be a modern interpretation of sportbike styling that is compelling enough to set a trend for an exciting new generation of motorcycles ready to carry the Suzuki brand into the future.
 - The full fairing is a significant element of the GSX-8R's appearance and is a departure from the modest cowl and radiator shrouds of the sibling GSX-8S.
- Using a "Visual Structure" styling concept, the designers exposed the GSX-8R's functional parts and painted them to focus on the visceral appeal of select structural elements and to highlight the mechanical beauty of the motorcycle.
 - Highlights include details such as the separate handlebars, the painted seat rails and aluminum wheels, the short muffler design, and the slim rear fender.
- Another styling concept of the GSX-8R is "Icon". The designers respected Suzuki's iconic GSX-R series design and 35-year heritage of the series, while working to create a thoroughly modern interpretation. One example of the tribute to the GSX-R's iconic styling is the front fairing design.
- The GSX-8R's front fairing functionally directs the flow of air from the nose of the cowl and then out the sides. This helps reduce turbulence and contributes to a smoother riding experience.
 - Though related to the GSX-R series in terms of design DNA, the GSX-8R has a fresh and unique appearance foreshadowing the future of Suzuki sportbike design.
- The windscreen for the GSX-8R was developed after extensive wind-tunnel testing to help reduce rider fatigue on long rides by reducing wind sounds and buffeting.
- As sleek and muscular as the GSX-8R's fairing design is, it is also quite functional and incorporates street-going components
 - The fairing contains a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology to illuminate the road ahead.
 - Supplied by Koito®, the independent, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
 - Adding to the visibility of the motorcycle is a thin, compact LED position light above the headlights where its bright light adds to the unique appearance of Suzuki's newest sportbike.
- Other elements of the GSX-8R stylish bodywork include the full fairing being complimented 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-8R is available with a trio of body color choices:
 - Metallic Triton Blue (YSF): This popular sparkling blue with silver logos, accents, and wheels presents a stately, historic look upon this Suzuki sportbike.
 - New for the 2026 GSX-8R is a Pearl Tech White (QU2) colorway. Bright white bodywork with blue and black graphics presents a premium look. The blue wheels and exposed silver sub-frame help this 8R look light and quick.
 - Also new to the 2026 GSX-8R is a Glass Blaze Orange (QRE) paint scheme that is sure to be a popular choice. The silver subframe and controls contrast well with the black wheels and trim bodywork.
- The GSX-8R displays the same modern graphic and font motif as the GSX-8S. This connects this sportbike to Suzuki's legacy of performance but further emphasizes the "8R" moniker which resembles the endless loop of the infinity symbol.
- Styling details extend to the engine as the clutch cover and magneto cover have dark-gray finishes that complement the GSX-8R's body colors, while the SUZUKI name on the cover is in a contrasting, machined silver to bring attention to this modern engine.

2026

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

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) help GSX-8R riders optimize performance characteristics to best suit their riding style, their level of experience, and riding conditions. This helps make the GSX-8R sportbike more predictable, and enjoyable on a spirited ride or commuting, and it always helps add up to a more exciting, confident, and fun riding experience.
- The GSX-8R'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).
 - 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-8R'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 color TFT instrument panel.
- **Suzuki Traction Control System (STCS)***
 - The four-mode STCS on the GSX-8R 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 helping 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-8R'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-8R 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-8R'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. At any air or engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so 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 when riding at low speeds, helping 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-8R uses an interconnected information network instead of a conventional wiring harness.
- Because it requires fewer wires, this CAN bus wiring lets the GSX-8R 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.
- 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-8R.

ELECTRICAL

- The GSX-8R instrument panel uses a full-color, five-inch TFT LCD screen. This high-quality instrument panel is set into the inner fairing above the separate 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 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 right portion 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.

Continued...

ELECTRICAL CONT.

- 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 were designed for intuitive operation (to help the rider 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 is 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 nose of GSX-8R's fairing houses a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology.
 - Supplied by Koito®, the independent, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to illuminate the road.
- Adding to the visibility of the motorcycle is a thin, compact LED position light above the headlights where its bright light adds to the unique appearance of Suzuki's newest sportbike.
- The GSX-8R's front LED turn signals are mounted in thin, arrow-shaped housings, extending outward from the middle portion of the fairing. 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-8R's sharp, sportbike styling while improving both visibility and durability.



ADDITIONAL

- A variety of Suzuki Genuine Accessories are available for the GSX-8R, such as a solo seat cowl, billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, plus a selection of Suzuki logo apparel.
- The GSX-8R includes a 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 118L

CHASSIS

Suspension, Front:	SHOWA® inverted telescopic, coil spring, oil damped
Suspension, Rear:	SHOWA® link type, single shock, coil spring, oil damped
Rake / Trail:	25° / 104 mm (4.1 in.)
Brake, Front:	NISSIN®, radially mounted 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:	770 mm (30.3 in.)
Overall Height:	1135 mm (44.7 in.)
Wheelbase:	1465 mm (57.7 in.)
Ground Clearance:	145 mm (5.7 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	205 kg (452 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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GSX-R600



OVERVIEW

The 2026 GSX-R600 continues Suzuki's tradition of blending race-winning capability with impeccable street manners. The GSX-R600's compact, powerful, four-cylinder engine promptly reacts when the rider twists the throttle, while its supremely refined suspension and brakes provide precise, responsive handling. Superb ergonomics boosts control and comfort while the iconic GSX-R bodywork looks great under any of the three available paint schemes.

The GSX-R600's race-ready look is not manufactured; it is the true byproduct of decades of production road racing dominance that continues to this day. For a rider considering a mid-size supersport bike at home on the track or the street, there is only one choice: the Suzuki GSX-R600.



Pearl Vigor Blue /
Metallic Matte Sword Silver



Candy Daring Red /
Metallic Matte Black No.2

2026



GSX-R 600

KEY FEATURES

- Two new eye-catching paint and graphics packages are available for the 2026 GSX-R600: a Candy Daring Red / Metallic Matte Black No.2 scheme plus a Pearl Vigor Blue / Metallic Matte Sword Silver combination.
- Developed through successful racing, slim and lightweight bodywork creates an exciting, aerodynamic style that works exceptionally well at speed. The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- The GSX-R600's compact, fuel-injected 599cc, four-cylinder engine with a race-proven over-square bore/stroke ratio produces remarkably strong high rpm power delivery.
- A race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry while the close-ratio six-speed transmission has Suzuki's legendary smooth and precise shifting characteristics that pay dividends on the street or racetrack.
- The twin-spar aluminum frame effectively connects the steering head with the swingarm pivot portion of the chassis in a way that balances light weight and strength. The Showa® Big Piston Front Fork (BPF) and remote reservoir rear shock absorber are adjustable to deliver exceptional handling.
- Suzuki Drive Mode Selector (S-DMS) offers push-button selection of two racing-developed engine control maps to suit road or track conditions and personal tastes. The compact, lightweight instrument cluster is track day-ready with a built-in lap timer/stopwatch and programmable shift light. The distinctive multi-reflector headlight with vertically stacked high- and low-beam halogen bulbs is centered between position lights.
- The passenger seat can be replaced with an optional color-matched solo tail cowl (available from your Suzuki dealer). See your dealer about the wide range of Suzuki Genuine Accessories that are available for the GSX-R. The GSX-R600 has a 12-month unlimited mileage limited warranty, and longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The compact, 599cc, four-cylinder engine with a race-proven over-square bore/stroke ratio produces remarkably strong high rpm power delivery.
- The energy-efficient engine employs forged pistons, shot-peened connecting rods, chrome-nitride-coated upper compression and oil control rings, and pentagonal ventilation holes that reduce frictional and mechanical losses.
- Lightweight and durable forged pistons were designed using the same Finite Element Method (FEM) and fatigue analysis technology used for the Suzuki MotoGP racing engines.
- Camshafts with aggressive valve-lift profiles use proven MotoGP racing engine technology – the first time this method has been applied to a production Suzuki.
- Lightweight titanium alloy valves are controlled by single-coil valve springs to reduce valve train mass, reducing mechanical losses at high rpm.
- Suzuki Dual Throttle Valve (SDTV) fuel injection uses eight fine-spray eight-hole injectors for improved fuel atomization, which contributes to more complete combustion.
- The four-into-one stainless steel exhaust system use a titanium muffler fitted with a Suzuki Exhaust Tuning (SET) valve that maximizes torque and improves throttle response, especially in the low- to mid-rpm range.
- An Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- Advanced, MotoGP-developed transistorized ignition control programming helps maintain more precise spark timing across the ranges of engine speed and temperature.

DRIVELINE

- The close-ratio six-speed transmission features a taller first-gear ratio and shorter ratios for second, third, fourth, and sixth gears, making it easier for a racer to get a good start while improving straight-line acceleration and drive out of corners.
- A race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry.

2026



GSX-R 600

CHASSIS

- The lightweight and compact twin-spar aluminum alloy frame is constructed of five cast sections producing an optimum balance of light weight and strength.
- The frame is mated with a cast aluminum swingarm and multi-piece rear sub-frame that are ready for racetrack use.
- A race-developed, lightweight Showa® Big Piston Front Fork (BPF) delivers superb feedback and consistent performance.
- The single Showa® rear shock absorber features externally adjustable rebound and compression damping, along with adjustable ride height.
- An electronically controlled steering damper provides lighter steering at slower speeds with more damping force for higher racetrack and highway speeds.
- Front brakes with fully floating 310 mm discs are grasped by radial-mount, four-piston Brembo® Monobloc calipers.
- Three-spoke cast aluminum alloy wheels are shod with lightweight, high-grip front and rear tires for sharp handling.

ELECTRONIC RIDER AIDS

- The Suzuki Drive Mode Selector (S-DMS) offers push-button selection of two racing-developed engine control maps to suit road or track conditions and personal tastes.

ELECTRICAL

- The compact, lightweight instrument cluster with a built-in lap timer/stopwatch and programmable engine rpm indicators alert the rider to certain shift points.
- The instrument cluster also includes an analog tachometer and LCD readouts that show speed, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, S-DMS, and gear position indicators.
- A distinctive multi-reflector headlight with vertically stacked high- and low-beam halogen bulbs is centered between position lights on each side.
- The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- Bright, durable LED taillight, with a clear lens.

BODY

- Trim, simple, and lightweight bodywork creates an exciting, aerodynamic style that works exceptionally well at speed.
- The attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover.
- Three-way adjustable footpegs, an adjustable shift lever, and short fuel tank length help compose a comfortable riding position permitting the rider movement required for performance riding.
- Two new eye-catching paint and graphics packages are available for the 2026 GSX-R600: a Candy Daring Red / Metallic Matte Black No.2 scheme with red wheels plus a Pearl Vigor Blue / Metallic Matte Sword Silver combination rolling on blue wheels.

2026



ADDITIONAL

- A Suzuki logo on the fuel tank and a 3-D emblem on the fork's upper bracket denote the quality, sophistication, and performance legacy of the brand.
- An optional single-seat tail cowl can replace the passenger seat for an even more aggressive look or for use on solo rides or track days.
- A variety of Genuine Suzuki Accessories for GSX-R owners are available, including a wide selection of Suzuki logo apparel.
- 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

GSX-R 600

SPECIFICATIONS

ENGINE

Engine:	599cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	67.0 mm x 42.5 mm (2.638 in. x 1.673 in.)
Compression Ratio:	12.9:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK®525SM028, 114 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo®, 4-piston, twin disc
Brake, Rear:	Nissin®, 1-piston, single disc
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	17.0 L (4.5 US gal.) 16.0 L (4.2 US gal.) CA model

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK® CR9EIA-9 or DENSO® IU27D
Headlight:	12V 65W (H9 high-beam) and 12V 55W (H7 low-beam)
Tail Light:	LED

DIMENSIONS

Overall Length:	2030 mm (79.9 in.)
Overall Width:	710 mm (28.0 in.)
Overall Height:	1135 mm (44.7 in.)
Wheelbase:	1385 mm (54.5 in.)
Ground Clearance:	130 mm (5.1 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	187 kg (412 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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GSX-R750



OVERVIEW

The 2026 GSX-R750 continues Suzuki's tradition of constructing supersport bikes powered by a strong engine carried in a lightweight and nimble chassis. On the road or on the track, the GSX-R750 delivers a breathtaking combination of outstanding engine performance, crisp handling, compact size, and light weight. Its secret is an unequalled pairing of 750cc performance with the lightweight, compact chassis of a 600cc supersport, complemented by technologically advanced suspension front and rear.

The GSX-R750 is a modern representative of Suzuki's championship-winning heritage, still winning races and delivering an exciting street riding experience riders will enjoy each time they twist the throttle.

GSX-R750



Candy Daring Red /
Metallic Matte Black No.2



Pearl Vigor Blue /
Metallic Matte Sword Silver

2026



GSX-R750

KEY FEATURES

- Two new eye-catching paint and graphics packages are available for the 2026 GSX-R750: a Candy Daring Red / Metallic Matte Black No.2 scheme plus a Pearl Vigor Blue / Metallic Matte Sword Silver combination.
- The GSX-R750's trim, simple, and lightweight bodywork creates an exciting, aerodynamic style that truly works exceptionally well at speed. The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- The GSX-R750's fuel-injected, 750cc, four-cylinder engine powers a balanced sportbike experience. This engine pulls strong off the bottom like a larger-displacement powerplant while building revs like a smaller mill – it is the best of both worlds.
- A race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry while the close-ratio six-speed transmission features a taller first-gear ratio and shorter ratios for second, third, fourth, and sixth gear, making it easier on the track to get a good start while improving straight-line acceleration and drive out of corners.
- The twin-spar aluminum frame effectively connects the steering head with the swingarm pivot portion of the chassis in a way that balances light weight and strength. The Showa® Big Piston Front Fork (BPF) and remote reservoir rear shock absorber are adjustable to deliver exceptional handling.
- Suzuki Drive Mode Selector (S-DMS) offers push-button selection of two racing-developed engine control maps to suit road or track conditions and personal tastes. The compact, lightweight instrument cluster is track day-ready with a built-in lap timer/stopwatch and a programmable shift light. The distinctive multi-reflector headlight with vertically stacked high- and low-beam halogen bulbs is centered between position lights on each side.
- The passenger seat can be replaced with an optional color-matched solo tail cowl (available from your Suzuki dealer). See your dealer about the wide range of Suzuki Genuine Accessories that are available for the GSX-R. The GSX-R750 has a 12-month unlimited mileage limited warranty, and longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The compact, 750cc, four-cylinder engine with a race-proven over-square bore/stroke ratio produces remarkably strong high rpm power delivery.
- The energy-efficient engine employs forged pistons, shot-peened connecting rods, chrome-nitride-coated upper compression and oil control rings, and pentagonal ventilation holes to reduce frictional and mechanical losses.
- Lightweight titanium alloy valves are controlled by single-coil valve springs reducing valve-train mass and mechanical losses at high rpm.
- Suzuki Dual Throttle Valve (SDTV) fuel injection uses eight fine-spray eight-hole injectors for improved fuel atomization, which helps contribute to more complete combustion.
- The four-into-one stainless steel exhaust system uses a titanium muffler fitted with a Suzuki Exhaust Tuning (SET) valve that maximizes torque and improves throttle response, especially in the low- to mid-rpm range.
- An Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- Advanced MotoGP-developed transistorized ignition control programming helps maintain more precise spark timing across the ranges of engine speed and temperature.

DRIVELINE

- The close-ratio six-speed transmission features a taller first-gear ratio and shorter ratios for second, third, fourth, and sixth gear, making it easier on the track to get a good start while improving straight-line acceleration and drive out of corners.
- A race-proven, back-torque-limiting clutch contributes to smoother downshifting and corner entry.

2026



GSX-R750

CHASSIS

- The lightweight and compact twin-spar aluminum alloy frame is constructed of five cast sections producing an optimum balance of light weight and strength.
- The frame is mated with a cast aluminum swingarm and multi-piece rear sub-frame that are ready for racetrack use.
- Race-developed, lightweight Showa® Big Piston Front Fork (BPF) delivers superb feedback and consistent performance.
- Single Showa® rear shock absorber features externally adjustable rebound and compression damping, along with adjustable ride height.
- An electronically controlled steering damper provides lighter steering at lower speeds while providing more damping force at the racetrack and at highway speeds.
- Front brakes with fully floating 310mm discs are grasped by radial-mount, four-piston Brembo® Monobloc calipers.
- Three-spoke cast aluminum alloy wheels are shod with lightweight, high-grip front and rear tires for sharp handling.
- The wheel rims have pinstripes punctuated by "R" logos highlighting the bike's identity.

ELECTRONIC RIDER AIDS

- The Suzuki Drive Mode Selector (S-DMS) lets the rider adjust the engine's power delivery to suit the riding conditions.

ELECTRICAL

- A compact, lightweight instrument cluster with a built-in lap timer/stopwatch and programmable engine rpm indicators alert the rider to certain shift points.
- The instrument cluster also includes an analog tachometer and LCD readouts that show speed, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, S-DMS, and gear position indicators.
- The GSX-R750's distinctive multi-reflector headlight uses vertically stacked high- and low-beam halogen bulbs and is centered between position lights on each side.
- The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- Bright, durable LED taillight, with a clear lens.

BODY

- Trim, simple, and lightweight bodywork creates an exciting, aerodynamic style that works exceptionally well at speed.
- Three-way adjustable foot pegs, adjustable shift lever, and short fuel tank length help compose a comfortable riding position permitting the rider movement required for performance riding.
- The attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover.
- Two new eye-catching paint and graphics packages are available for the 2026 GSX-R750: a Candy Daring Red / Metallic Matte Black No.2 scheme with red wheels plus a Pearl Vigor Blue / Metallic Matte Sword Silver combination rolling on blue wheels.

2026



ADDITIONAL

- Stylized Suzuki logos and emblems on the fuel tank and the fork's upper bracket denote the quality, sophistication, and performance legacy of the brand.
- An optional single-seat tail cowl can replace the passenger seat for an even more aggressive look or for use on solo rides or track days.
- A variety of Genuine Suzuki Accessories for GSX-R owners are available, including a large selection of Suzuki logo apparel.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

GSX-R750

SPECIFICATIONS

ENGINE

Engine:	750cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	70.0 mm x 48.7 mm (2.756 in. x 1.917 in.)
Compression Ratio:	12.5:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK®525R0Z5Y, 116 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo®, 4-piston, twin disc
Brake, Rear:	Nissin®, 1-piston, single disc
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	17.0 L (4.5 US gal.) 16.0 L (4.2 US gal.) CA model

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK® CR9EIA-9 or DENSO® IU27D
Headlight:	12V 65W (H9 high-beam) and 12V 55W (H7 low-beam)
Tail Light:	LED

DIMENSIONS

Overall Length:	2030 mm (79.9 in.)
Overall Width:	710 mm (28.0 in.)
Overall Height:	1135 mm (44.7 in.)
Wheelbase:	1390 mm (54.7 in.)
Ground Clearance:	130 mm (5.1 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	190 kg (419 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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GSX-8S

GSX-8S



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).

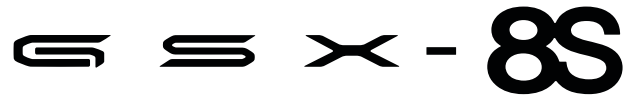
TRANSMISSION, CLUTCH & DRIVELINE

- 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.

Continued...



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 cowl 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 cowl.
 - 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.

2026

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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SV650/A

SV650 ABS



OVERVIEW

Another iconic Suzuki sportbike arrived in 1999 when the first SV650 was introduced. Since then, this extraordinary motorcycle has seen continual improvements while still embodying the sporty personality that only a lively, mid-sized V-twin roadster can deliver. The 2026 SV650 ABS has a lively and dependable powerplant that provides surprising performance with low emissions and outstanding fuel economy, mounted in a trim and lightweight chassis that delivers a sporty, exciting ride.

The SV650 ABS's nimble chassis achieves exciting lean angles when cornering, with a pair of four-piston, ABS-equipped** Tokico brake calipers that grasp 290mm stainless-steel rotors up front. The 2026 SV650 ABS's Pearl Vigor Blue / Metallic Matte Black No.2 bodywork is draped upon a blue trellis frame that rolls on matching blue, cast-aluminum wheels. This stunning look and style, combined with sparkling performance, delivers sportbike value that a broad range of riders will embrace.



Pearl Vigor Blue /
Metallic Matte Black No.2

2026

2026



SV650/A

KEY FEATURES

- The 2026 SV650 ABS's trim and aesthetically pleasing Pearl Vigor Blue / Metallic Matte Black No.2 bodywork is mounted to a visually stunning, blue trellis-style frame.
- The SV650 ABS's liquid-cooled, 645cc, four-stroke, DOHC, 90-degree, V-twin engine has perfect primary balance, so it smoothly pulls with authority from idle up to the 10,000 rpm redline. This narrow engine is a primary contributor to the motorcycle's low weight and nimble chassis.
- An advanced EFI system includes Suzuki's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low speed running to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle. The muffler and its brushed stainless-steel cover are positioned to permit ample lean angles when cornering.
- Assembled around a tubular steel trellis-style frame, the SV650's characteristically slim V-twin body and streamlined seat design make it easy for riders to put their feet on the ground while stopped, and aids maneuvering while riding.
- Dual four-piston Tokico brake calipers up front grasp a pair of 290mm fully floating stainless-steel rotors. The compact Anti-lock Brake System (ABS)** matches the hydraulic brake force to the available traction.
- Suzuki's Easy Start System enables the rider to start the motorcycle with just a push of a button. A momentary press of the starter button signals the 32-bit ECM to operate the starter motor for a few seconds and then disengage when the engine starts. There is no need to pull in the clutch lever when the transmission is in neutral.
- Another Suzuki rider's aid is the Low RPM Assist feature that slightly opens the throttle automatically as the clutch is released to improve slow speed riding control that also reduces the chance of stalling the engine when pulling away from a stop.
- Styled well to match the SV's appearance, the full LCD instrument panel displays gear position, speedometer, tachometer, odometer, trip meter, clock, water temperature and fuel. The panel's backlight illumination is adjustable and can be set to the rider's preference.

ENGINE

- Class exclusive*, 645cc, DOHC, V-twin engine produces strong, torque-rich horsepower while conforming to the latest emission requirements.
- The engine's 90-degree L-twin configuration has perfect primary balance, so a heavy, power-robbing counter balancer is not needed.
- The energy-efficient engine has unique pistons that were engineered with the use of Finite Element Method (FEM) analysis to achieve optimal rigidity and weight.
- Each piston skirt has a special resin coating, and the other sliding parts are tinned for less friction and greater durability – a first for a Suzuki motorcycle.
- Suzuki's innovative L-shaped piston rings contribute to reduced blow-by gas, resulting in fewer emissions and greater combustion efficiency.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders reduce friction and improve heat transfer and durability.
- Both cylinder heads feature Suzuki's original Dual Spark Technology to help improve combustion efficiency, fuel economy, and reduced emissions.
- The fuel-injection system employs Suzuki's innovative Suzuki Dual Throttle Valve (SDTV) with 39mm throttle bodies. The secondary throttle valves are controlled by a servo motor for smooth power delivery and optimum combustion efficiency.
- Ten-hole, long-nose-type fuel injectors on each throttle body improve fuel atomization for better combustion efficiency while reducing fuel consumption.
- The EFI system employs O2 feedback and a precise intake pressure sensor for optimum combustion efficiency in various conditions and reduced emissions.
- Suzuki's patented Throttle-body Integrated Idle Speed Control (TI-ISC) eases starting, stabilizes the engine idle speed, and helps lower emissions. The system is compact and lightweight.
- The TI-ISC on the SV650 ABS incorporates Suzuki's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low-speed running to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.
- The Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- Advanced, transistorized ignition control programming helps maintain more precise spark timing to the four iridium, long-life spark plugs.
- The SV650 ABS also features Suzuki's Easy Start System that lets the rider start the motorcycle with a momentary press of the start switch without pulling in the clutch lever when the transmission is in neutral.
- The air cleaner case design has high capacity and routes crankcase breather gas from the engine cover to help increase engine power. The air intake funnels have staggered lengths to heighten mid-range torque.
- The exhaust system has a clean, functional appearance. This 2-into-1 system has a catalyzer to further reduce emissions.
- The location of the muffler and its brushed stainless-steel cover allow ample lean angles when cornering.
- The high-efficiency radiator employs a large cooling fan for exceptional cooling capacity. To further control temperature, the engine is also fitted with a coolant-cooled oil cooler that is compact and lightweight.
- The close-ratio, six-speed transmission features carefully selected ratios that are equally well suited for commuting or spirited riding.
- The multi-plate clutch has precise push rod actuation of the pressure plate for a light pull and consistent release point.



SV650/A

CHASSIS

- The compact, lightweight chassis is covered with slim bodywork to create a bike that is agile and fun to ride on a variety of streets – such as city traffic, highway, rural roads, and winding roads.
- The ready-to-ride weight of the SV650 ABS is a low 437 pounds.
- The high-strength steel, trellis-style frame is key to the motorcycle's trim and intelligent dimensions. The seat height is just 785mm (30.9 inches) and is the lowest in the 600-800cc street bike class.
- The SV650 ABS's fuel tank is short and narrow but holds 3.8-gallon (14.5-liter) of gasoline.
- The slim fuel tank and seat joint aid the rider in touching the ground better at stops.
- The frame is mated to a steel, beam-type swingarm with a straightforward chain tension adjuster system.
- The 41mm conventional-style front fork has a generous 125 mm (4.9 inches) of wheel travel to provide a sporty but plush ride.
- Link-type rear shock unit has a 63mm (2.48-inch) stroke and is tuned for a superb progressive feel and to react efficiently to varied road conditions while still delivering an agile and stable feel.
- The rear shock's spring preload is seven-way adjustable so you can easily adjust for a passenger or cargo.
- The front brakes feature a pair of fully floating 290mm discs that are grasped by four-piston Tokico calipers. The compact Anti-lock Braking System (ABS)** ensures hydraulic brake pressure matches available traction.
- Five-spoke, cast aluminum alloy wheels are shod with lightweight, front, and rear Dunlop radial tires for sharp handling and good mileage.
- The Dunlop Road Smart III tires fitted to the SV650 ABS have great grip and good all-around tire performance.
- The compact and lightweight instrument panel is a full LCD display, eliminating motor and needle mechanics.
- The instrument panel has several features, including a tachometer, speedometer, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, ABS** alert, and gear position, plus fuel consumption and driving range data.
- Well-proportioned, tubular handlebars and mid-set foot controls create a sporting, yet ergonomically relaxed riding position.
- The tastefully designed, round-shaped headlight is a multi-reflector type with a 12V 60/55-watt halogen bulb.
- A bright, durable LED combination tail and brake light, plus front and rear amber-tinted turn signals, illuminate the riding route.
- Attention to rider comfort and confidence includes a carefully shaped seat with a high grip cover and integrated cargo retention loops that can pull out from under the seat.
- The styling was conceived to express slim, lightweight design and to highlight the strength of the V-twin engine. The clean, neatly shaped body lines are aimed at appealing to a wide range of riders.

2026



ADDITIONAL

- Stylized Suzuki "S" 3D emblems on the fuel tank and the fork upper bracket denote the quality, sophistication, and performance legacy of the brand.
- A variety of Suzuki Genuine Accessories for SV owners are available, including a wide selection of Suzuki logo apparel.
- The SV650 includes Suzuki's 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

* 600-800cc, street bike class.

** 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.

SV650/A

SPECIFICATIONS

ENGINE

Engine:	645cc, 4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x Stroke:	81.0 mm x 62.6 mm (3.2 in. x 2.5 in.)
Compression Ratio:	11.2:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	6-speed constant mesh
Final Drive:	Chain, DID 520V0, 112 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Dual, 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Single, 1-piston caliper, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	160/60ZR17M/C (69W), tubeless
Fuel Tank Capacity:	14.5 L (3.8 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V, 60/55W (H4)
Tail Light:	LED

DIMENSIONS

Overall Length:	2140 mm (84.3 in.)
Overall Width:	760 mm (29.9 in.)
Overall Height:	1090 mm (42.9 in.)
Wheelbase:	1445 mm (56.9 in.)
Ground Clearance:	135 mm (5.3 in.)
Seat Height:	785 mm (30.9 in.)
Curb Weight:	198 kg (437.0 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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