PRESS INFORMATION

October 2016

V-Strom 1000XT ABS
V-Strom 1000 ABS

*Image shown with optional accessories.

History of V-Strom series

First introducing the V-Strom 1000 in 2002 and attracting a wide variety of riders with its comfortable and enjoyable nature, the new generation adventure-tourer widened its lineup by releasing the V-Strom 650 in 2004, further gaining reputation and fans all over the world.

2002 V-Strom 1000

2004 V-Strom 650

Although undergoing an update in 2004, the V-Strom 1000 momentarily was dropped from the European lineup due to the Euro 3 regulations in 2008. However, the V-Strom 650 continued to be present and in 2011, received a full-model change revising the engine, fuel supply, suspension, brake system, and updated its style with the newly designed cowling.

2011 V-Strom 650 ABS

2013 V-Strom 1000 ABS

In 2013, the fully model changed V-Strom 1000 was re-introduced. Expressing the heritage from the desert racer DR-Z in its design by inheriting the Suzuki-original "Beak" style, the new V-Strom 1000 had largely evolved also with the installation of Suzuki's first traction control system. By this time, the growing adventure-category had roughly formed two classes, the 1200cm^3 class and the 650cm^3 class. Although increasing the engine capacity to 1037cm^3 from the previous 996cm^3, the V-Strom 1000 kept its unique capacity to provide the optimum adventure-model balance of ample power, light weight, high fuel economy and maneuverability, earning a reputation especially from experienced riders due to its characteristics. Proving its dependability, durability and its ability for long distance touring, the UK magazine "Bike" completed a tour from Peterborough, UK to Hamamatsu through Eurasia continent. …Only one example of the V-Strom's excellence.

Total retail sales of V-Strom series around the world (2002-2015)

	TOTAL
V-Strom 650	**172,300**
V-Strom 1000	**64,900**
TOTAL	**237,200**

Background of Introduction

As the market for large capacity motorcycles mature, the popularity and demand for models in the adventure-category has grown steadily, and is expected to continue to do so. The V-Strom 650 has been a large success achieving top sales in the 650-800cm^3 class, and when the V-Strom 1000 made its return in 2014, it was also welcomed by fans around the world. However, with this category becoming more and more popular with strong competition, the V-Strom series decided this model change for both the 650&1000, updating and renewing the V-Strom brand to further appeal its personality. To emphasize the heritage of adventure models by Suzuki, the exterior has undergone a major change giving the V-Strom a hint of its ancestors and an exhilarated feel for adventure. The new up to date styling also contributes to functionality, and a new feature for the V-Strom 1000 is the new "Motion Track Brake System" system. Both models now correspond to the new Euro 4 regulations while succeeding in heightening the attractions of the brand, appealing to the growing number of experienced and enthusiastic riders.

Product Concept

More Convenience, More Comfort, simply More V-Strom

As this large capacity adventure category evolves, some models have become larger, heavier, and to an extent, radical, putting off some riders from wanting to enjoy these motorcycles. Among these rivals, the V-Strom 1000 has proposed the “Sports Adventure Tourer” approach with its 1037cm^3 engine size and optimal balance of power, lightness and maneuverability along with a high level of comfort and a total ease of use. The chassis and engine was engineered focused for on-road long-distance touring use, and has a forgiving character for real life use and even daily commutes. Its comfortable, high-performance, light weight and easy-to-get-on-with character has widely attracted many genuine riders in various riding situations. In this latest model change, the V-Strom 1000 has a new seat and cowling/windscreen design for improved comfort, while adopting the up to date technology “Motion Track Brake System”, all resulting in enhancing the convenient and comfortable V-Strom character, which now has a reputation globally. Additionally, a wire-spoke wheel equipped V-Strom 1000 “XT” has joined the lineup, offering another option for the enthusiastic adventure riders.

Major features:

Running performance

- Powerful yet forgiving V-Twin engine with ample and usable torque from low RPMs.
- Light weight and compact chassis.
- Low seat height and upright handlebars offer a relaxing riding position.
- Fully adjustable suspension on both front and rear.
- 3 mode (2modes and off) Traction Control system.
- Newly adopted Motion Track Brake System. NEW

Utility

- Smart and easy to attach/detach integrated three-luggage system (optional).
- Understandable and easy to read instrument panel with rich information.
- Newly shaped wind screen with height and angle adjustments. NEW
- 12V DC outlet positioned directly under the instrument panel.
- Knuckle covers and engine under cowling now as standard equipment. NEW
- Light operation Suzuki Clutch Assist System equipped with slipper-clutch function.
- Suzuki Easy Start System enabling to start the engine with only one-push of the starter button. NEW
- Low RPM Assist to support clutch engaging and low rpm riding. NEW

Features for pride of ownership

- A new design with an emphasized “beak” strongly associating with the DR-BIG. NEW
- New tough bodywork by the concept of “Tough Gear”. NEW
- Vertically positioned headlights associating with the GSX-R and Hayabusa models.
- Tapered handlebars standard for the V-Strom 1000XT. NEW
- A rich variety of genuine accessories.

Engine design

The four-stroke, liquid cooled, DOHC, 1037cm^3 90-degree V-twin engine is designed to perform optimally on various roads that riders will face during long distance touring. Supported by the plush torque which reaches its maximum at only 4000 rpm, this extremely usable and flexible engine will support the rider to enjoy situations such as congested city roads, stone-paved roads, highways, rural roads, and winding passes. By changing the inner components of the exhaust system and matching various engine settings, updating the evaporator and the air injection system, this model change has succeeded in corresponding to the Euro 4 regulations while maintaining the attractive performance character of the V-Strom 1000.

Model	New V-Strom 1000 ABS	Previous V-Strom 1000 ABS
Engine type	4-stroke DOHC V-twin	←
Cooling system	Liquid-cooled	←
Bore x Stroke (mm)	100.0 x 66.0	←
Displacement (cm^3)	1037cm^3	←
Maximum Output (kW)	74.0kW/8,000rpm	←
Maximum Torque (Nm)	101.0Nm/4,000rpm	103.0Nm/4,000rpm
Emission level	Euro4	Euro3

Piston and piston rings

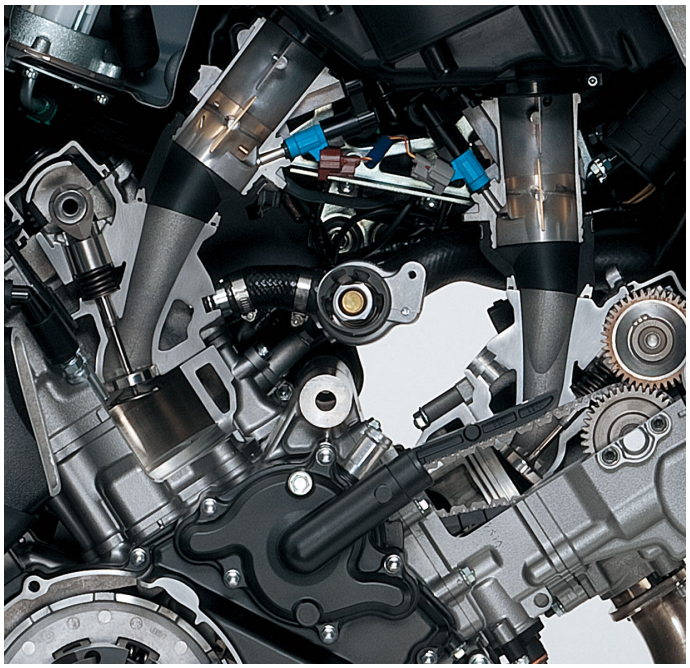
- With optimum rigidity and light weight, the 100mm large bore pistons along with their thin and low friction piston rings result in a higher combustion efficiency and fuel economy.
- The upper part of a piston is anodized to enhance the durability.

Cylinder head and spark plugs

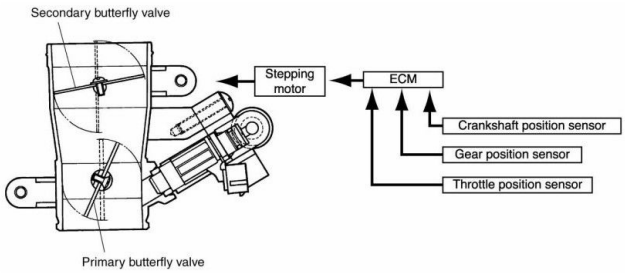
- Each cylinder head is equipped with two iridium spark plugs, contributing in high combustion efficiency, higher power output, more linear throttle response, easier engine start-up, and a more stable idle.
- Two ignition coils per cylinder enable independent control of ignition timing, resulting in strong low-rpm output and lower emissions.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and increase heat transfer and durability.

Cylinder heads

Fuel Injection System



SDTV system operation map



10-hole fuel injector

- Fuel injection by Suzuki's original Suzuki Dual Throttle Valve (SDTV) system enables smooth power delivery and optimal combustion efficiency.
- 10-hole fuel injectors are also a feature contributing to better combustion efficiency and lower fuel consumption.
- The long distances between fuel fill-ups have been achieved by the class leading fuel economy combined with the large 20L fuel tank.
- Fuel injection system working with an O_2 feedback system and an intake pressure sensor for optimal combustion efficiency in diverse conditions, has now new settings to meet Euro 4 regulations while maintaining the engine performance. **NEW**

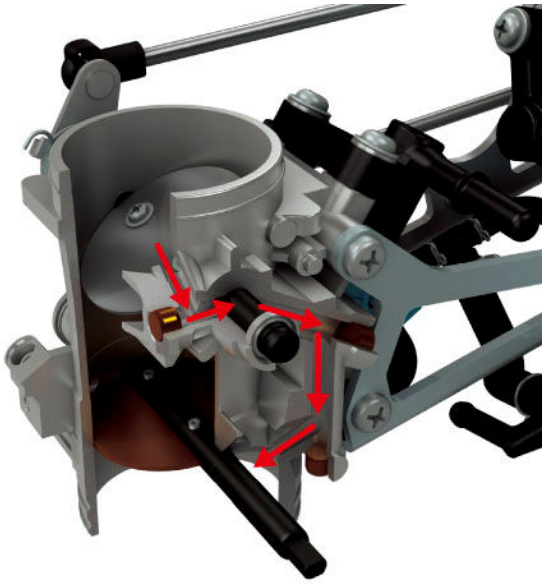
ECM

- A 32-bit engine control module provides state-of-the-art engine management and has optimized settings to meet Euro 4 regulations while realizing high fuel economy and linear throttle response.

Low RPM assist NEW

- The Suzuki patented throttle body integrated Idle Speed Control (ISC) has been carried on from the previous model contributing to easy cold starting, stable idling and lower emissions. Additionally, the new Low RPM assist system has been installed, freeing the rider from unexpected engine stalls. This system will automatically raise the idle speed when engaging the clutch or when riding at low rpms, preventing sudden engine stall.

Note: Not available on the North American Spec



Suzuki Easy Start System NEW

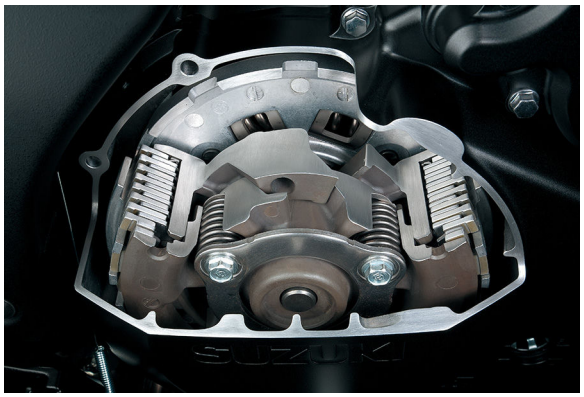
- Conventional starter switches needed to be pressed by the rider until the engine starts, whereas the new V-Strom 1000 ABS has adopted the Suzuki Easy Start System enabling the engine to start with one push of the button. A computerized ECM checks the status and disengages the starter motor immediately after start, enabling a secure and stress-free start-up.

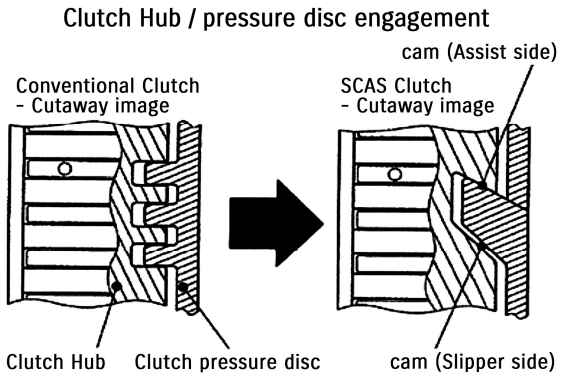
Note: Not available on the North American Spec

Radiator

- The light weight radiator carried on from the previous model is now fitted into the newly designed cowling, with its high cooling capacity of 22.7kW unchanged.

Clutch

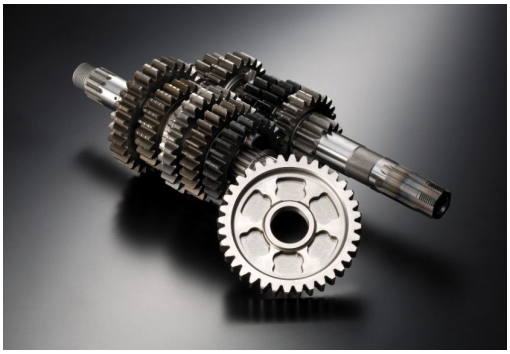




- Suzuki Clutch Assist System (SCAS) works as an assist clutch to make the lever easier to pull while reliably transmitting the drive, reducing fatigue on long distance tours.
- SCAS also works as a slipper clutch on downshifts, affording a certain degree of clutch slip to enable smooth downshift operation.

Transmission gears

- Gear ratios are set to enjoy an exhilarating sporty ride while the 6th gear has an overdrive nature to support a comfortable cruse at lower rpms and also contributing to low fuel consumption.



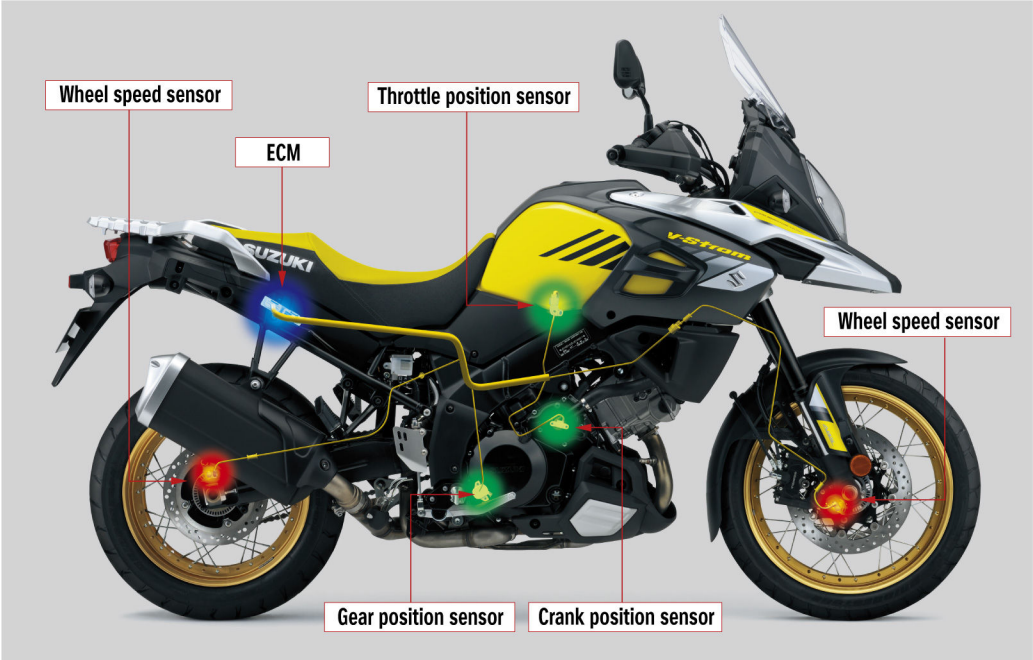
Air cleaner box

- The 6.5L capacity air cleaner box has a plentiful intake capacity while being compact, contributing to the large fuel tank.

Exhaust system

- Inheriting the down-type silencer which contributes to low center of gravity therefore light handling.
- The Suzuki Exhaust Tuning (SET) optimizes the exhaust pressure and increases controllability and torque characteristics by a ECM controlled butterfly valve in the exhaust pipe.
- The number of catalyzers in the exhaust system has been increased to two rather than the single type in the previous model. By positioning the two in a tandem configuration, it has achieved an effective level of emission control, and combined with an update to the air injection system, the engine is now Euro 4 standard without losing any of its performance. **NEW**

Traction control system

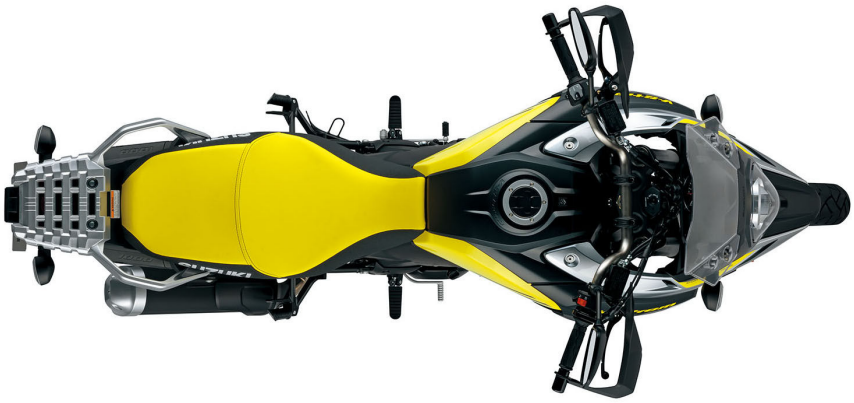


Effective and easy to use 3 mode (2modes and off) Traction Control system has gained reputation from riders and has been inherited to the new model. The system enables the rider to control the throttle with more confidence in diverse riding conditions, and supports long distance riding more comfortably and with less stress and fatigue.

Note: 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.

- The traction control system continuously monitors the front and rear wheel speeds, the throttle position, the crank position, and the gear position with sensors. When detecting wheel spin, it quickly reduces engine output by managing the ignition timing and air delivery.
- The traction control system reacts instantly: it confirms conditions every four milliseconds and governs the ignition accordingly.
- The rider can select three modes (1,2 and off). Modes 1 and 2 differ in the timing and levels of intervention. Mode 1 hasa lower level of intervention applied at a later timing allowing a certain degree of rear wheel spin, not to interrupt a sporty ride. Mode 2 has a higher level of intervention applied at an instant, controlling and preventing the slightest amount of spin, more actively supporting the rider in situations such as in the rain or on slippery road surfaces.

The light weight and compact chassis is the core factor to realize the comfortable and enjoyable V-Strom character. It performs optimally on the kinds of roads that riders encounter on long tours such as congested urban roads, stone-paved roads, highways, rural trails and twisty mountain roads. Also, tapered handlebars are standard for the V-Strom 1000XT, giving it a rigid and adventurous feel.



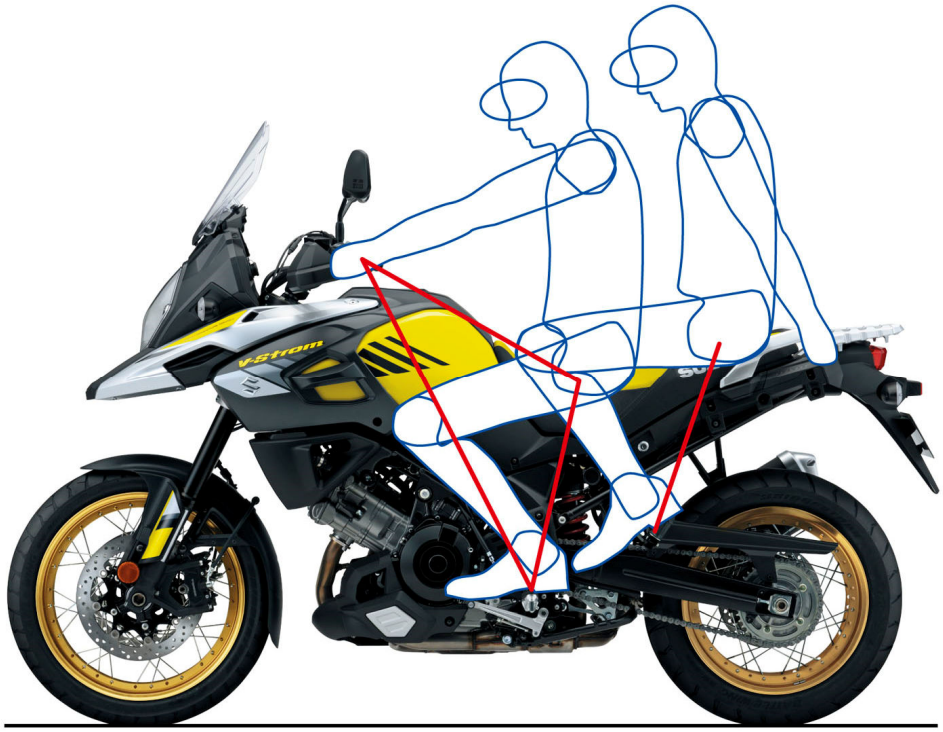
Low seat height and slim bodywork

- The seat and fuel tank are slim thanks to the slim V-twin engine design, so it is easier for various riders to reach the ground with their feet.

Frame and Swing arm

- The light weight cast aluminum twin-spar frame realizes the optimal rigidity balance for stability and handling performance. The swing arm is also aluminum, supporting the balance and supreme handling.

Dimensions and Ergonomics



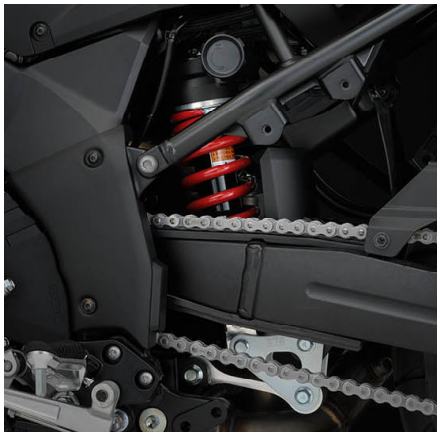
- Plenty of leg room and upright handlebars offer a relaxed riding position for long tours with less fatigue.
- High stability thanks to a 1555mm wheelbase.
- Comfort also for the passenger.
- Although with a new exterior design, the area of the tank where the rider will grip with their legs has kept slim, enabling the rider to confidently hold the tank while reaching the ground with ease.
- The wheel sizes are 19inches on the front and 17 inches on the rear (the same as that of the previous model) for an optimal balance of stability and maneuverability. The rear tire width is kept to 150mm for the light and sporty handling, an attraction the V-Strom has a reputation for.

Fully adjustable, inverted front forks

- High rigidity, black-anodized 43mm KYB inverted forks have been inherited from the previous model.
- Both preload and compression/rebound damping are adjustable.

Rear suspension

- The rear is also equipped with a KYB suspension unit, both preload and compression/rebound damping adjustable.
- The preload adjustment is possible by hand on a knob, no tools needed, for two-up riding or when with a heavy load.



Radial mount brake calipers

- The TOKICO monoblock front brake calipers mounted radially are controllable and offer strong braking performance.
- The calipers have four opposed pistons. (32mm and 30mm)
- 310mm floating-mount dual disks on the front provide strong performance.

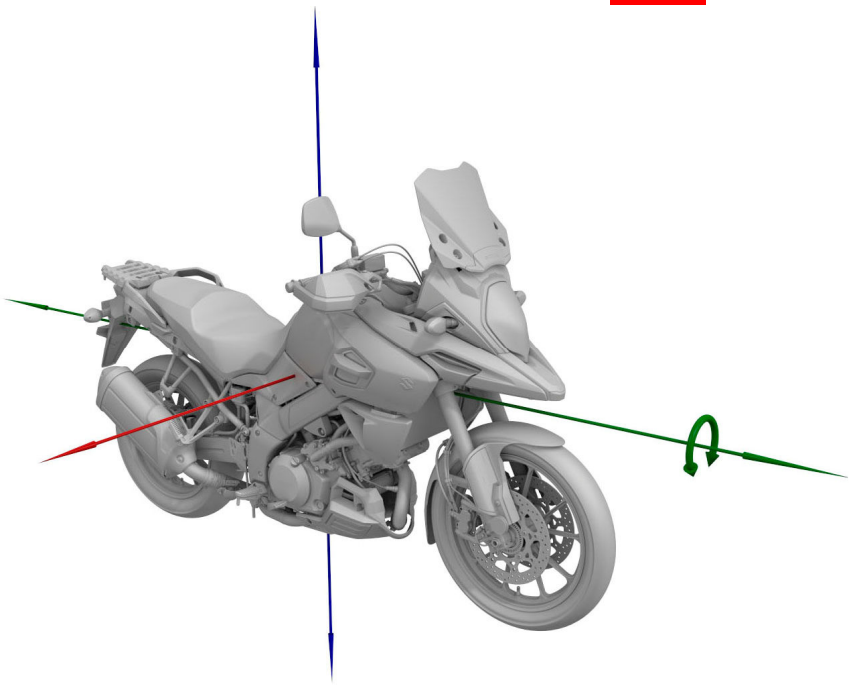
Wheels and tires

- Lightweight 10-spoke cast-aluminum wheels manufactured by Enkei, combine nimble handling with sporty looks.
- With the same sizes, the V-Strom 1000XT has tubeless tire applicable wire-spoke wheels. The DID rims provide a soft and comfortable ride by absorbing the shock from the road surface. **NEW**
- The Champion Yellow No.2 (YU1) color option comes with golden-anodized rims, while other colors come with black-anodized items. **NEW**
- V-range Bridgestone BW501 and BW502 are unchanged from the previous model.

V-Storm 1000 ABS

V-Storm 1000XT ABS
Champion Yellow No.2 (YU1)

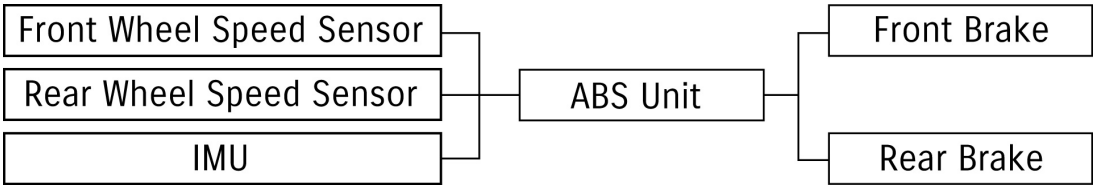
Motion Track Brake System and Combination Brake system NEW



IMU

ABS unit

The Bosch ABS system has been upgraded to the “Motion Track Brake System” by installing a 5-Axis Inertial Measurement Unit (IMU), and by combining the information of the posture of the vehicle with the front and rear wheel speeds, have made it possible for the ABS to activate not only in a straight line but also when the vehicle is leaning to either side. This new sophisticated system instantly assesses the need of ABS appliance when the lever or pedal is operated by calculating the posture of the vehicle and wheel speeds. When judging the need of appliance, the ABS unit will decrease in braking pressure, and will continue to control the increase/decrease of the pressure at an advanced level according to the traction available. Also a new feature is the Combination Brake system which automatically applies pressure to the rear brake to stabilize the vehicle when the front brake pressure rises to a certain degree.



- The Motion Track Brake System not only monitors and calculates the slip rate according to the difference in both wheel rotations as in previous systems, but now also controls and combines the combination brake system with the conventional ABS, applying the information from the 5-Axis Inertial Measurement Unit (IMU), making it a state of the art system.
- Installation of the 5-Axis Inertial Measurement Unit (IMU) which constantly monitors the posture of the vehicle, optimal application of ABS according to lean angle is realized. This will support situations such as sudden braking in corners, and will support the rider to a certain extent to continue cornering on the originally intended line.
- The Combination Brake system optimizes pressure to the rear brake to stabilize the vehicle according to front brake pressure and vehicle motion sensed via IMU. This contributes to stability of vehicle during cornering.
- This newly installed Motion Track Brake System offers not only effective and stable stopping performance in a straight line when fully braking, but the option to be able to naturally steer away from the danger even when panic-braking.
- Thanks to the hydraulic sensors and the advanced ABS control, the amount of kickback from the ABS to the lever and pedal has been reduced to the minimum.

Note: ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.

Three-piece luggage system (optional accessories)

Top case (with a capacity of 55L)

- An integrated three-luggage system*1 was developed as part of the motorcycle development program. It perfectly matches the motorcycle design.
- The luggage is neatly designed; its width is smaller than that of the handlebars to minimize the influence on handling and maneuverability.
- The key cylinders for the cases are supplied with the motorcycle. The cases can be locked and unlocked with the ignition key.
- The cases can be detached without any tools.
- A top case with an increased capacity of 55L*2 was added to the lineup, now able to accommodate two full-face helmets*3. NEW
- The cases are made of glass reinforcement polyamide (nylon). They have stylish aluminum plates.

*1 The side case and top case each have a maximum loading capacity of 5kg.
*2 Maximum loading capacity is 5kg.
*3 Helmets of certain shapes may not fit in the top case.

Height/angle adjustable Windscreen

New V-Storm 1000 ABS

Previous V-Storm 1000 ABS

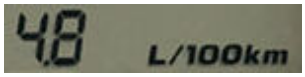
- The windscreen design has also been changed to match the exterior design update. The new design has been decided through extensive wind-tunnel testing, and has succeeded in reducing the wind blast especially to the helmet area. **NEW**
- Rather than producing a totally wind-free zone, the new windscreen is designed to channel some wind into the protected area to make the border between the un-protected area a blur. This allows the rider to move more freely while benefitting from the wind screen and has improved the comfort.
- Three pre-set positions are available. Set at the lowest position as standard, the screen can be lifted 15mm or 30mm upwards according to preference.
- The windscreen itself is taller than the previous model by 49mm.
- The windscreen can be set at any of three angles on a ratchet system without tools. Thanks to the Suzuki's patented mechanism, the rider needs only to push the windscreen to steepen the angle to 7.5° or 15° from normal position.

Multi-function Instrument panel

- The instruments include an analogue tachometer and a brightness-adjustable LCD speedometer. Newly designed LCD readouts include an odometer, dual trip meters, the gear position, the coolant and ambient temperatures, the voltage, the riding range, the average fuel consumption, the instantaneous fuel consumption, the traction control mode, a fuel gauge and a clock.
- White backlighting gives good visibility at night.
- LED indicators are included for road freeze*, turn signals, high beam, neutral, fuel injection, ABS, TC, and water temperature.

  * The freeze indicator starts blinking when the ambient temperature falls below 3°C. It continues to blink for 30 seconds then remains lit until the ambient temperature rises above 5°C.
- LCD display information and TC modes are switchable, and now also possible to reset the trip meter by operating the left handlebar switch. **NEW**

LCD display and indicators

	➢ Gear position indicator is located besides speedometer; you can recognize what gear you are in at a glance.
	➢ Ambient temperature is always shown. ➢ Clock is always shown. ➢ Traction control mode display shows current mode. ➢ LCD brightness can be adjustable in 6 levels. ➢ Water temperature is shown in 6 segment bars.
	➢ Traction control indicator LED flashes when system is in action. ➢ The indicator stays on when ECM is checking all the function of related sensors and devices. ➢ The indicator comes on when the traction control system is not functioning due to system malfunction. ➢ The indicator comes off when the traction control system is monitoring the traction of rear wheel during acceleration.
	➢ All indicators uses LED, which has longer life and lower risk of bulb wore. ➢ Freeze indicator comes on when ambient temperature is below 3 C° goes out above 5C°. ➢ ABS indicator has self diagnosis function. ➢ FI indicator has self diagnosis function.
	➢ Fuel gauge is shown in 6 segment bars.
	➢ Instant fuel consumption meter, the figure is updated every second.
	➢ Average fuel consumption meter. ➢ The figure is updated every 10 seconds.
	➢ Riding range meter shows calculated riding range with remaining fuel.
	➢ Battery voltage meter is updated every 10 seconds.

➢ LCD display information is switchable by operating left handlebar switch.

12V DC outlet

- 12V DC outlet is located below the instrument panel for ease of use.
- The socket is ideal for powering a satellite navigation system or for charging mobile devices.

Styling design concept

Wild and Smart, Tough Gear

Compact and with a light image, the new exterior design further stimulates the adventure feel by pursuing the desert racer DR-Z and the commercial model DR-BIG. By connecting the line of the beak directly from the tip to the top of the tank at a sharp angle has given it a light and maneuverable impression. Also by deliberately showing the thickness of the seat as part of the design, it visually provides the image of comfort and appeals the Tough Gear concept. Addition of the spoked-wheel V-Strom 1000XT is another feature to trigger adventurous minds.

Design sketch

1991 DR-Z

- Tough and functional design fit for an adventure tourer.
- To emphasize the heritage of Suzuki in this category, the “beak” has been highlighted in the intention to associate with the desert racer DR-Z and DR-BIG.
- Champion Yellow is a new color to give the image of Suzuki’s challenging spirit.

Headlights and turn signals

- The headlights have the distinctive vertical configuration seen on the Hayabusa and GSX-R sports bikes.
- The headlight bulbs are 12V65W for high beam (the lower bulb) and 12V55W for low beam (the upper bulb). The position light has a 12V5W bulb.
- The turn signals each have an amber 12V21W bulb and white lenses.

Rear combination lights

- Rear combination lights have LEDs which offer higher visibility and greater durability than bulbs.
- The number-plate light has a single 12V5W bulb.

Seat

Champion Yellow No.2 (YU1)

Glass Sparkle Black (YVB)
Pearl Glacier White (YWW)

- While securing a high level of comfort for both the rider and passenger, the front end of the seat is slimmed down for a good grip of the vehicle and the ease of reaching the ground.
- The material used on the sides of the seat is that of the competition model RM-Z, providing a high level of grip for enhanced control.
- The stitches on the seat use a high quality double-stitch, and two colors are available according to the body color. All seats have the SUZUKI logo on the side.

A wide range of accessories are available for the V-Strom 1000XT ABS/1000 ABS.

The integrated three-luggage system*1 is still available while the newly added large 55L top case*2 allows two full-face helmets*3 to be accommodated. The heated grips also have been updated to a smart design almost un-identical to the standard grips.

*1 The side case and top case each have a maximum loading capacity of 5kg.
*2 Maximum loading capacity is 5kg.
*3 Helmets of certain shapes may not fit in the top case.

Note: The 55L top case is not designed to be used with the side cases. Be sure to use the 55L top case alone. When using the side cases, be sure to use the 35L top case.

Side case

Top case (with a capacity of 35L)

Top case (with a capacity of 55L)

* The side case and top case each have a maximum loading capacity of 5kg.

* Maximum loading capacity is 5kg.

Note: The 55L top case is not designed to be used with the side cases. Be sure to use the 55L top case alone. When using the side cases, be sure to use the 35L top case.

High seat

Low seat

Center stand

Touring screen

Grip heaters (newly designed)

Accessory bar

LED Fog lamps

Chain guard (aluminum)

LED turn signal lamps

Note: SUZUKI MOTOR CORPORATION reserves the right to add any improvement to change the design or to discontinue any Suzuki Genuine Accessories at any time without notice. Some Suzuki Genuine Accessories might not be compatible with local standards or statutory requirements. Please check with your local AUTHORIZED SUZUKI DEALER for details at the time of ordering.

V-Strom 1000 ABS

Champion Yellow No.2 (YU1)

Glass Sparkle Black (YVB)

Pearl Glacier White (YWW)

V-Strom 1000XT ABS

Champion Yellow No.2 (YU1)

Glass Sparkle Black (YVB)

Pearl Glacier White (YWW)

Overall Length		N/A
Overall width		N/A
Overall height		N/A
Wheelbase		N/A
Ground clearance		N/A
Seat height		N/A
Curb mass		N/A
Engine type		4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x stroke		100.0mm x 66.0mm (3.9 in x 2.6 in)
Engine displacement		1037cm^3 (63.3 cu in)
Compression ratio		11.3 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Wet sump
Transmission		6-speed constant mesh
Primary reduction ratio		1.838 (57/31)
Final reduction ratio		2.411 (41/17)
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail		N/A
Brakes	Front	Disc, twin
	rear	Disc
Tires	Front	110/80R19M/C 59V
	Rear	150/70R17M/C 69V
Ignition system		Electronic ignition
Fuel tank capacity		20.0L (5.3 / 4.4 US / Imp gal)
Oil capacity (Overhaul)		3.5L (3.7 / 3.1 US / Imp qt)