

# Genuine Accessories

The rich line-up of genuine accessories for the V-STROM 800 is designed to expand your world of adventure touring with options that further enhance comfort, utility, appearance, and protection.



This photo includes some optional accessories. The side stand extension plate is not available for North America.



Touring Screen



Knuckle Cover



Accessory Bar / LED Fog Lamp



Plastic Side Case Set



Aluminium Skid Plate



Grip Heater



# V-STROM 800



Suzuki Motor Corporation

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V-STROM 800 (DL800RQ) M4 Product Information Oct, '23



North American specification model shown in all location photos.

Standard and optional equipment available may vary for individual markets. Please enquire at your dealers, as specifications and illustrations may refer to models not available in your region. SUZUKI MOTOR CORPORATION reserves the right to change, without notice, prices, colors, materials, equipment, specifications and models, and also to discontinue models.

All photographs in this leaflet were taken with relevant permission. Images of the vehicles without number plates on public roads are composite photos.

- 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.



# All Roads Merge

The V-STROM 800 combines optimum performance with comfort and handling ease that make even the longest rides all the more enjoyable. Highly controllable and agile, it is also fun and practical in daily use around town. As capable on the highway as it is on back roads and country trails, the V-STROM 800 gives you the freedom to choose your own path. It is your all-access pass to adventure riding.



This photo includes some optional accessories.

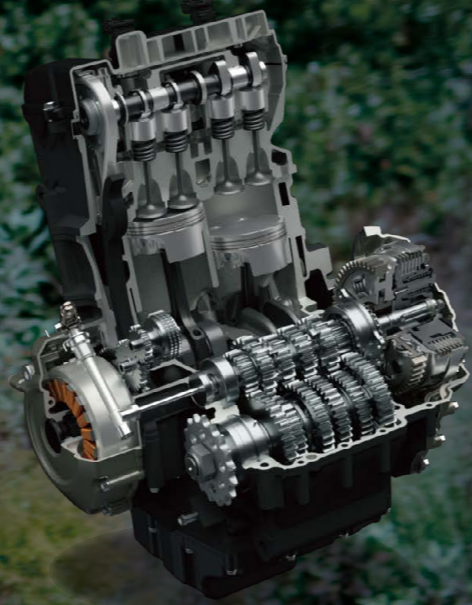


## Where Performance Converges



### Satisfying Power That Makes Every Outing Exciting

The 776cm<sup>3</sup> parallel twin engine that powers the V-STRUM 800 delivers a fine balance of smooth, controllable power and free-revving performance you will enjoy on every outing, whether heading out for a long journey loaded with gear or simply enjoying daily rides around town. Designed to be powerful, efficient, rider-friendly and versatile, the engine features a 270-degree crank layout with a firing order that produces abundant torque and positive traction, as well as a pleasing rumble similar to that of a V-twin engine. The engine's compact front-to-rear size contributes to achieving optimum weight distribution and chassis geometry, while it also helps position the hip point forward to provide you with an optimal riding position.

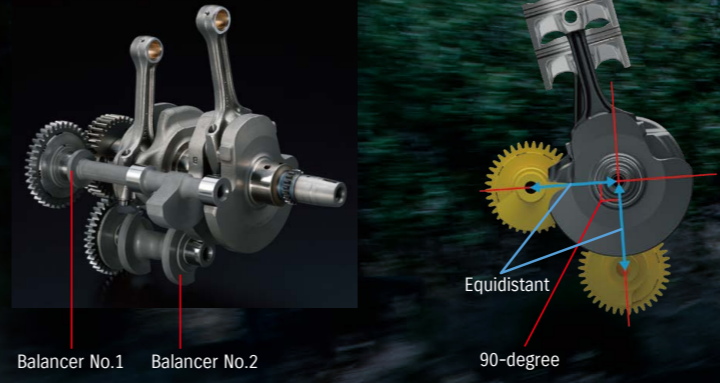


776cm<sup>3</sup>, 4-stroke, 2-cylinder, Liquid-cooled, DOHC, Parallel Twin Engine

### Suzuki Cross Balancer

Developed specifically for the 776cm<sup>3</sup> parallel twin engine, this patented\* biaxial primary balancer suppresses vibration and contributes to smooth operation by positioning its two balancers equidistant at 90° to the crankshaft. Balancer No.1 cancels the primary vibration generated by the piston of the first cylinder, while balancer No.2 cancels the primary vibration of the second cylinder. Furthermore, placing the two balancers at 90° to the crankshaft with each positioned equidistant from the crankshaft cancels primary couple vibration, it also helps realize a lightweight powerplant that is more compact from front to rear.

\* Patent granted in Japan for biaxial primary balancer that positions its two balancers at 90° to the crankshaft.



### Exhaust System

Instantly distinguishable by the striking look of its upswept muffler design, the 2-into-1 exhaust system is engineered to produce a pleasing note and maximize power output, whether enjoying a high-speed touring run or exploring rural roads at a more leisurely pace. As an added benefit, the system's two-stage catalytic converter helps satisfy Euro 5 emissions standards.



### Suzuki Clutch Assist System (SCAS)

Suzuki Clutch Assist System (SCAS) helps reduce fatigue on long rides and contributes to smooth shifting. It's a blessing when riding in traffic, travelling long distances, or exploring trails. The system's assist function helps efficiently transfer torque to the rear wheel when accelerating. Its slipper function delivers smoother deceleration when downshifting for better control that lets you ride with greater confidence.



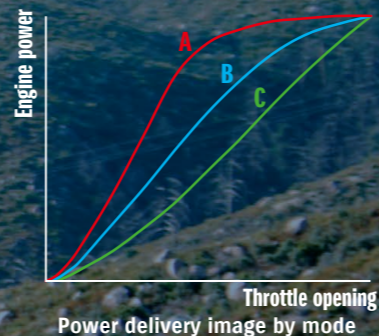
# Suzuki Intelligent Ride System (S.I.R.S.)

The Suzuki Intelligent Ride System (S.I.R.S.) features a collection of advanced electronic systems developed to assist you and help in optimizing performance characteristics to suit your changing riding needs and preferences. By making the V-STROM 800 more controllable, predictable, and less tiring to operate, these systems help you ride with greater confidence, whether touring for long distances, carrying gear, or just heading out for an invigorating run on the weekend.



## Suzuki Drive Mode Selector (SDMS)

You can choose among three different power output characteristic modes to best match varying riding conditions or your preferences. While all three ultimately produce maximum engine output at the high end, fine control over each mode's level of throttle response and torque characteristics empowers you to ride with greater confidence and pleasure, especially when fully turning the throttle grip to accelerate from a slightly open position.



- Mode A (Active)** Delivers the sharpest throttle response as you open the throttle. Torque characteristics are finely tuned to deliver exciting acceleration as the throttle is opened.
- Mode B (Basic)** Features softer throttle response and a more linear power delivery curve as you open the throttle. Settings are tuned to help make the bike more controllable and a good fit for everyday riding.
- Mode C (Comfort)** Offers yet softer throttle response and more gentle torque characteristics. This mode is useful when riding on wet or slippery surfaces.

## Ride-by-wire Electronic Throttle System

This cable-free system leverages the onboard ECM to finely control the relationship between throttle action and engine output characteristics. Individual settings are tuned to optimize output to match throttle grip action, particularly when first opening the throttle. This improves controllability and provides faithful response.

## Low RPM Assist

By ensuring smoother and easier starts, this function helps you control the bike more easily in stop-and-go traffic. It uses TI-ISC (Throttle-body Integrated Idle Speed Control) to help maintain engine idle speed as you release the clutch lever while launching from a standing start, or when riding at low speeds.

## Bi-directional Quick Shift System

When activated, this system lets you shift up or down without operating the clutch lever while in motion. Features include clean upshifts with smooth acceleration and downshifts that are also quick and easy, thanks in part to automatic blipping and engine braking working together. The gear shift linkage system load rate is optimized to provide a solid, satisfying click with each shift that assures you the gearbox has responded immediately to your action.

## Suzuki Traction Control System (STCS)

Designed to help prevent the rear wheel from slipping, this system reduces stress and fatigue while instilling greater confidence in controlling your ride. You can select from three active modes to control how quickly the system takes effect and how proactive it is in limiting wheel spin, or you can opt to run with it turned off.

Note: Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when entering turns, or while braking. Nor can it prevent the front wheel from losing traction.



Suzuki Traction Control System Image

## Two-Mode ABS

The Anti-lock Brake System (ABS) contributes to more stable braking by helping prevent the wheels from locking up, even under hard braking. There are two mode settings. Mode 1 provides minimal intervention while Mode 2 intervenes more proactively.

Note: ABS is not designed to shorten the braking distance. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

## Suzuki Easy Start System

One quick press of a button lets you start the engine. As a function used on every outing, Easy Start makes your riding experience all the more pleasurable and convenient.



# Agility and Controllability Make All Roads Yours



## Engineered for Touring Comfort and Riding Pleasure

The chassis is engineered to deliver great cornering performance and provide sure and stable handling under all riding environments. Every aspect of its design also prioritizes comfort while minimizing fatigue when touring for long distances. At its core, the strong steel frame provides excellent straight-line stability, contributes to nimble handling and performs well at highway speeds, while at the same time featuring the right amount of flex to help maximize comfort on long rides or when passing over rural trails. The seat rails are built to ably support the added weight of a passenger or loaded top and side cases, and they feature a narrow profile that helps you better control the bike with your legs. The lightweight construction of the uniquely shaped aluminum swingarm contributes to a smoother, more comfortable ride by enhancing trackability and rear suspension response.



## Chassis Geometry Optimized for On-road Comfort

The V-STR0M 800's chassis geometry is engineered to provide maximum stability, controllability and comfort on long-distance touring runs. Keen attention was devoted to optimizing the riding position. Related details include a dedicated handle position that creates a slight forward lean and an overall riding position that is more comfortable and advantageous for street riding, enabling you to easily shift your weight and control the bike when negotiating tight corners at speed. In addition, the seat height of 825mm helps make it easier to plant your feet firmly on the ground when stopped. Adjustable Hitachi Astemo (SHOWA) SFF-BP\* (Separate Function Fork – Big Piston) suspension delivers a smooth, controllable ride. Putting the power to the pavement are new 7-spoke cast aluminum wheels shod with Dunlop tires engineered exclusively for the V-STR0M 800. The 19-inch front tire and 17-inch rear tire help realize nimble handling, solid grip and high-speed stability. Sure stopping power and controllable braking performance is provided by four-piston radial-mount brake calipers mated with 310mm outer diameter dual discs up front, and a 260mm outer diameter disc with a single-piston pin-slide caliper in the rear.



Front Suspension

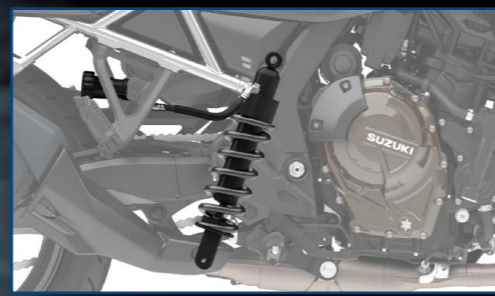
\* SFF-BP is a registered trademark of Hitachi Astemo, Ltd.



17-inch Rear Tire



19-inch Front Tire



Rear shock absorber

## Comfort is in the Details

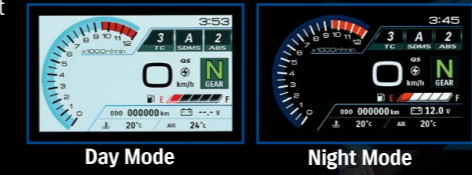
The V-STR0M 800 seat is designed for comfort and freedom of movement on long touring runs. It features a dense foam cushion and durable solid-mount design that ably handles weight shifts as you change position and stands up well to input load from the road surface. And the V-STR0M logo embossed on the seat surface adds a pleasing design accent. Rubber-covered aluminum rider footpegs provide comfort when touring for long distances. The rear carrier with integrated passenger grab bars is handy for carrying extra gear or mounting a genuine accessory top case. Additional comfort and convenience come from knowing that the 20L fuel tank capacity extends your riding range between refueling stops. The relatively tall height-adjustable windscreens for the V-STR0M 800 features a shape and size defined by extensive wind tunnel testing and analysis that helps reduce fatigue on long rides by cutting wind noise and preventing buffeting.



## Purposeful Electrical Design

### Color TFT LCD Instrument Panel

The V-STR0M 800 adopts a custom 5-inch color TFT LCD multifunction instrument panel. Clearly legible high-quality information displays keep you fully aware of all the bike's systems and settings, and supply vital real-time operating status information. The tachometer does double duty as a programmable rpm indicator that blinks when the engine reaches a preset speed, and the LCD includes a function that lets you display large pop-up alerts and warnings. Manual or automatic settings for switching between the day (white) and night (black) display modes let you maximize visibility at any hour and in any riding situation.



Day Mode

Night Mode

\* Photos shown are European specs.

### Distinctive LED Lighting

The vertically stacked pair of hexagonal LED headlights topped by an LED position light helps create a slim, compact face with a thoroughly modern look that symbolizes Suzuki design and a new era of sophisticated adventure styling. Compact LED turn signals and an LED taillight also help ensure clear visibility and practical durability.



LED Headlights and LED Turn Signals

LED Position Light

LED Rear Combination Light

USB Port

### USB Port for Easy Charging

A USB (Type-A) port built into the left side of the multifunction instrument panel provide up to 5V output voltage and 2A maximum current.

\* Using the USB port while the engine is idling or stopped may drain the battery. Be aware of battery drain when using the USB port.  
\* Do not use when washing the motorcycle or when it is raining.  
\* Attach the cap when the USB port is not in use.



\* All lights are illuminated in the photo for illustrative purpose.  
\* Photos shown are European specs.

# All Roads Lead to Freedom

Whether your journey takes you far or near, the V-STROM 800 delivers the performance, the controllability, the comfort, the convenience and the pure riding pleasure to make all roads merge and become your path to freedom.



This photo includes some optional accessories.



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## V-STROM 800

### COLOR VARIATIONS



Pearl Vigor Blue (YKY)



Metallic Mat Steel Green (QVP)



Glass Sparkle Black (YVB)

\* Photo shown are European specs.

### SPECIFICATIONS

Overall length	2,255 mm (88.8 in.)
Overall width	905mm (35.6 in.)
Overall height	1,355mm (53.3 in.)
Wheelbase	1,515mm (59.6 in.)
Ground clearance	185mm (7.3 in.)
Seat height	825 mm (32.5 in.)
Curb weight	223kg (492 lbs.)
Engine type	4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine displacement	776 cm <sup>3</sup> (47.4 cu. in.)
Bore x stroke	84.0 mm x 70.0 mm (3.3 in. x 2.8 in.)
Compression ratio	12.8 : 1
Fuel system	Fuel injection
Starter system	Electric
Lubrication system	Forced feed circulation, wet sump
Transmission	6-speed constant mesh
Suspension	Front Inverted telescopic, coil spring, oil damped
	Rear Link type, coil spring, oil damped
Rake / trail	26° / 124mm (4.9 in.)
Brakes	Front Disc, twin
	Rear Disc
Tires	Front 110/80R19M/C 59V tubeless type
	Rear 150/70R17M/C 69V tubeless type
Ignition system	Electronic ignition (transistorized)
Fuel tank capacity	20 L (5.3/4.4 US/Imp gal)
Oil capacity (overhaul)	3.9 L (1.0 / 4.1 US/Imp qt)
Fuel consumption	22.7 km/L (4.4L/100km) in WMTC
CO <sub>2</sub> emissions	104 g/km in WMTC

European numerical specs. shown.  
Actual fuel consumption and CO<sub>2</sub> emissions may differ owing to conditions such as the weather, road, rider behavior and maintenance.