













## **Designing the V-STROM 1050/XT**

There is a new design featuring a vertically stacked headlight with a unique rectangular shape. The headlight clearly illuminates the road surfaces and shoulders for excellent visibility. The headlight unit is lightweight for excellent balance with the overall weight of the vehicle. The new model is equipped with aluminum tapered handlebars. The shape enhances the off-road style feel and is lightweight while maintaining high rigidity. The cylinder head, magneto cover, water pump case and clutch covers are finished with a bronze color for a beautiful contrast with the black engine body.

## ADVANCED CONTROL

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

The Suzuki Intelligent Ride System (S.I.R.S) includes the Motion Track Brake System, Hill Hold Control System, Slope Dependent Control System and Load Dependent Control System that assist in braking, and the Cruise Control System, Suzuki Drive Mode Selector (SDMS), and Traction Control System that assist in driving. The system provides users with intelligent controls to enhance ease of use and convenience in touring and daily life.



## **B** Hill Hold Control System



When the vehicle stops on an upward slope and applies the brakes, 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. This allows the rider to focus on a smooth start on a hill.

- 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.







The new Slope Dependent Control System 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



This system supports optimal braking in response to load conditions. The system 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.











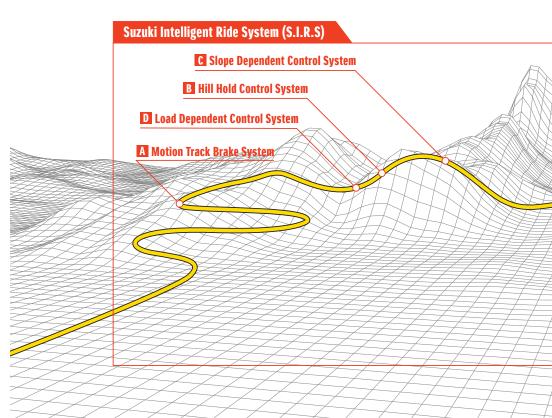
## ■ Motion Track Brake System



The updated Motion Track Brake System combines information of the posture of the vehicle with the front and rear wheel speeds. This allows the ABS to activate not only in a straight line but also when the vehicle is leaning.

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.

# **A COMPLETE PACKAGE**





## **■ Cruise Control System**

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 a range of technology such as ride-by-wire throttle system and the newly programmed ECM, which result in an easy-to-use cruise control. Crusing 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 into standby, and a selector switch (up/down) on the left handlebars allows the rider to adjust the speed.







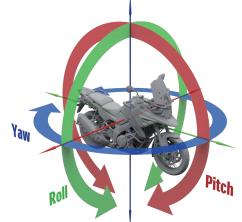




Cruise Control Indicator Light

## **Ride-by-wire Electronic Throttle System**

Much simpler, lighter and more compact than the previous mechanical throttle. There are no mechanical cables used and one is independently installed to both the front and rear cylinder. Ride-by-wire electronic throttle control system offers a light feeling of control that is natural and linear like a conventional throttle.



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

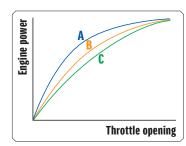
The new inertial measurement unit (IMU) works on 6-direction along 3-axis rather than the 5-axis of the previous system. This allows it to detect pitch, roll, and vaw movement based on the angular rate and acceleration. The new high-performance 6-directions IMU from Bosch combines a 3-axis angular rate sensor (gyrometer) and a 3-axis acceleration sensor in a single compact unit.

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

Suzuki Drive Mode Selector is a system that allows the rider to select from three different output characteristic modes (A, B, and C).

\*Not available for 35kw specs.

A mode	Provides sharp throttle response
B mode	Provides softer throttle response
C mode	Provides softest response of the three modes



Power delivery image by mode

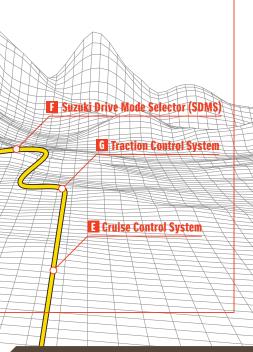
### **☐** Traction Control System

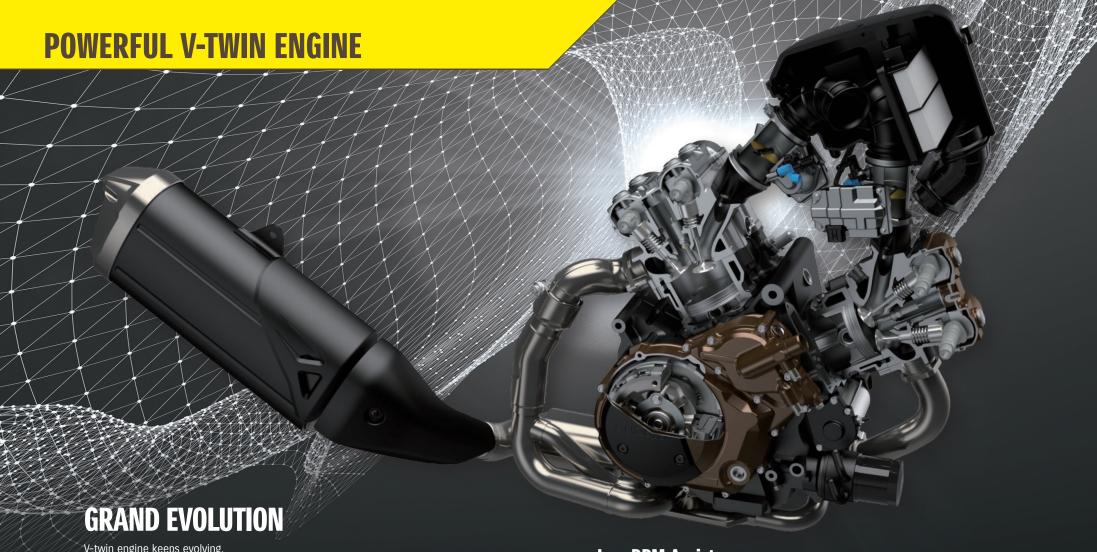
An updated traction control system is used to let the rider be in control with more confidence in diverse conditions with less stress and fatigue. The traction control mode is increased to three modes plus off mode for diverse road conditions, or to match the rider's preference more. The traction control system continuously monitors the front and rear wheel speed, 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.

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.









V-twin engine keeps evolving.

## **The Refined V-Twin Engine**

The liquid-cooled, DOHC, 1037cm<sup>3</sup> 90° V-twin engine further evolved. It meets new Euro 5 emission control standards while achieving high power of 79.0kW / 8,500rpm while maintaining low fuel consumption (4.9L / 100km). Also, a 35kW version has been added for the European Driving License Directive. 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.

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

### **Low RPM Assist**

The Low RPM assist system monitors and automatically raise the idle speed when taking off from a stop or when riding slowly. Using the electronic throttle, a even finer level control is made possible. 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.

## **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.

## Suzuki Clutch Assist System (SCAS)

The Suzuki Clutch Assist System (SCAS) works as an assist clutch to make the lever easier to pull while transmitting the power output, reducing fatigue on long touring.

## **Electronical Throttle Body**

Now, ride-by-wire throttle system is simpler, lighter and more compact than the previous model, with a larger bore (49mm compared to 45mm of the previous model). 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.

## **Camshafts and Cam-timing**

Liquid-cooled oil coole

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.

## **Dual Spark Technology**

Each cylinder head is equipped with two iridium spark plugs. The ignition timing is controlled independently contributing to high combustion efficiency, higher power output, a more linear throttle response, easier engine startup and a more stable idle.

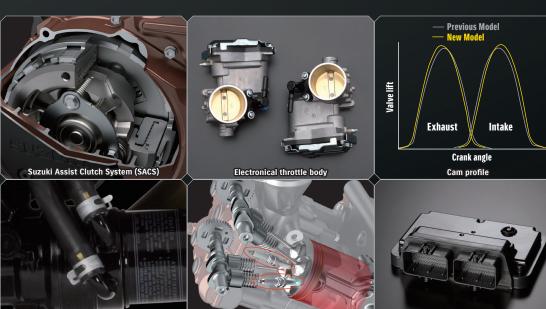
#### **ECM**

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

## **Liquid-cooled Oil Cooler**

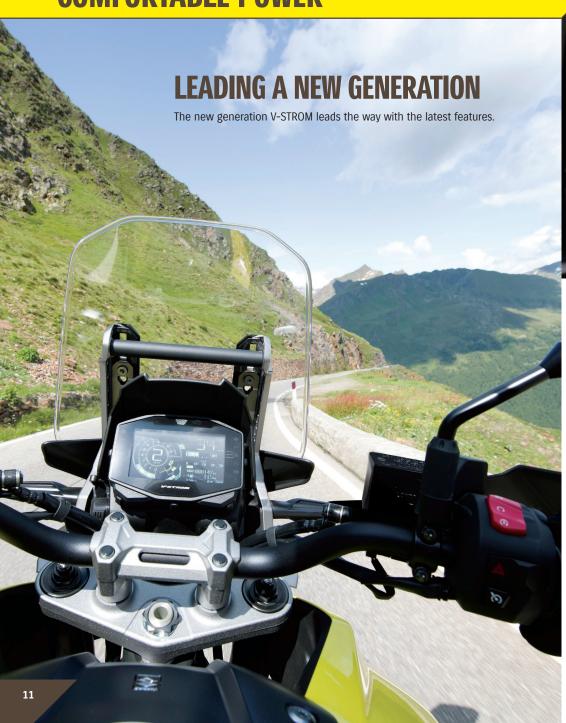
Uses a new liquid-cooled oil cooler. Located where the oil filter is attached, it takes up less space and is both lightweight and compact. The liquid-cooled oil cooler provides flawless lubrication for a more powerful engine.

ECM





## **COMFORTABLE POWER**





### **Multi-function Instrument Cluster**

The instrument panel presents all required information on a full LCD screen using a clean and intuitive layout with information displayed in order of priority. 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, cruise control indicator, ABS mode, 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, and neutral indicator light.









- A switch on the left handlebar can be used to change the mode menu and settings.
- SDMS mode, traction control mode, and ABS mode\* 2 are all concentrated on the bottom right of the tachometer. (\*V-STROM 1050XT only)
- The operation status of cruise control is located to 3 the upper right of the speed display. (V-STROM 1050XT only)



### **USB Outlet**

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

#### **Adjustable Suspension with Excellent Wheel Selection**

With an inner tube diameter of only 43mm, the spring preload and compression/rebound damping of the KYB inverted front forks can be fully adjusted, allowing the suspension to be set based on the preference of the rider or the usage conditions. The rear suspension is a bottom link type mono-shock, and the preload can be adjusted simply by turning the dial by hand. 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. Bridgestone Battlax Adventure A41 tires are standard equipped with a 110/80R19 radial tire on the front and 150/70R17 on the rear.











## **Durable Twin-spar Aluminum Frame**

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.



## **Height Adjustable** Windscreen

The windscreen reduces fatigue when riding at high speeds. Height is adjustable on the V-STROM 1050XT without any tools.



## **Comfortable Seat**

The seat has a front/rear separate design and is just the right firmness to provide a comfortable ride with less fatigue even on long rides. The height of the rider's seat can be adjusted 20mm higher on the V-STROM 1050XT.



## **Aluminum Tapered Handlebars**

The new model is equipped with aluminum tapered handlebars. The shape enhances the offroad style feel.

## **Exclusive Equipments Only for V-STROM 1050XT**

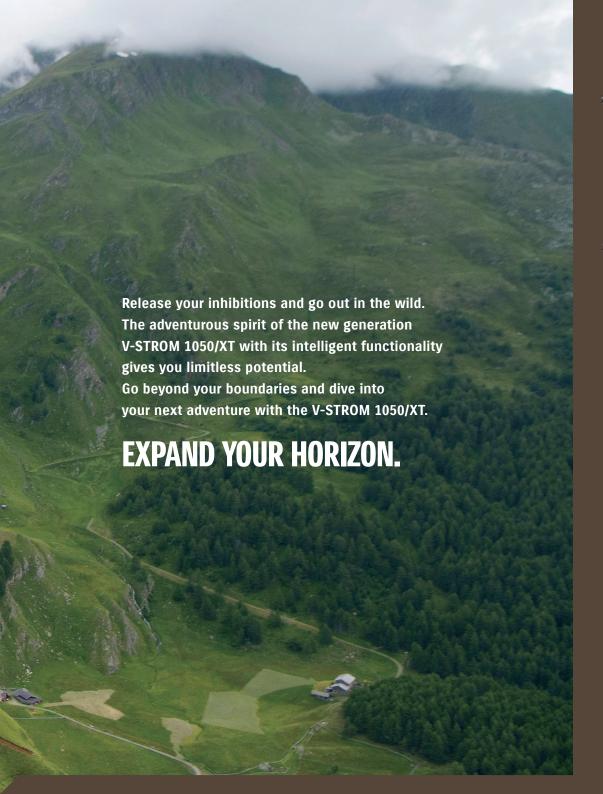


V-STROM 1050XT is standard equipped with special parts such as an aluminum under cowling, accessory bar, knuckle cover, LED turn signals and center stand. The seat has a front/rear segmented design, and the rider seat can be easily adjusted 20mm higher than the standard position. The windscreen height can be adjusted without any tools. A 12V DC socket is equipped under pillion rider seat. This convenient outlet can be used to charge or power a range of electrical devices.



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





#### V-STROM 1050XT







Pearl Brilliant White / Glass Blaze Orange (B1F)



Glass Sparkle Black (YVB)

#### V-STROM 1050



Glass Sparkle Black (YVB)



lass Sparkle Black / Pearl Brilliant White (B1G)



ss Sparkle Black / Solid Iron Gray (BTH)

## **SPECIFICATIONS**

Overall length		2,265 mm (89.2in)
Overall width		V-STROM 1050XT : 940 mm (37.0 in) V-STROM 1050 : 870 mm (34.3 in)
Overall height		V-STROM 1050XT : 1,465 mm (57.7 in) V-STROM 1050 : 1,515 mm (59.6 in)
Wheelbase		1,555 mm (61.2 in)
Ground clearance		V-STROM 1050XT : 160 mm (6.3 in) V-STROM 1050 : 165 mm (6.5 in)
Seat height		V-STROM 1050XT : 850 mm (33.5 in) V-STROM 1050 : 855 mm (33.7 in)
Curb mass		V-STROM 1050XT : 247 kg (544.6 lbs) V-STROM 1050 : 236 kg (520.4 lbs)
Engine type		4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x stroke		100.0 mm x 66.0 mm (3.937 in x 2.598 in)
Engine displacement		1,037 cm³ (63.3 cu in)
Compression ratio		11.5 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Wet sump
Transmission		6-speed constant mesh
Primary reduction rati	0	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' / 109 mm (4.29 in)
Brakes	Front	Disc, twin
	Rear	Disc
Tyres	Front	110/80R19M/C 59V
	Rear	150/70R17M/C 69V
Ignition system		Electronic ignition
Fuel tank capacity		20.0 L (5.3 US gal / 4.4 Imp gal)
Oil capacity (overhaul)		3.5 L (3.7 US qt / 3.1 Imp qt)

