

#### **PRESS INFORMATION**

November 2019

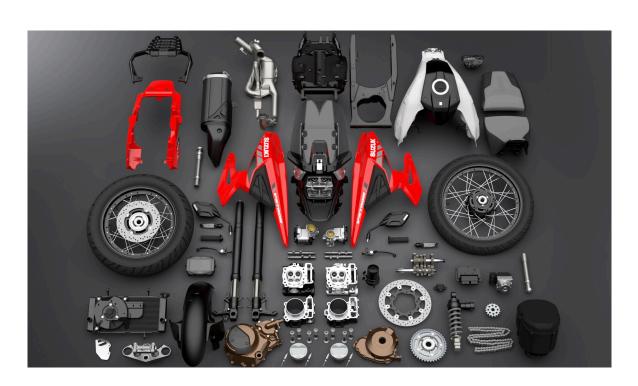
# VSTROM 1050 XT VSTROM 1050



#### V-STROM 1050XT V-STROM 1050

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#### **History of the V-STROM series**

The history of the V-STROM series began in 2002, with the V-Strom 1000 (DL1000)—new generation sports adventure tourer. Its engine, based on the water-cooled 4-stroke 90-degree V-twin DOHC 4-valve engine used in the on-road sports model, featured revised low-medium speed characteristics and was installed in a lightweight aluminum twin-spar frame. It was equipped with a half-cowling that offered superior protection against wind when riding in the upright riding position. The model name combines "V" from "V-twin engine" with "Strom" (short for "a stream of storm"). The V-Strom 1000 won many fans as an all-around tourer that offered high sports performance together with the distinctive output characteristics that only a V-twin engine can provide. In 2004, V-Strom 650 (DL650) was added to the series with the same 90-degree V-twin engine as the 1000cm<sup>3</sup> model. Suzuki continued to sell the 650cm<sup>3</sup> model, and then completely redesigned it in 2012 and 2017. Regardless, the model continues to be very popular as a lightweight mid-class adventure motorcycle.



2002 V-Strom 1000



2004 V-Strom 650

The 1000cm³ model was completely redesigned in 2013. The engine bore was increased from 98mm to 100mm, and the engine displacement was increased from 996cm³ to 1037cm³. The model was equipped with the latest electronic control system, and it used Suzuki's first traction control system. The distinctive styling featured a beak design that incorporated elements of both Suzuki's legendary DR-Z desert racer and the large commercial off-road model DR-BIG. The beak design was first introduced by Suzuki and was also used in other models in the V-STROM series, with the same style being used beginning with the 2017 V-Strom 650 model, and in the V-Strom 250 which debuted in 2017. The beak was given a sharper styling for the 2020 V-STROM 1050, in a way that both continued heritage and yet was a perfect fit for the top model of the new-generation V-STROM series.



2013 V-Strom 1000 ABS



2018 V-Strom 1000XT ABS

# 2. PRODUCT CONCEPT

#### **Product concept**

The product concept for the 2020 V-STROM 1050 is "The Master of Adventure." Riders want to ride anywhere, handle their machines freely on mountain roads, and never give up. Suzuki designed this sports adventure tourer model with these hopes and dreams in mind. As one of the most well-rounded motorcycles, it needs to offer a great balance in terms of performance, feel, and more. Equipped with the latest electronic control system (Suzuki Intelligent Ride System), it features improved 90-degree V-twin engine performance and feel, wrapped in truly magnificent styling.

The V-STROM needed to be more comfortable and sportier, and to offer better rider support. Suzuki thinks it is important to enhance its convenience by allowing for a more relaxed riding position without putting any unnecessary strain on the rider. Suzuki installed the latest 6-directions, along 3-axis IMU to make use of highly accurate data in response to the posture of the vehicle in controlling systems such as the motion track brake system, the hill hold control system and the slope dependent control system.

The top sports adventure tourer could very well become the preferred motorcycle of riders everywhere. This was the concept that went into designing the new V-STROM 1050. Adventure requires a sense of wildness and intelligence—and this requires a tough motorcycle. The same qualities are required of both human and machine. The new V-STROM 1050 has learned and evolved from adventure, into the top sports adventure tourer of the new generation.

# 3. MAJOR FEATURES OF THE V-STROM 1050/XT

#### **PERFORMANCE**

- Proven 1037cm³ V-twin engine meets Euro 5 compliant while boosting power and maintaining low fuel consumption. UPDATE
- ➤ V-Twin engine delivers strong torque in the low-to-mid rpm range and higher power in the high rpm range. UPDATE
- Dual spark technology for high combustion efficiency.
- New 35kW version has been added for the European Driving License Directive. NEW
- Suzuki Intelligent Ride System (S.I.R.S) to increase rider usability and convenience. NEW
  - Cruise control system. NEW Z
  - Motion track brake system and combined brake system. UPDATE
  - Hill hold control system. NEW
  - Slope dependent control system. NEW
  - Load dependent control system. NEW
  - Ride-by-wire electronic throttle system. NEW
  - Traction control system (3 modes plus off mode). UPDATE
  - Suzuki Drive Mode Selector (SDMS). NEW
  - Suzuki easy start system.
  - Low RPM assist system. UPDATE
- Lightweight aluminum twin-spar frame provides high maneuverability.
- ► Comfortable and upright riding position for long touring.
- Fully adjustable Ø43mm KYB inverted front forks.

#### UTILITY

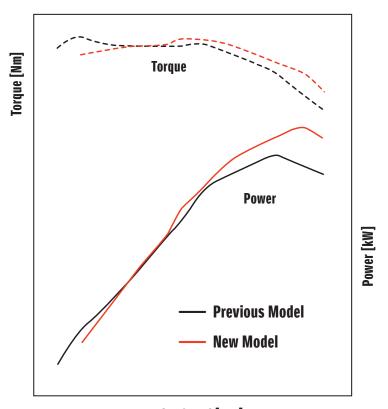
- Smart and easy to attach/detach integrated three-luggage system (optional). UPDATE
- Newly shaped comfortable two-tone seat with adjustable height. UPDATE
- ► Understandable and easy to read multi-function-instrument cluster with rich information. UPDATE
- USB outlet located left side of the instrument cluster. NEW
- ► 12V DC outlet under the seat. UPDATE
- Height adjustable windscreen. NEW

#### FEATURES FOR PRIDE OF OWNERSHIP

- The styling design concept is "Design is in our DNA" which is inspired by legendary desert-racer of DR-Z. NEW
- Distinctive new LED headlight and LED rear combination lights. NEW
- Aluminum tapered handlebar. UPDATE
- A rich variety of genuine accessories. UPDATE

#### Acclaimed Suzuki V-twin engine **UPDATE**

The liquid-cooled, DOHC, 1037cm<sup>3</sup> 90° V-twin engine has further evolved. It meets new Euro 5 emissions control standards while achieving high power and maintaining low fuel consumption. The engine delivers deep rumble in the low rpm range, strong and linear torque in the mid-range and a maximum horsepower in the high rpm range with a smooth run up. This refined engine will support the rider to enjoy various situations such as city and rural roads, winding passes, flat dirt roads and highways.



**Engine Speed [rpm]** 

Model	New V-STROM 1050	Previous V-Strom 1000	
Engine type	4-stroke DOHC V-twin	4-stroke DOHC V-twin	
Cooling system	Liquid-cooled	Liquid-cooled	
Bore x Stroke (mm)	100.0 x 66.0	100.0 x 66.0	
Displacement (cm³)	1037cm <sup>3</sup>	1037cm <sup>3</sup>	
Maximum output (kW)	79.0kW / 8,500rpm	74.0kW / 8,000rpm	
Maximum torque (Nm)	100.0Nm / 6,000rpm	101.0Nm / 4,000rpm	
Emissions level	Euro5	Euro4	
Fuel consumption	20.4km/L (4.9L / 100km) in WMTC	20.4km/L (4.9L / 100km) in WMTC	

Note: Actual fuel economy may differ owing to differences in conditions such as the weather, road, rider behavior and maintenance.

#### Cruise control system









Left handle switch

Cruise control system switch

The newly equipped cruise control system maintains the set speed without the rider having to operate the throttle-a feature for long-distance touring that helps reduce rider fatigue. The new model features new technologies such as ride-by-wire throttle system and the newly programmed ECM, which result in an easy-to-use cruise control. Cruising speed can be set from approximately 50km/h to 160km/h at fourth gear or above.

- A switch on the right handlebars can be pressed to put cruise control system into standby, and a selector switch (up/down) on the left handlebars allows the rider to adjust the speed.
- Cruise control is canceled under certain conditions, such as when the rider applies the brakes, grabs the clutch lever, shifts gears, when the throttle grip is further pulled back from the fully closed position, when the vehicle speed is below approximately 50km/h, at third gear or below or when the tires spin.
- After it is canceled, the rider can quickly resume the speed when it was cancelled by pressing the "RES" button.

#### Ride-by-wire electronic throttle control system NEW

- Now, ride-by-wire throttle system is simpler, lighter and more compact than the previous mechanical throttle, with a larger bore (49mm compared to 45mm of the previous model). The completely electronic-controlled throttle body uses no mechanical cables. The throttle body is independently installed to both the front and rear cylinder. Each throttle body has a single butterfly valve, allowing each to be opened and closed using its own independent motor for precise control.
- When the rider operates the throttle, electronic signals from the accelerator position sensor, gear position sensor and crank position sensor are transmitted over ride-by-wire. The ECM processes a range of data including the accelerator position, crank position, gear position, engine speed, front/rear wheel speed, and the level of oxygen concentration in exhaust gas (using the O<sub>2</sub> sensor in the exhaust pipe), in order to control the optimal air delivery by managing the throttle valve.
- ➤ When riding at extremely low speeds, the new system contributes to a more stable idle.
- lt provides linear throttle response while maximizing emission control.
- Each cylinder has 1 injector located on the intake manifold downstream from the throttle valve (on the engine side). The V-STROM 1050 uses 10-hole injectors. This promotes fuel atomization and improves combustion efficiency.
- Ride-by-wire electronic throttle control system offers a light feeling of control that is natural and linear like a conventional throttle.
- The throttle grips (grip rubber and throttle tube) are separate from the sensor, allowing them to be easily replaced with heated grips.

# Accelerator position sensor Gear position sensor ECM (Engine control Module) Crank position sensor

Ride-by-wire control system overview diagram



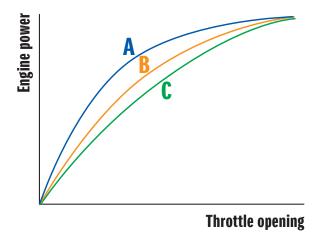


Ride-by-wire throttle body

#### SDMS (Suzuki Drive Mode Selector) \* NEW

- Suzuki Drive Mode Selector is a system that allows the rider to select from three different output characteristic modes (A, B, and C).
- A mode Provides sharp throttle response.
  - B mode Provides softer throttle response.
  - C mode Provides softest response of the three modes.
- SDMS also works in concert with the traction control system.

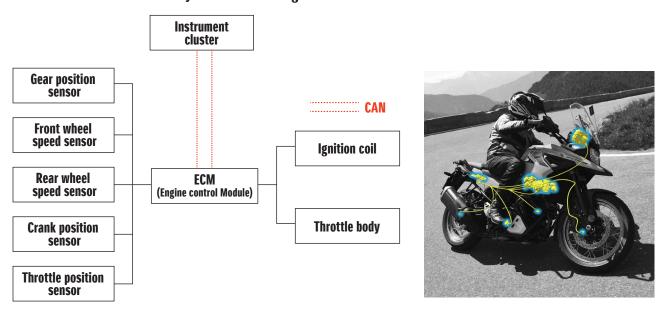
<sup>\*</sup>Not available for 35kW specs.



Power delivery image by mode

#### Traction control system **UPDATE**

#### **Traction control system overview diagram**



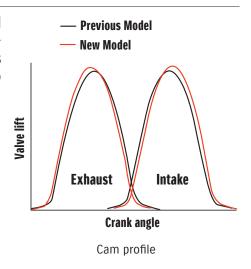
The new V-STROM 1050 features an updated traction control system to let the rider be in control with more confidence in diverse conditions with less stress and fatigue. The traction control mode is increased to three modes plus off for diverse road conditions, or to match the rider's preference more.

- The traction control system continuously monitors the front and rear wheel speed sensor, throttle position, crank position and gear position. When wheel spin is detected, the system quickly controls power output by managing ignition timing and air delivery.
- The rider can select from 3 modes plus off mode. Mode 1, 2 and 3 differ in the timing and level of interventions. Mode 1 is for sport riding with minimal intervention from the system. Mode 3 is for wet or cold conditions with maximum traction control. Mode 2 offers a balance that is ideal for city riding on regular road conditions.
- The mode select switch is located on the left handlebars, allowing the rider to operate it when the throttle is fully closed.
- The system controls power output smoothly and naturally. So, it does not interfere with sport riding even when the system is working.

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.

#### Camshafts and cam-timing **UPDATE**

Both the exhaust and intake cam profile are changed so that the amount of lift is increased and the camtiming has been set with less overlap. This provides better combustion efficiency and contributes to higher power output and low fuel consumption.

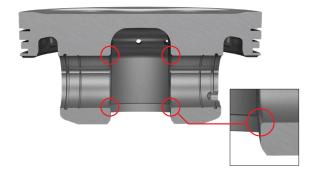


#### Piston and piston rings

- The 100mm bore forged pistons are highly rigid yet lightweight. The piston heads are anodized to enhance durability. The 3-ring type piston rings reduce combustion gas blowout as much as possible, and efficiently transmit combustion pressure to the connecting rods and crankshafts.
- Conical matching with the wrist pin hole changes the distribution of load on the hole. This reduces stress on the piston crown, thereby improving durability.



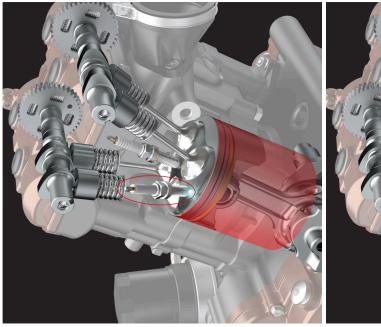
Piston and piston rings

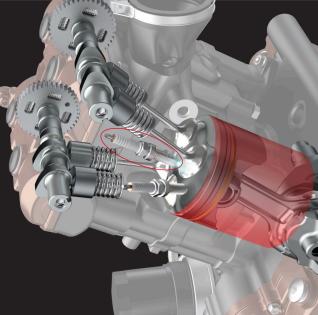


Conical matching

#### Dual spark plugs per cylinder

- Each cylinder head is equipped with two iridium spark plugs. The ignition timing controlled independently contributes to high combustion efficiency, higher power output, a more linear throttle response, easier engine startup and a more stable idle.
- Each cylinder contains 2 spark plugs, with the primary plug in the center of the combustion chamber and the secondary plug on the side. The primary plug is used for all rpm ranges, resulting in increased top end power. The secondary plug is mainly used to improve combustion at low rpm and help obtain smoother output characteristics. This combustion efficiency also helps to improve fuel economy.
- The ignition coils per cylinder enable independent control of the ignition timing, resulting in strong low rpm output and low emissions.





Dual spark plugs

#### Low RPM assist **UPDATE**

The Low RPM assist system monitors and automatically raise the idle speed when taking off from a stop or when riding slowly. The system makes it easier for the rider to pull away from a standstill or maneuver in heavy traffic or through a crowded parking lot. The ride-by-wire throttle system enables more precise control at low speeds.

#### ECM UPDATE

The newly programmed ECM (Engine Control Module) provides state-of-the-art engine management and has optimized settings to meet Euro 5 regulations.



**ECM** 

#### Suzuki Easy Start System

The Suzuki Easy Start System allows the rider to easily start the engine with a single press of the starter button in any weather conditions or engine state—whether cold or hot. There is no need to continue to press the starter button until the starter ignites and turns the engine. It is managed by the ECM so that the starter motor automatically stops once the engine has started.



Suzuki Easy Start System

#### Suzuki Assist Clutch System (SACS)

- The Suzuki Assist Clutch System (SACS) works as an assist clutch to make the lever easier to pull while transmitting the power output, reducing fatigue on long touring.
- SACS works as a slipper clutch on downshifts, affording a certain degree of clutch slip to enable smooth downshift operation.



Suzuki Assist Clutch System (SACS)

#### Radiator **UPDATE**

The new radiator has increased cooling capacity from 22.7kW to 26.1kW in conjunction with higher power output.



Radiator

#### Liquid-Cooled oil cooler NEV

The new V-STROM 1050 uses a new liquid-cooled oil cooler. Located where the oil filter is attached, it takes up less space and is both lightweight and compact. The liquid-cooled oil cooler provides flawless lubrication for a more powerful engine.

## **Exhaust system UPDATE**

A large-volume catalyzer further reduces emissions of hydrocarbons, carbon monoxide, and nitrogen oxides, thereby enabling the V-STROM 1050 to meet the Euro 5 regulations.





#### Chassis design

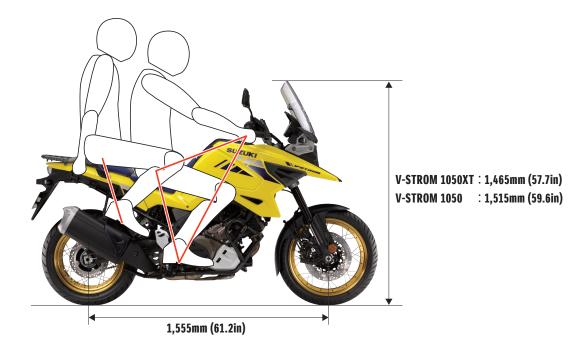
The lightweight and compact chassis is the core factor to realize the comfortable and enjoyable V-STROM character. The narrow width of its V-twin engine allows V-STROM 1050 to maintain a slim body even with a 20L fuel tank, allowing the rider to easily reach the ground with his or her feet. It has been designed with ease-of-use in mind, so that the rider can sit comfortably against the tank and stick his or her legs out along the sides smoothly without any obstructing parts.

#### Frame and swingarm

- The lightweight cast aluminum twin-spar frame realizes the optimal rigidity balance for stability and handling performance. The swingarm is also aluminum supporting the balance and light handling.
- This reliable frame supports everything the rider needs to go on his or her big adventure-high straight line stability, smooth and natural cornering, high traction, and the high rigidity needed to support tandem riding or riding with loaded baggage.



# **Dimensions and ergonomics**



- ► Plenty of leg room and upright handlebars offer a relaxed riding position for long touring with less fatigue.
- ► High stability thanks to the 1,555mm wheelbase.

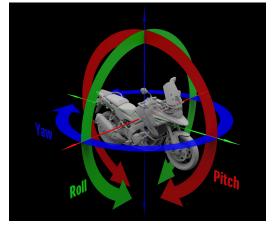
#### Inertial Measurement Unit (IMU) UPDATE











6-directions, along 3-axis, pitch, roll and yaw

- The new inertial measurement unit (IMU) works on 6-direction along 3-axis rather than the 5-axis of the previous system. This allows it to detect pitch, roll, and yaw movement based on the angle rate and acceleration.
- The new high-performance 6-directions IMU from Bosch combines a 3-axis angle rate sensor (gyrometer) and a 3-axis acceleration sensor in a single compact unit.
- Systems that use vehicle posture information obtained from the IMU are motion track brake system, hill hold control system and slope dependent control system.

#### Controller Area Network (CAN) NEW





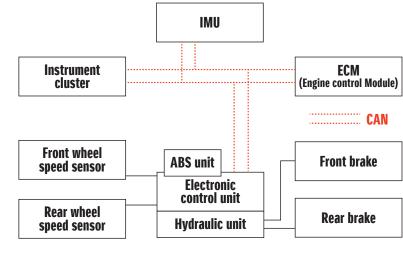
- V-STROM 1050 now uses CAN (Controller Area Network) technology.
- V-STROM 1050 uses an interconnected information network instead of standard wiring. This latest style of wiring makes it possible for the vehicle to be lighter and simpler, and makes it easier to perform network control for the electronic control systems.
- Benefits of CAN It requires less wires than standard wiring, offers faster data transmission, allows the ECM to communicate with each other and share a large amount of information, and provides a single location for diagnosing and processing errors throughout the entire network.

#### Motion track brake system and combined brake system UPDATE

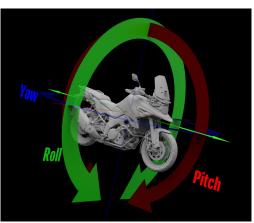




#### Motion track brake system overview diagram







- The motion track brake system combines information on the posture of the vehicle from the 6-directions, along 3-axis Inertial Measurement Unit (IMU) with the front and rear wheel speeds. This has made it possible for the ABS to activate not only in a straight line but also when the vehicle is leaning. When the lever or pedal is operated, this system instantly assesses the need of ABS operation by calculating the posture of the vehicle and front and rear wheel speeds. When judging the need of operation, ABS unit decreases braking pressure, and continues to control the increase/decrease of the pressure according to the traction available.
- Combined Brake System automatically applies pressure to the rear brake to help stabilizing 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 calculated from both wheels speed, but also controls and combines the combined brake system with the ABS unit, applying the information from the 6-directions, along 3-axis IMU.

- Installation of the 6-directions, along 3-axis IMU which constantly monitors the posture of the vehicle and optimal application of ABS according to lean angle is realized. This supports situations such as sudden braking in corners and supports the rider to continue cornering on the intended line.
- The combined brake system optimizes pressure to the rear brake to help stabilizing the vehicle during cornering.
- The amount of kickback from the ABS unit to the lever and pedal is extremely minimum.
- This system allows the rider to select 2 levels of ABS intervention. Mode 1 gives minimal intervention. Mode 2 gives more intervention than Mode 1.

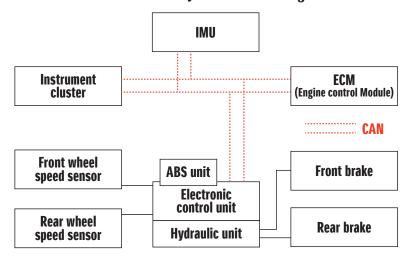
Note: The ABS is not designed to shorten the braking distance. Please always ride at a safe speed according to the road and weather conditions, including while cornering.

#### Hill hold control system

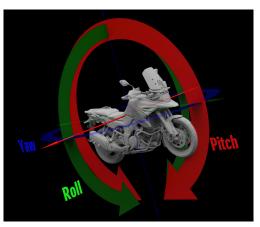




#### Hill hold control system overview diagram







- When the vehicle stops on an upward slope and applies the brakes, the IMU monitors the posture of the vehicle constantly, so this system automatically operates the rear brake for around 30 seconds to prevent the vehicle from backing down the hill even if the rider releases the brake lever/pedal. So, the rider can focus on a smooth start on a hill.
- When the rider releases the brake lever or pedal, the ECU detects the rider's intention to start, thereby releasing the brake smoothly. The rider can also release the brake by quickly gripping the front brake lever twice.
- A switch on the left handlebars can also be used to turn the system OFF.

#### Operating conditions:

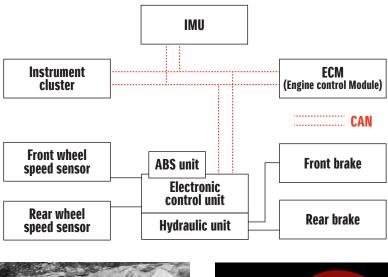
- 1. When hill-hold mode is ON.
- 2. When stopped completely on an incline.
- 3. When the gear is not in the "N" position.
- 4. When the side stand is stowed.
- 5. When the brakes are applied.

#### Slope dependent control system NEW

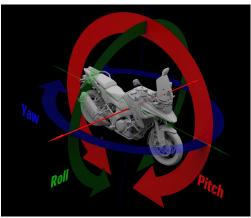




#### Slope dependent control system overview diagram







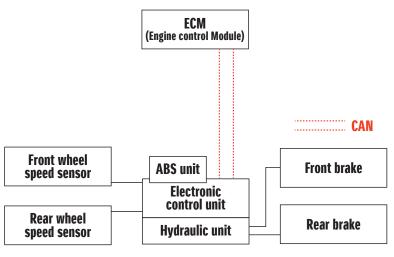
The new IMU constantly monitors the posture of the vehicle even when the vehicle is traveling downhill. When the rider operates the brake lever or pedal on a downhill, the electronic control unit controls brake pressure to prevent rear wheel lift.

#### Load dependent control system





#### **Load dependent control system overview diagram**





- This system supports optimal braking in response to load conditions. The ABS unit constantly learns changes in the braking deceleration through the input of hydraulic pressure as the load increases or decreases when riding with a load or in tandem.
- The braking distance changes depending on load conditions. For instance, the braking deceleration will increase when loaded with baggage or in tandem even with the same brake pressure. On the other hand, the braking deceleration will shorten in a single ride with the same brake pressure.
- This system learns changes of braking deceleration. When this system detects that the braking deceleration changes from the previous braking, the brake pressure is compensated. So, the rider can feel stable braking performance regardless of load changes.
- The system remembers the optimal relationship between the deceleration conditions and brake hydraulic pressure.

Note:The braking distance will be changed depend on road conditions.

#### Newly shaped separate seat with height adjustment UPDATE





- ► It can easily be adjusted 20mm higher than the standard position (using a tool included with the vehicle). Simply insert the part located beneath the tandem seat to under the rider's seat. The seat cover prevents the rider from slipping even during long rides. Neither too hard nor too soft, the seat provides optimal cushioning and rigidity, for a comfortable ride with less fatigue.
- Almost no clearance is created with the fuel tank when set at the high position, maintaining the continuity of the styling. For the V-STROM 1050, a low and high seat are available as an option.





Seat

#### **Fully inverted front fork**

- With an inner tube diameter of only 43mm, the spring preload and compression/rebound damping of the KYB inverted front forks can be adjusted, allowing the suspension to be set based on the preference of the rider or the usage conditions.
- The reliable front forks offer smooth operation and stable damping force characteristics, making them suitable for sports riding and touring.



Front fork adjuster

#### Radial mount brake calipers

- The TOKICO monoblock front brake calipers mounted radially are controllable and offer strong braking performance.
- Features Ø310mm floating mount dual discs (5mm thick and made from stainless steel).
- The rear brake has ø38mm 1 piston pin-slide caliper and a ø260mm disc.



Radial mount brake calipers

#### **Rear suspension**

- The bottom link type mono-shock KYB rear suspension uses a mechanism with adjustable fluid pressure and spring preload, and the preload can be adjusted for tandem riding or riding with a load, without any need for tools—simply turn the dial by hand.
- The rebound damping can also be adjusted.



Rear suspension adjuster

#### Wheels and tires **UPDATE**

- The V-STROM 1050XT model uses DID aluminum wire-spoked wheel rims, while the V-STROM 1050 model is equipped with 10-spoke aluminum cast wheels.
- The rims are 2.50inch (front) and 4.00inch (rear) wide on either model.
- BRIDGESTONE Battlax Adventure A41 tires are standard equipped with a 110/80R19 radial tire on the front and 150/70R17 on the rear. The genuine tires tuned for the new V-STROM 1050/XT contribute to nimble handling and gripping strength.







Tires and wheels V-STROM 1050XT

Tires and wheels V-STROM 1050

#### Aluminum tapered handlebar **UPDATE**

- The new model is equipped with aluminum tapered handlebars.
- The shape enhance the off-road style feel.
- They are made from aluminum to reduce weight while maintaining high rigidity.
- The weight was reduced by 368g. (V-STROM 1050)
- The weight was reduced by 292g. (V-STROM 1050XT)



Handlebars

#### Footrest NEW

- The footrests have been designed to make it easier to stand on flat dirt, and are wider than the previous model.
- The footrests are made of tough steel. The design provides a tough and functional image in line with the overall styling.



Footrest

display

#### Multi-function instrument cluster **UPDATE**

# Cruise control system display Cruise control system display Cruise control system display SUZUKI Hill hold control system Electonic control

Note: All lights and indicators are illuminated in the photo for illustrative purposes.

The V-STROM 1050 full-LCD instrument panel is lightweight and compact. Thanks to its full-LCD design, much more information is now available to the rider.

system mode display

- It is easy to read in both the daytime and at night.
- Included in the display are the speedometer, tachometer (full pixel digital display), gear position indicator, odometer, trip meter (A, B), instantaneous fuel consumption, average fuel consumption, driving range, fuel level indicator, engine coolant temperature indicator, ambient air temperature indicator, clock, voltage meter, service reminder, SDMS mode, traction control mode, ABS mode, cruise control indicator light, hill hold indicator, engine rpm indicator light, freeze indicator light\*, turn signal indicator light, high beam indicator light, traction control indicator light, ABS indicator light, neutral indicator light.

\*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.

➤ SDMS (mode), traction control (mode), and ABS (mode) are all concentrated on the bottom right of the tachometer to allow the rider to check which modes have been selected at a glance.



# 6. UTILITY

- The operation status of cruise control is located to the upper right of the speed display, allowing the rider to easily check the set speed.
- A full pixel digital tachometer is included along with a numerical indicator to make it easier for the rider to check the speed.





- The gear position is indicated with a large number in the center of the tachometer. This makes it easy for the rider to see the relationship between the engine speed and gear.
- The speed is indicated as a number on the upper right. It can be switched between km/h and mph.
- The clock and ambient temperature are always displayed. High beam, turn signals, warnings, and other indications use LEDs.







#### Control switch and control mode display UPDATE

- The left handlebar switch is used to display the function and choose each mode.
- All of this is done with only two simple switches: an UP/DOWN switch (that recognizes short and long presses) and a MODE switch.

\*The select switch operates the following functions. Suzuki Drive Mode Selector (SDMS), Traction control system, ABS mode are instrument panel operation.



Left handle switch



Right handle switch

#### **MODE** Switching modes



# Suzuki Drive Mode Selector (SDMS) mode

\*Refer to page 9 for the details.

#### Suzuki Drive Mode Selector (SDMS)

By operating the select switch on the left handlebar, Suzuki Drive Mode Selector (SDMS) allows selecting from among 3modes (A-mode,B-mode,C-mode) of engine power characterictics according to running conditions and the rider's preference. By pressing the select switch down, the indicator changes in the order of A+B+C. By pressing the select switch up, the indicator change in the order of C+B+A.



#### **Traction control system mode**

\*Refer to page 10 for the details.

#### Traction control system The traction control system

The traction control system can be turned off or can be set to one of 3 sensitivity settings (mode 1 to model 3). The traction control indicator light "TC" blinks when the traction control system is controlling engine power output. By pressing the select switch down, the indicator changes from off $\rightarrow 1 \rightarrow 2 \rightarrow 3$ . By pressing the select switch up, the indicator changes from mode  $3 \rightarrow 2 \rightarrow 1 \rightarrow$  off.



**ABS** mode

\*Refer to page 19 for the details.

#### **ABS** mode

By operating the select switch on the left handlebar, the ABS mode allows selecting from among 2 modes (1 mode,2 mode) of intervention. By long pressing (more than 1.5 sec.) the select switch long, the indicator changes in the order of  $2 \rightarrow 1$ . By long pressing (more than 1.5 sec.) the select switch down, the indicator changes in the order of  $1 \rightarrow 2$ .

# 6. UTILITY







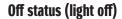
Right handle switch

#### Cruise control system

\*Refer to page 7 for the details



The cruise control can be put into standby when a switch on the right handlebar is pressed.





The cruise control is set when SET is pressed on the left handle switch.

**✓** Cruise control system mode



The vehicle speed can be changed using the UP/DOWN button.

**Vehicle speed set** 

#### Headlights and turn signals **NEW**

- The headlight produces bright light that clearly illuminates road surfaces and shoulders for excellent visibility.
- The headlight unit is lightweight for excellent balance with the overall weight of the vehicle.
- V-STROM 1050XT have LED turn signals, making them lighter and bright. V-STROM 1050 have conventional bulb type turn signals.







Headlight (Position light)

Headlight (High beam)

Headlight (Low beam)

#### 12V DC outlet



A 12V DC outlet is located underneath the tandem seat. This convenient outlet can be used to charge or power a range of devices.

\*In order to prevent draining the battery, do not use the outlet during an engine stop. Please make sure to keep at 12W or less during idling.



DC socket

## **USB** outlet **NEW**

A USB port is located left side of the meter panel. It can be used as a power source for a smartphone, navigation system, or other similar device.

\*In order to prevent draining the battery, do not use during an engine stop. Please refer to the owner's manual for other usage conditions.



USB outlet

# 6. UTILITY

#### Engine under cover, knuckle cover and accessory bar UPDATE





- ➤ The under cover (made from aluminum with a satin finish and alumite treated) underneath the engine and the accessory bar (on the side of the engine) and knuckle cover to enhance adventure feel.
- In addition to reducing the damage to the vehicle, the covers provide a tougher look to the styling. A fog lamp can even be attached to the accessory bar.
- The strong knuckle covers protect the rider's hands from wind, rain, and flying stones.





Engine under cover

Knuckle cover

#### Height adjustable windscreen UPDATE





- The windscreen design has also updated to match the exterior design update. The shape and size were decided after repeated wind tunnel experiments. The height can be adjusted to suit the rider's physique or preferences for maximum convenience.
- The screen can be finely adjusted within a 50mm vertical range to one of 11notch levels.
  - \*The standard screen can be adjusted to 3 different levels using a on-vehicle tool kit.
- > The screen is adjusted by hand using a quick release handle toward the front lower portion of the screen-no tools required.
- The cast-aluminum screen brace is strong but with a design that is both beautiful and functional.
- The convenient bar behind the screen can even be used to mount accessories. The windscreen for V-STROM 1050 can be adjusted to 3 levels using tools.



Windscreen (side view)



Windscreen (oblique view)





Wind tunnel test

# 6. UTILITY

# Center stand NEW NEW





The center stand is light and offers excellent front/rear balance, making it convenient for use during maintenance or when loading baggage.



Center stand

# 7. STYLING DESIGN



Design sketch

#### Styling design concept "Design is in our DNA"

To emphasize the distinctive styling design which only Suzuki creates, the "beak" design has been highlighted to associate it with the desert racer DR-Z and DR-BIG. The styling design with a beak was adopted by Suzuki first ahead of competitors. The new V-STROM 1050 carries this DNA. The new V-STROM does not only inherit from Suzuki's heritage, but is also further evolved with a more aggressive and bold image for the new generation V-STROM 1050.

#### The parts used on V-STROM 1050/XT NE

- Careful thought went into finishing each part. A bumpy texture reminiscent of asphalt roads was given to the knuckle covers and parts around the seat and instrument panel. This serves as a minor design accent.
- The cylinder head, clutch covers, magneto cover and water pump case are finished with a bronze color for a beautiful contrast with the black engine body.



Clutch cover

# 7. STYLING DESIGN

#### Distinctive new headlights and turn signals **NEW**

A new design featuring a vertically stacked LED headlight with a unique rectangular shape.



Headlight

#### Rear combination lights **UPDATE**

- ► LEDs are used for both rear combination lights (the tail light and stop light).
- The design provides a stylish look for the rear as well as excellent visibility.
- For the V-STROM 1050XT, the rear combination lights are given a clear color to give them a premium feel and differentiate them from the standard grade.



Tail light (V-STROM 1050XT)



Tail light (V-STROM 1050)

# 7. STYLING DESIGN

#### Mirrors **UPDATE**

The V-STROM 1050XT model uses a new sporty design for the rear view mirrors, while the V-STROM 1050 model uses a square design.





Mirror (V-STROM 1050XT)

Mirror (V-STROM 1050)

# 8. ACCESSORIES

#### **Genuine accessories for V-STROM 1050**

- V-STROM 1050 offers a wide range of accessories to inspire your journey.
- The model offers more than 50 items which enable you to experience the difference of V-STROM 1050.





# 8. ACCESSORIES

#### Main accessories for V-STROM 1050



1 CENTER STAND



2 LOW SEAT



**3** GRIP HEATER



4 LED FOG LAMP SET



5 KNUCKLE COVER



6 ACCESSORY BAR



7 ALUMINUM TOP CASE\*1



8 ALUMINUM SIDE CASE SET\*2



9 TEXTILE TANKBAG (BIG)\*3



10 LED TURN SIGNAL



11 ALUMINUM CHAIN GUARD



12 SIDE STAND EXTENSION PLATE

<sup>\*1</sup> Maximum loading capacity is 3kg. \*2 Maximum loading capacity is 3kg each. \*3 Maximum loading capacity is 2.5kg.

# 9. COLOR VARIATIONS

#### **Color variations**

- Each model comes in one of three colors. The V-STROM 1050XT model comes in yellow, orange/white, or black, while the V-STROM 1050 model comes in black, black/ white, or gray.
- Each of the three colors has a sense of presence and character worthy of a flagship model. Yellow represents Suzuki's off-road brand image, vivid orange/white resembles the legendary Suzuki desert racers, DR-Z, and black expresses a calm and urban feel.

#### **V-STROM 1050XT**



Champion Yellow No.2 (YU1)



Pearl Brilliant White / Glass Blaze Orange (B1F)



Glass Sparkle Black (YVB)

#### **V-STROM 1050**



Glass Sparkle Black (YVB)



Glass Sparkle Black / Pearl Brilliant White (B1G)



Glass Sparkle Black / Solid Iron Gray (BTH)

# **10. SPECIFICATIONS**

Overall Length		2,265mm (89.2in)
Overall width		V-STROM 1050XT: 940mm (37.0in) V-STROM 1050: 870mm (34.3in)
Overall height		V-STROM 1050XT: 1,465mm (57.7in) V-STROM 1050: 1,515mm (59.6in)
Wheelbase		1,555mm (61.2in)
Ground clearance		V-STROM 1050XT : 160mm (6.3in) V-STROM 1050 : 165mm (6.5in)
Seat height		V-STROM 1050XT: 850mm (33.5in) V-STROM 1050: 855mm (33.7in)
Curb mass		V-STROM 1050XT : 247kg (544.6lbs) V-STROM 1050 : 236kg (520.4lbs)
Engine type		4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x stroke		100.0mm x 66.0mm (3.937in x 2.598in)
Engine displacement		1,037cm³ (63.3cu in)
Compression ratio		11.5 : 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		25°30' / 109mm (4.29in)
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	110/80R19M/C 59V
	Rear	150/70R17M/C 69V
Ignition system		Electronic ignition
Fuel tank capacity		20.0 L (5.3US gal / 4.4lmp gal)
Oil capacity (Overhaul)		3.5 L (3.7US qt / 3.1Imp qt)