V-Strom 1000XT ABS

Champion Yellow No.2 (YU1)

Pearl Glacier White (YWW)

Glass Sparkle Black (YVB)

V-Strom 1000 ABS

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SPECIFICATIONS

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	1037cm³ (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
Tyres	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)

Specifications, appearances, color (including body color), equipment, materials and other aspects of the SUZUKI products shown in this catalog are subject to change by Suzuki at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes.

■ Always wear a helmet, eye protection and protective clothing.
■ Enjoy riding safely.
■ Read your Owner's Manual carefully.
■ Never ride under the influence of alcohol or other drugs.

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www.globalsuzuki.com

Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.

SUZUKI

Way of Life!

SUZUKI

Way of Life!

V-Strom 1000XT ABS

V-Strom 1000 ABS

*Image shown with optional accessories.

Supreme Soar

Plentiful Power to conquer the steep mountain passes with a pillion rider,
yet still putting a grin on your face with its exciting sportiness.
State of the art technology, always there to support a difficult task.
Comfort to go on and on, and on.
Combining the premium experience with real world usability,
the relaxing luxury will let you soar out on your adventures.
All you need. V-Strom 1000 ABS.

V-Strom 1000 ABS
*Image shown with optional accessories.

V-Strom 1000XT ABS

Advanced Technology to Support the Unexpected

When braking on a stone paved backstreet or an unmaintained mountain pass.
When the V-twin grunt is a little too much for a slippery round-about.
Advanced technology will kick in and do their job.
A dependable back up, just when your concentration has reached its limit for the day.

Motion Track Brake System

New Generation ABS for the Next Level

The radial mounted four piston mono-block Tokico brake calipers and twin 310mm diameter discs on the front, and a 260mm diameter single disc with a single piston caliper on the rear, provide strong and controllable braking performance. 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, realizing optimal vehicle stability not only in straight-line braking but also when breaking while cornering. 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. With advanced ABS control, appliance of the ABS is smooth with minimum kickback to the pedal/lever resulting in a stress and panic free ride. Also a new feature is the Combination Brake which automatically applies pressure to the rear brake when the front brake pressure rises to a certain pressure. This technology, combined with the Motion Track Brake System, will support the rider to trace the intended line to a certain extent in situations such as sudden/excessive braking in corners, efficiently reducing the speed and stabilizing the vehicle even when at various lean angles.

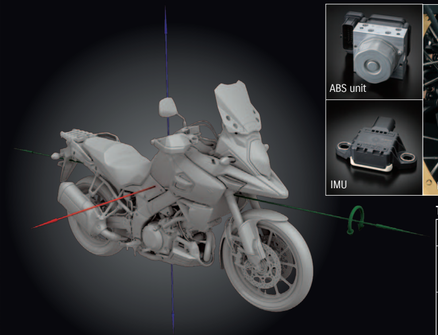
Note: ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.

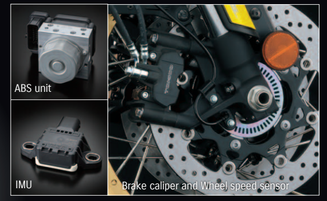
TCS

Advanced Traction Control System

Inheriting the favored traction control system from the previous model, this system enables the rider to control the throttle with more confidence in difficult riding situations such as stone paved roads, two-up riding or when with a heavy load to minimize the stress and/or fatigue on long distance rides. The traction control system continuously monitors the front and rear wheel speeds, throttle position, crank position, and gear position with various sensors, and controls the engine output by managing the ignition timing and air delivery. The traction control system can be switched to either of two modes, or off. Modes 1 and 2 differ in the timing and levels of intervention. Mode 1 has a 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 choice can be quickly and easily made by selecting the traction control mode from the left switch cluster and confirming it with a glance at the instruments.

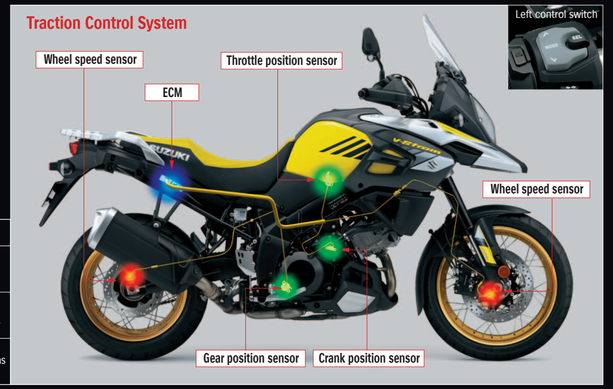
Note: Traction control system is not a substitute for rider's throttle control under the various conditions, and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.





Traction control mode description

Mode	TC mode indicator	Sensitivity level	Good for
OFF	TC OFF	–	–
1	TC 1	Low	Sport riding, good road conditions
2	TC 2	High	Wet or cold conditions



Go Far, Go Big

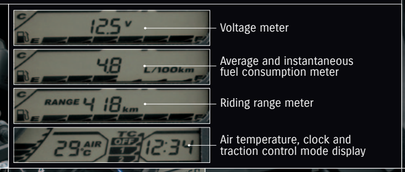
The new V-Strom 1000 has again achieved the next level of comfort. The newly designed faring controlling the wind, combined with the bike's light-weight and maneuverable nature, has advanced its mile-eating performance to take you even further.

Excellent Flow of Wind for Individual Riders

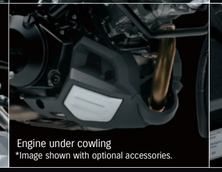
The effective windscreen on the V-Strom 1000 ABS inherits the ratchet-gear mechanism allowing the rider to easily choose from three angles. No tools are necessary and the ideal position can be selected by simply pushing the windscreen by one hand, even with gloves on. The height of the screen can also be set to three preset positions using four bolts. The screen has been newly designed 49mm taller and with a smaller curve on the tip section, resulting in less wind blast, turbulence, noise to the helmet, and a clearer view. Also the new windscreen has improved the wind buffering to the body of the rider, all together providing the next level of comfort.

Simple and Understandable Information

The easy to see and easy to operate/understand instrument cluster provides rich information to the rider. It incorporates a big analogue tachometer and large digital readouts for the gear position and speedometer. The digital section below displays the odometer, twin-trip meter, clock, fuel level, coolant temperature, ambient temperature, battery voltage, range on remaining fuel, average and instantaneous fuel consumptions, and traction-control modes. Plus, instantly recognizable LEDs provide freeze*, high-beam, neutral, fuel-injection, ABS, Traction Control mode, and water-temperature indicators. All of this information is accessible from the left handlebar switch, where it is now also possible to reset the trip meter.



*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.



Now Standard to Secure your Adventure

Reducing the wind blast to the hands of the rider and providing comfort especially in the rain or cold weather, the once optional Knuckle Covers are now standard to support harsh condition riding. Comfort and accurate control to the levers shall further improve by installing the optional Grip Heaters for long distance rides in severe conditions. The Under Cowling is also standard to give the rider that extra adventure feel.

Accessible Ease

Understandable functionality and ease of use is one of the charms of the V-Strom 1000 ABS. Functions such as the rear suspension preload adjustment needed when riding two-up or with luggage is possible without any tools, and the 12V DC outlet positioned below the instrument panel to power satellite navigation systems or recharge mobile devices are just a few things to support your adventure.

Comfort for Both Riders

The seat provides luxurious comfort for both the rider and the tandem rider, combined with a sense of controllability for sporty riding by designing the section connecting to the fuel tank slim for a better hold. The height of the seat is kept low and provides ease of reaching the ground and giving the rider a sense of reassurance. The newly designed double stitch and SUZUKI logo gives the seat a sense of quality, while the side of the seat provides a high level of grip by using same materials as the competition model RM-Z.

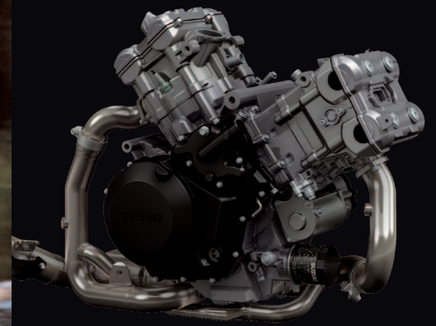
Charging Ahead

You've got the power, anywhere, anytime.
Slim and light, the powerful V-twin unit will always provide the necessary amount of drive no matter what the situation. The grunt and power of the 1037cm³ motor is irresistible for an exciting ride, while ensuring when two-up riding with luggage.
The flexibility and good-behavior, combined with power for adrenaline.

*Image shown with optional accessories.

Irresistible Power

The powerful and versatile 90-degree DOHC V-twin originated as a 996cm³ unit, and underwent a major rebuild changing various components and rising the capacity to 1037cm³ in 2014, further maturing this attractive engine to match the demands of a sports adventure tourer. The strong, rider-friendly nature of this V-twin engine gives effortless acceleration irrelevant to the riding situation or the presence of a pillion rider. The 74kw maximum output at 8000rpm will promise the rider with an exciting riding experience, while with the optimally weighted magneto and flywheel helps to produce a thick layer of torque of 101Nm as low as 4000rpm, resulting in a tremendously usable character allowing the rider to always have the required output and not needing to downshift when overtaking on motorways. Furthermore, the engine's advanced electronic control systems and the attempt to reduce various mechanical losses, achieve a low fuel consumption. Inheriting these characters from the previous model, the unit is now Euro4 standard without missing any of its appeals resulting in cleaner performance.



1037cm³ DOHC,
90-degree V-twin engine

Low RPM Assist

By adopting the new Low RPM assist system, the concern of an unexpected engine stall has been relieved. This system will automatically raise the idle speed when engaging the clutch or when riding at low rpms, assisting frequent clutch work in congested town rides and preventing sudden engine stall sometimes known to happen when running large capacity twins in the low rpm range.

Suzuki Easy Start System

Conventional starter switches needed to be pressed by the rider until the engine starts, but 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.

•Not available on the North American Spec

Cylinder head

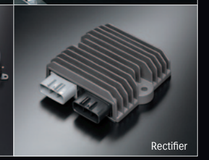
Low RPM Assist

Clutch

ECM

Magneto

Starter button



Rectifier

Suzuki Clutch Assist System

Equipped with the Suzuki Clutch Assist System (SCAS), the clutch acts as a slipper clutch system when changing down rapidly, while always providing light use of the lever. SCAS is an advanced clutch system supporting both sporty riding and less fatigue on long rides.

Cleaner Performance

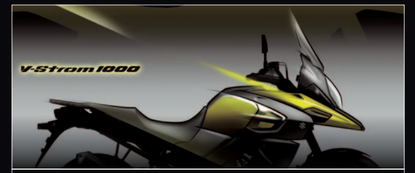
The unique Suzuki Exhaust Tuning (SET) system uses a butterfly valve in the exhaust pipe to optimize the exhaust pressure for running conditions, thereby boosting torque at low revs (a benefit for acceleration) and enhancing throttle response. To meet the Euro4 standards there are now two catalyzers positioned in a tandem configuration achieving an effective level of emission control, resulting the engine to be Euro4 standard while being as attractive as ever.

Performance-Enhancing Electrics

The open-type rectifier disconnects the magneto when it is not generating electricity to reduce mechanical losses, resulting in stronger torque at low and mid-range engine speeds. Plus, a 32-bit engine control module gives precise engine management so it enhances fuel economy and allows more linear throttle response.

BIG Heritage, BIG Adventures.

Inheriting the Beak from the original DR-BIG, the V-Strom soars high,
out of the city, over the mountains, and over all borders.
The heritage from DR BIG, is now ready to support your adventures, either BIG or daily.



DR-BIG being the first Adventure model to have a “Beak”, the V-Strom brand has inherited that distinctive look. With the new design featuring a more direct line from the tip of the beak to the top of the tank, that challenging spirit of its ancestor is further exhilarated.

Headlights

Fuel tank

Tapered handlebars

Tapered Handlebars Standard for the V-Strom 1000XT

Equipped with wire-spoked wheels, the V-Strom 1000XT has joined the lineup. A feature on the more adventure related styling V-Strom 1000XT is the tapered handlebars, supporting the next level of adventure.

Feel the Desert

By adding the new design concept “Tough Gear” to the existing “Wild and Smart”, the new V-Strom 1000 ABS now has a updated look, mainly in the upper cowling, in kin to its 645cm³ brother bringing the V-Strom family together. Suzuki’s original “Beak” style has been further emphasized by making it a straight line from the tip to the top of the tank, expressing the DNA from the DR-BIG and the desert racer DR-Z. The heritage and history of Suzuki’s adventure models are further expressed, giving the owners pride of ownership. The newly designed double stitched seat has a sense of quality, and the tandem area is parallel with the rear carrier providing a large flat space to securely strap large baggage when needed. Champion yellow is a new color for the V-Strom 1000 ABS, relating to the off-road racing scene of Suzuki and giving owners an active and challenging adventure feel.

Adjustable Suspension and a Choice of Wheels

19 inch wheel on the front and 17 on the rear provides a premium balance of stability and nimbleness to cope well with all riding situations. The V-Strom 1000 ABS inherits the light weight 10 spoke aluminum cast wheels, while the V-Strom 1000XT adopts tubeless tire applicable wire-spoke wheels. The wire-spoke wheels absorb shock from the road better due to the flexible character of spokes, and resulting in a softer riding feel provide the rider with further comfort and exhilarated riding pleasure.
Black-anodized 43mm inverted front forks and a dial-adjustable rear shock absorber help to ensure great road holding and a smooth, comfortable ride even with a passenger and a full complement of luggage. Both front and rear suspensions are fully adjustable enabling the rider to maximize the feel to match any situation.

V-Strom 1000XT ABS

V-Strom 1000 ABS

Front fork adjuster

Rear suspension

Optimally balanced Twin-Spar Aluminum Frame

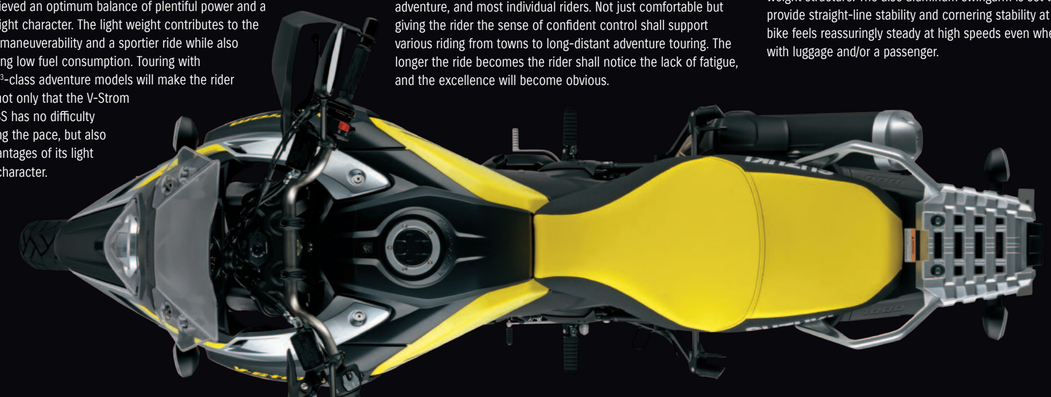
The V-Strom 1000 ABS is built on a slim, twin-spar aluminum-alloy frame, providing a smooth ride, and a sporty riding experience when pushed hard, and also contributing to fuel economy thanks to its light weight structure. The also aluminum swingarm is set to a length to provide straight-line stability and cornering stability at a high level. The bike feels reassuringly steady at high speeds even when it’s fully loaded with luggage and/or a passenger.

Light and easy

With a unique capacity of 1037cm³, the V-Strom 1000 ABS has achieved an optimum balance of plentiful power and a light weight character. The light weight contributes to the ease of maneuverability and a sportier ride while also supporting low fuel consumption. Touring with 1200cm³-class adventure models will make the rider realize not only that the V-Strom 1000 ABS has no difficulty managing the pace, but also the advantages of its light weight character.

Comfortable and Forgiving Riding Position

The upright and relaxing riding position will fit any terrain or adventure, and most individual riders. Not just comfortable but giving the rider the sense of confident control shall support various riding from towns to long-distant adventure touring. The longer the ride becomes the rider shall notice the lack of fatigue, and the excellence will become obvious.



Expanding your Adventure

The sufficient Accessory line-up will support you and your partner at all levels of adventure. High seat or Low seat, Heated grips or LED Fog lamps, Three-part luggage system with a new top case, the wide range of accessories shall boost your V-Strom to the perfect tool for any task you intend, or not intend to face.

*Image shown with optional accessories.

*Image shown with optional accessories.

35L top case and side cases

55L top case

Side case

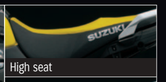
Load up and be prepared

With the reputation for its long-distance touring performance sometimes even tandem riding, the optional integrated three-luggage system is an important option to heighten the attraction of the V-Strom 1000 ABS. The rear section of the bodywork was designed to accommodate this integrated three-luggage system*1. Also with the cases all fitted close to the center of gravity of the body, even when fully loaded the effect on handling is minimum, contributing to stress-free handling and stability. All three cases are lockable with the ignition key. Additional to the 35L top case in existence, a 55L top case*2 has been introduced to the lineup which is able to hold two full-face helmets*3 reassuring further luggage capacity for long distance, tandem riding tours.

*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.

Touring screen

Grip heaters



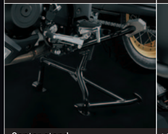
High seat

Low seat

Accessory bar

55L Top Case

Chain guard



Center stand

LED fog lamps

LED turn signal lamps

Wide Range of Accessories

Most appreciative in the cold seasons of riding or in the rain, the Grip Heaters have undergone a model change. The new type has a thinner grip and is almost identical to the standard grips making it feel natural even when not using them. Also the switch is built in to the left hand grip making the device compact and easier to fit, while the hot wire inside the grip has been positioned all-round the grip, providing a more effective heating efficiency. The once-optional knuckle covers, affective combined with the Grip heaters, are now standard, while the accessory line up is still rich with items such as LED turn signals, Chain guard, Touring screen, and a Center stand which comes in handy when loading the vehicle.

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.

Free Your Wings

Leave your daily activities.
Throw those commitments into the wind.
Sour out into the country, over the mountains, over all borders.
The light weight character and punchy engine will
Free yourself and Free your wings.
Breathe in the fresh air, breathe in the wild nature,
Departure on Your Adventure.

*Image shown with optional accessories.

Impression from Stefan Everts:

It was a surprisingly pleasant experience, riding with the V-Strom 1000XT. It made my mind free when I was cruising around the mountains. The fun factor of this V-Strom 1000 is so high that it takes you away on another planet.

About Stefan Everts:

- Stefan Everts is the most successful motocross rider in the world championships with an as-yet unsurpassed total of 10 world titles in all three classes – 125, 250 and 500cc/ MX1.
- In a grand prix career that spanned 15 years (he retired in 2006) he accumulated a total of 101 Grand Prix victories.
- Won his first world title – the 1991 World 125cc Championship – for Suzuki at the age of 18.