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Adventure



World class engineering, uncompromising quality control

Advanced technologies, skilled craftsmanship

The secret of Suzuki quality is a combination of advanced technologies and skilled craftsmanship. Suzuki motorcycles come to life through countless hours of testing, uncompromising quality control by the engineers who have unmatched enthusiasm and craftsmanship.

Our manufacturing spirit powers your Suzuki.



Providing 'value-packed products'

In our more than 100 years of manufacturing history, we have strived to provide 'value-packed products' as one of our manufacturing philosophies. We believe that our passion and enthusiasm turns into your fun and excitement, our pride of craftsmanship becomes your pride of ownership. The trademark "S" is recognised by people throughout the world as a brand of quality products that offer both reliability and originality. Suzuki stands behind this global symbol with a sure determination to maintain this confidence in the future as well, never stopping in creating 'value-packed products'.

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Suzuki technology is constantly evolving.



Ride by Wire

Butterfly valves on the throttle bodies are controlled by an advanced electronic engine management system.



Motion Track Brake System

The Motion Track Brake System¹ works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement; pitch, roll and yaw to realise optimal vehicle stability. On GSX-R1000 this system reduces rear wheel lift under hard braking, while on GSX-R1000R the system also optimises brake pressure when the motorcycle is leaning. On V-Strom 1050XT optimal stability comes not only in straight line braking but also when braking while cornering.



Motion Track TCS Traction Control System

Suzuki's advanced Motion Track TCS² allows the rider to select 10 different levels of traction control intervention, depending upon road or racetrack conditions. The TCS intervention can be changed while riding, as long as the throttle is closed. The Motion Track TCS continuously monitors 6 different sensors, and quickly reduces engine power output when a loss of traction is detected or predicted. Power output is controlled by managing ignition timing and throttle valve position.



TCS - Traction Control System

Suzuki's traction control system² continuously monitors front and rear wheel speeds, throttle position, crank position and gear position sensors, and quickly reduces engine output when wheel spin is detected. Engine output is controlled by managing ignition timing and air delivery to ensure smoother traction control operation.



SCAS - Suzuki Clutch Assist System

A back-torque-limiting clutch helps make downshifts smoother and assists the rider in taking control in deceleration.



SAIS - Suzuki Advanced Immobiliser System

An electronic identification system in the owner's key to prevent unauthorised people from starting the engine.



SET - Suzuki Exhaust Tuning

Uses a servo-controlled butterfly valve to modify back pressure and tune the pipe to match engine RPM, improving low down torque and increasing mid-range and high-rpm power.



ABS - Anti-lock Brake System

The system helps avoid wheel locking when there is a sudden change in road surface during braking or when an excessive braking force is applied. The system monitors wheel speed 50 times per wheel rotation, and matches stopping power to available traction. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS¹.



Suzuki Easy Start

On a normal motorcycle when starting the engine, the rider needs to press and hold the starter switch until the engine fires up. With the Suzuki Easy Start, all you need to do is one quick push of the starter switch.



Low RPM Assist

Low RPM Assist uses the ISC (Idle Stability Control) mechanism to help raise engine RPM slightly in launching and riding at low speed. This new feature helps smoother operation when pulling away and when riding at slow speeds. This means it's easier to pull away and easier to control the engine in stop-start traffic.



SRAD - Suzuki Ram Air Direct

Positioned close to the centreline of the fairing, the air intakes offer better intake efficiency and increased power at high speed.



S-DMS - Suzuki Drive Mode Selector

Allows the rider to select a number of fuel injection and ignition system maps adjusting power delivery to suit personal preference in various riding situations, such as different racetracks or tight, twisty roads. The feature helps riders to enjoy the performance in a wider range of riding situations.



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.



Slope Dependent Control System

The Slope Dependent Control System constantly monitors the posture of the vehicle even when the vehicle is travelling 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.



ABS Mode

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.



Cruise Control System

The 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.

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V-STROM 1050XT

Master of Adventure

It's time for adventure, your adventure, so escape into the wilderness and explore with the V-Strom 1050XT. With its purposeful, distinctive and authentic design, comprehensive specification and trademark V-Strom blend of performance, comfort and practicality, your adventure only has to end when you're ready.



THE
**MASTER OF
ADVENTURE**
V-STROM 1050XT

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Model shown with optional accessories fitted.





Design DNA

The V-Strom model incorporates elements of both Suzuki's legendary DR-Z prototype desert racer and the production DR-BIG model. The characteristic beak design, first adopted by Suzuki, stays true to Suzuki's heritage while evolving the new generation machine for a bolder more aggressive look.



V-Twin Power and Character

The liquid-cooled, DOHC, 1037cc 90° V-Twin engine meets Euro 5 emission control standards while achieving high power of 107.4PS (79kW) at 8,500rpm while maintaining low fuel consumption 57.65MPG (4.9L /100km). The engine delivers a deep rumble in the low rpm range, strong and linear torque in the mid-range and a maximum horsepower in the high rpm range. This engine helps make for an enjoyable riding experience and is highly versatile, excelling on different roads and adventures from city and rural roads to winding passes, flat dirt roads and open motorways.



All LED Lighting

The headlight uses a full LED design, is vertically stacked and a unique rectangular shape. It clearly illuminates the road ahead and surrounding area for excellent visibility. This model also features LED turn signals, making them lighter and brighter. LED are used too for the rear combination lights, both the tail light and brake lights, for a clean look as well as high visibility.



Easy Adjust Screen

The screen shape and size has been defined by extensive wind tunnel testing. The height can be adjusted to suit the rider's stature or preferences, adjustable by 50mm to one of 11 positions. The V-Strom 1050XT screen is adjusted by hand using a quick release handle toward the front, lower section of the screen, with no tools required.

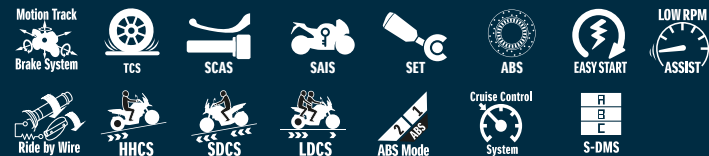
Exclusive XT Equipment

V-Strom 1050XT is the most premium of the V-Strom models and as such comes highly specified including: an aluminium under cowl, accessory bar, knuckle covers, LED turn signals and centre stand. The seat has a split front and rear design, allowing the rider's seat to be easily adjusted 20mm higher than the standard position. The screen height can be adjusted quickly and easily without the need for tools. A 12V DC socket is equipped under the pillion passenger seat. The XT model also features wire spoked wheels and many parts of the Suzuki Intelligent Ride System (SIRS) only feature on the XT too: Hill Hold Control, Slope Dependent Control, Load Dependent Control, Motion Track Brakes and Cruise Control.

Durable Aluminium Frame

The light weight cast aluminium twin-spar frame achieves the optimal balance of rigidity, stability and handling performance. The swingarm is also aluminium contributing to an excellent balance, light weight and superb handling.

Full specification at back of brochure.
For full model information see bikes.suzuki.co.uk



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Suzuki Intelligent Ride System (SIRS)

A complete package of modern rider aids to help support your riding adventures. The system incorporates the Motion Track Brake System, Hill Hold Control System, Slope Dependent Control System, Load Dependent Control System, Cruise Control System, Suzuki Drive Mode Selector (SDMS) and a Traction Control System. The systems provide riders with intelligent controls to enhance ease of use, convenience, comfort and enjoyment whether touring or daily commuting.

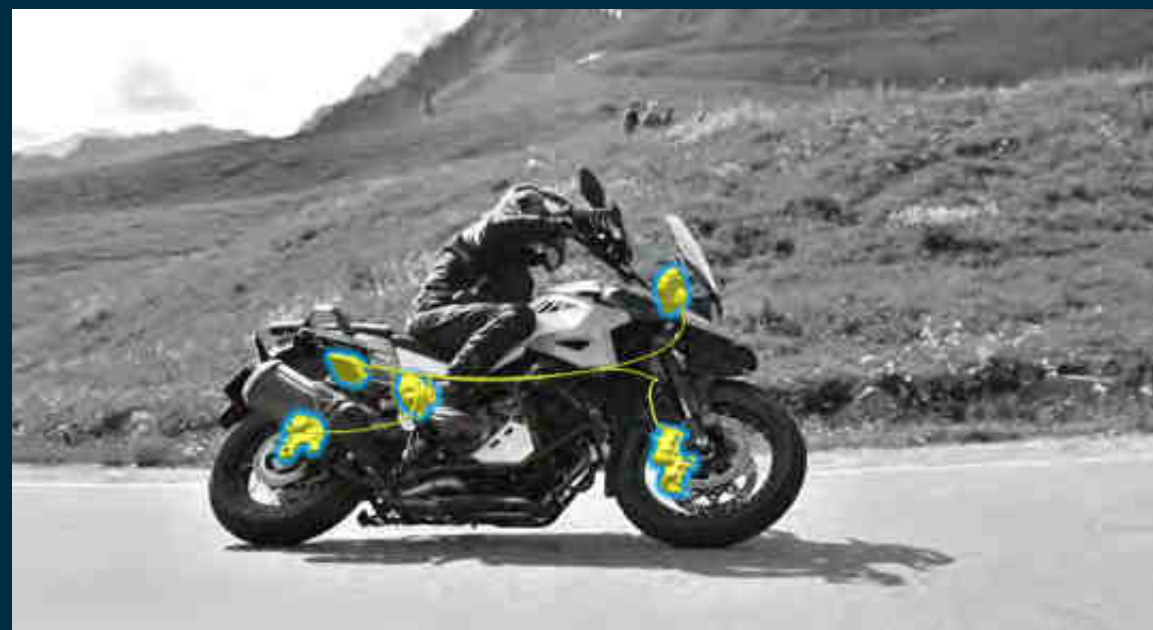
The Hill Hold Control System, when the bike stops on an upward slope and the brakes are applied, this system automatically operates the rear brake for 30 seconds to prevent the vehicle from rolling back down the hill, even if the rider releases the front brake lever or rear brake pedal. This allows the rider to focus on making a smooth start on a hill.

The Slope Dependent Control System constantly monitors the posture of the bike including when the bike is travelling downhill. When the rider operates the front brake lever or rear brake pedal on a downhill, the electronic control unit controls brake pressure to prevent rear wheel lift.

The Load Dependent Control 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 luggage or a pillion.

The Motion Track Brake System combines information about the bike's posture with front and rear wheel speeds. This allows the ABS to activate both when the bike is upright and travelling in a straight line but also when the vehicle is leaning through corners too. The braking system is also linked and has 2 different ABS modes.

The Cruise Control System is a helpful feature for riding on motorways or for long distance travelling, helping reduce rider fatigue. The V-Strom 1050XT model features a range of technology including a ride-by-wire throttle system and a newly programmed ECM, which result in an easy to use cruise control system. Cruising speed can be set from approximately 30mph to 100mph with fourth gear or above selected. A switch on the right switch cube can be pressed to put cruise control into standby, and the selector switch (up/down) on the left switch cube allows the rider to adjust the speed.



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Champion Yellow No.2 /
Glass Sparkle Black (BT1)



Pearl Brilliant White /
Glass Blaze Orange (B1F)



Metallic Oort Grey /
Glass Sparkle Black (BD7)



Glass Sparkle Black (YVB)

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THE
**MASTER OF
ADVENTURE**
V-STRUM 1050

V-STRUM 1050

Master of Adventure

Escape the day to day and go out in the wild. Take the adventurous spirit of the V-Strom 1050, with its intelligent functionality you have unlimited potential to explore. Go beyond your boundaries and dive into your next adventure with the V-Strom 1050.

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Model shown with optional accessories.





Distinctive Styling

There is a design featuring a vertically stacked headlight with a unique rectangular shape. The headlight clearly illuminates the road ahead and surrounding area for excellent visibility. The headlight unit is light weight for excellent balance with the overall weight of the bike. The model is equipped with aluminium tapered handlebars. The shape and position is designed for optimum comfort while the material gives the bars a light weight with high rigidity.



Electronic Throttle System

A light weight and compact electronic ride-by-wire system replaces the previous mechanical cable operated system. This electronic system offers a light feel and control that is natural and linear like a conventional throttle.



Suspension and Brakes

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 easy access dial by hand. The Tokico monobloc front brake calipers are mounted radially and offer strong braking performance and control. At the front are two 310mm floating discs, 5mm thick and made from stainless steel. The rear brake has a 38mm single piston pin-slide caliper and 260mm disc.

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 longer rides.

Multi-function Instrument Cluster

The instrument panel presents all required information on a full and intuitive layout with information displayed in order of priority. Included in the display are the speedometer, tachometer (full pixel digital display), gear position, odometer, trip meter (A, B), instantaneous fuel consumption, average fuel consumption, riding range, fuel level, engine coolant temperature, ambient air temperature, clock, voltage meter, service reminder, SDMS mode, traction control mode, cruise control, ABS mode, hill hold, engine rpm light, freeze light, turn signal indicator light, high beam indicator light, traction control indicator light, ABS indicator light, and neutral indicator light.

*V-Strom 1050XT only.

Full specification at back of brochure.
For full model information see
bikes.suzuki.co.uk



TCS

SCAS

SAIS

SET

ABS

EASY START

ASSIST

Ride by Wire

S-DMS

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V-Strom 1050XT shown.

Three-Mode Traction Control System

Suzuki's advanced traction control system² lets the rider control the throttle with more confidence in diverse conditions; making riding more enjoyable and less tiring. The system checks the front and rear wheel speeds, the throttle position sensor, the crank position sensor and the gear position sensor 250 times a second. It quickly reduces engine output by affecting control over the ignition timing whenever it detects wheel spin. The system's control over engine output feels so smooth and natural, it doesn't detract from riding pleasure. The rider can set the system to any of three modes or turn it off. The modes differ in terms of sensitivity. Mode one is for sport riding with minimal intervention; mode two offers the ideal balance for typical road conditions; and mode three delivers maximum traction control² when riding in poor conditions.

Suzuki Drive Mode Selector (SDMS)

The Suzuki Drive Mode Selector is a system that allows the rider to select from three different throttle output characteristic modes to suit their preference and riding conditions. 'A' mode provides direct throttle response, 'B' mode provides softer throttle response and 'C' mode provides softest response of the three modes.



Model shown with optional accessories.

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Model shown with optional accessories.

V-STROM 1050

Colours



Candy Daring Red /
Glass Sparkle Black (AV4)

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V-STROM 650XT

The Ultimate, to Do-It-All

The ultimate to Do-It-All. Everyday commuting, rough and wet conditions, B-road twisties, long highway stretches, two-up comfort, the tool that never lets you down. Think of a task, a challenge, an adventure. The answer to every thought. V-Strom 650XT.



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See all accessories.



Optimised Screen Design

The windscreen size has been changed as the V-Strom has evolved to reduce the wind blast buffering to the body, while the shape controls the wind flow rather than to simply create a wind-free zone. By making the boundary between the protective area and the not-protective area a blur, the rider will be able to move more freely due to less turbulence and feel a natural wind flow. The screen can also be adjusted to one of three pre-set positions using four screws.



V-Twin Performance

The 645cc DOHC V-Twin is a masterpiece of Suzuki engineering which has an evolving history. For this 650, this unit has been tuned for generous low to mid-range torque for practical use while maintaining an exhilarating top end. This latest unit has undergone a rebuild, installing new technology such as the resin-coated pistons, and revising over 60 components of the engine to achieve a higher output in a broad area of the rev-range while keeping the unique V-Twin character with low fuel consumption. With low fuel consumption combined with the large 20L fuel tank, the riding range between fill-ups are at the top in this class, relieving the rider from the stress of frequent re-fuelling.



Efficient Exhaust System

The down-type exhaust system is light and close to the centre of gravity, contributing to agile handling while being able to accommodate the slim and smart optional luggage system. The catalysers have been positioned in a tandem configuration achieving the required level, while successfully gaining exhaust efficiency to boost the output.

Advanced Traction Control System

The V-Strom 650XT is equipped with a high specification traction control system². This 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. The modes differ in terms of sensitivity. Mode one allows modest rear wheel spin for more advanced, exhilarating riding, while mode two activates traction control at the slightest loss of rear wheel grip to give you greater confidence on slippery surfaces or in the rain. The choice of modes 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.

Full specification at back of brochure.
For full model information see bikes.suzuki.co.uk



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Solid and Smart

With the design concept “Solid and Smart”, this model now has strong adventure looks. Suzuki’s original “Beak” style has been further emphasised 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. Champion yellow is a signature colour for the V-Strom series, relating to the off-road racing scene of Suzuki.

Long Haul Comfort

The seat design lives up to the reputation of the V-Strom comfort. While securing a wide flat area to support the rider when riding, the front of the seat is slim enabling the rider to easily reach the ground when stopping. Also, the pillion seat has a wide and comfortable space, making sure the pillion rider can also enjoy the ride. When viewed from the side the plentiful padding is visually assuring, inviting the rider on a long adventure.

XT Equipment

The V-Strom 650XT has knuckle covers to support riding in harsh conditions, and the engine under cowling to give the rider that extra adventure feel, both as standard equipment. The V-Strom 650XT features tubeless tyres and wire spoke wheels which absorb shock from the road better due to the flexible character of the spokes.



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V-STROM 650XT

Colours



Champion Yellow No.2 (YU1)



Candy Daring Red /
Glass Sparkle Black (AV4)



Metallic Oort Grey (QEB)



Pearl Brilliant White (YUH)

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V-STROM 650

Solid and Smart

No matter what your intention is, the V-Strom 650 will measure up. No matter how demanding your adventure is, the V-Strom 650 will respond to your expectations. Sometimes offering excitement, sometimes just quietly doing it's job. V-Strom 650, truly a masterpiece.

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Models shown: V-Strom 650 & V-Strom 650XT with optional accessories.





Slim 20L Fuel Tank

The slim and smart tank holds a capacity of 20L, allowing a long riding range combined with excellent fuel consumption. By eliminating the plastic covers on both sides of the tank from the previous model, the tank has become slimmer and is now able to accommodate magnetically attachable tank bags. The frame covers have been slimmed down as well, allowing the rider to reach straight down to the ground.



Advanced Traction Control System

The V-Strom 650 is equipped with a high specification traction control system². This 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. The modes differ in terms of sensitivity. Mode one allows modest rear wheel spin for more advanced, exhilarating riding, while mode two activates traction control at the slightest loss of rear wheel grip to give you greater confidence on slippery surfaces or in the rain. The choice of modes 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.



Clean and Clear

The easy to see and easy to operate/understand instrument cluster provides rich information to the rider. The instrument cluster incorporates a large analogue tachometer and 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. The remaining fuel range continues to display after the fuel gauge shows empty, offering the rider with accurate and comforting information. Plus, instantly recognisable LEDs provide freeze³, high-beam, neutral, malfunction indicator lamp (MIL), 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.

V-Twin Performance

The 645cc DOHC V-Twin is a masterpiece of Suzuki engineering which has an evolving history. For this 650, the unit has been tuned for generous low to mid-range torque for practical use while maintaining an exhilarating top-end. The latest unit has undergone a rebuild, installing new technology such as the resin-coated pistons, and revising over 60 components of the engine to achieve a higher output in a broad area of the rev-range while keeping the unique V-Twin character with low fuel consumption. With low fuel consumption combined with the large 20L fuel tank, the riding range between fill-ups are at the top in this class, relieving the rider from the stress of frequent re-fuelling.

Full specification at back of brochure.
For full model information see bikes.suzuki.co.uk



Colours



Candy Daring Red (YYG)



Metallic Oort Grey (QEB)



Pearl Brilliant White (YUH)

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Make your Suzuki Unique



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Electrical



Protection



Styling



Practicality



Comfort



Luggage

Go online to see the full selection of accessories available across the range.

You can tailor your Suzuki to suit the way you live your life by adding Suzuki Genuine Accessories. We have an extensive range to choose from.

It couldn't be easier to purchase Suzuki Genuine Accessories.

You can visit any one of our Authorised Suzuki Dealerships or order online and have them delivered direct to your front door, or collect from your nearest dealer. For peace of mind, accessories fitted at pre-delivery inspection are covered by a 3 year** warranty period. For accessories fitted post registration a 1 year warranty period applies.

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Genuine Merchandise

The Suzuki clothing collection blends the latest fabrics, cuts, styles and colours, from our MotoGP race team wear, to our T-Shirts and hoodies. There is also a large merchandise collection perfect for gifts and a children's range too.

Visit bikes.suzuki.co.uk/shop to find out more.



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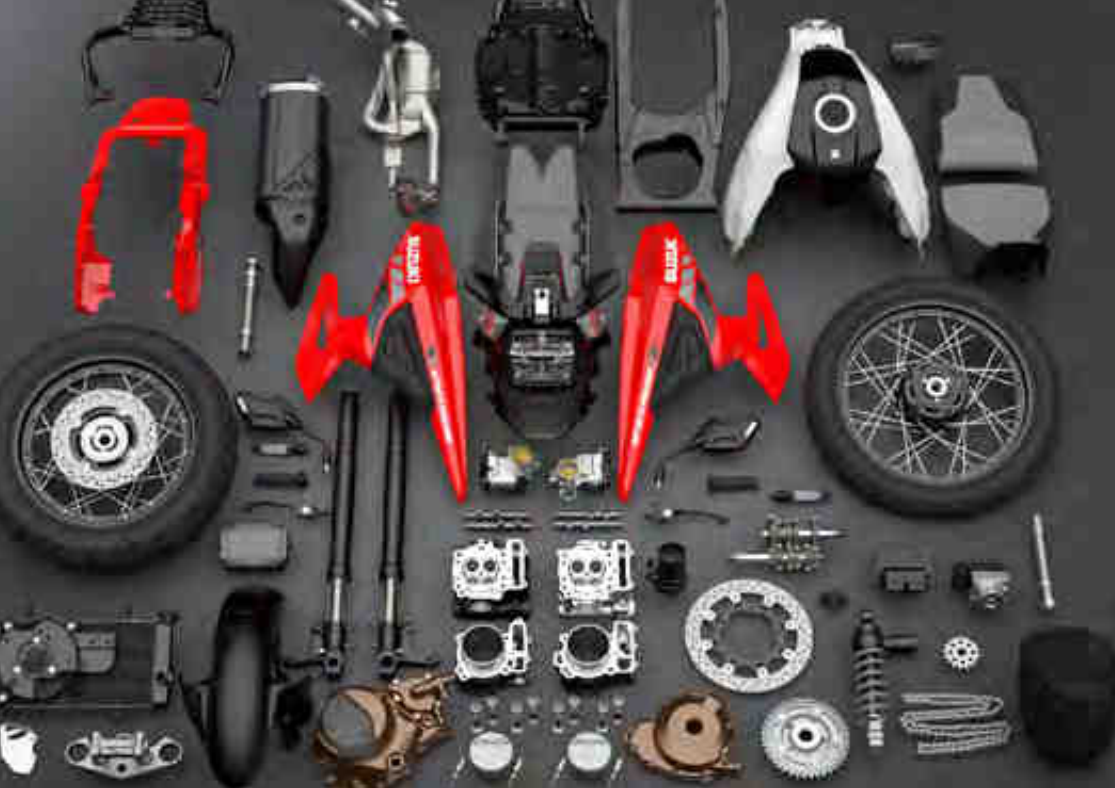
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Genuine Parts

Why fit genuine? Every Suzuki motorcycle is built with Suzuki Genuine Parts. They have the optimal design and specifications tailored for your specific Suzuki model. Every part has passed Suzuki's rigorous test standards for performance, quality, durability, safety and comfort ensuring that each part is the perfect match for your Suzuki motorcycle.

All Suzuki Genuine Parts are also covered by a 1 year guarantee or part of the 3 year** manufacturer's warranty, whichever is longer. By choosing Suzuki Genuine Parts and service, you can maintain your Suzuki in top condition.

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OUR SERVICE PROMISE TO YOU

We promise that every Suzuki customer will experience superior levels of care and leave impressed by the little extras we include as standard:

- Simple and transparent pricing
- Only pre-approved work undertaken
- Suzuki trained technicians
- Suzuki Genuine Parts
- Progress report during the day
- Motorcycle health check with pre-booked work
- Accident Aftercare



**SUZUKI RECOMMENDS MOTUL,
THE EXPERTS IN OIL, FOR
ANYTHING SUZUKI.**



BUY PARTS FOR VINTAGE AND CLASSIC SUZUKI'S

Whether you're doing a complete restoration or just need a gasket we can help you keep your motorcycling passion alive.

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For full model information see bikes.suzuki.co.uk

Model	V-STROM 1050XT	V-STROM 1050	V-STROM 650XT	V-STROM 650
				
Engine type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin
Engine displacement	1037cc (63.3cu. in)	1037cc (63.3cu. in)	645cc (39.4cu. in)	645cc (39.4cu. in)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	79.0kW @ 8,500rpm (107.4PS)	79.0kW @ 8,500rpm (107.4PS)	52.0kW @ 8,800rpm (71PS)	52.0kW @ 8,800rpm (71PS)
Torque	100.0Nm @ 6,000rpm (73.76lb. ft)†	100.0Nm @ 6,000rpm (73.76lb. ft)†	62.0Nm @ 6,300rpm (45.72lb. ft)†	62.0Nm @ 6,300rpm (45.72lb. ft)†
Traction control	3 Selectable modes and off	3 Selectable modes and off	2 Selectable modes and off	2 Selectable modes and off
Fuel consumption	57.65MPG (20.4km/L)*	57.65MPG (20.4km/L)*	67.26MPG (23.8km/L)*	67.26MPG (23.8km/L)*
CO₂	115g/km	115g/km	100g/km	100g/km
Seat height	850 - 870mm (33.5 - 34.3in)	855mm (33.7in)	835mm (32.9in)	835mm (32.9in)
Kerb mass	247kg (544.6lbs)	236kg (520.4lbs)	216kg (476lbs)	213kg (470lbs)
Suspension front	Inverted telescopic, adjustable, coil spring, oil damped	Inverted telescopic, adjustable, coil spring, oil damped	Telescopic, coil spring, oil damped	Telescopic, coil spring, oil damped
Suspension rear	Adjustable, link type, coil spring, oil damped	Adjustable, link type, coil spring, oil damped	Adjustable, link type, coil spring, oil damped	Adjustable, link type, coil spring, oil damped
Brakes front	Disc, twin	Disc, twin	Disc, twin	Disc, twin
Brakes rear	Disc	Disc	Disc	Disc
Tyres front	110/80R19M/C 59V, tubeless	110/80R19M/C 59V, tubeless	110/80R19M/C 59V, tubeless	110/80R19M/C 59H, tubeless
Tyres rear	150/70R17M/C 69V, tubeless	150/70R17M/C 69V, tubeless	150/70R17M/C 69V, tubeless	150/70R17M/C 69H, tubeless
Fuel tank capacity	20.0L (4.4Imp gal)	20.0L (4.4Imp gal)	20.0L (4.4Imp gal)	20.0L (4.4Imp gal)

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* Fuel economy was measured by Suzuki in the Worldwide Motorcycle Test Cycle (WMTC).

† Torque conversions to imperial units (in brackets) are approximate and included as a guide only.

1 ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering. On the GSX-R1000R, V-Strom 1050XT brake pressure is optimised while cornering.

2 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.



Model shown with optional accessories.

³ 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.

** All new Suzuki On-Road motorcycles officially imported into the United Kingdom by Suzuki GB PLC and first registered in the UK between 01-01-2016 and 31-12-2021 will benefit from an additional 1 year extension to the normal 2 year Suzuki Warranty. For full terms and conditions please visit [bikes.suzuki.co.uk](https://www.bikes.suzuki.co.uk)

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1909 Michio Suzuki opens the Suzuki Loom Works.



1952 Suzuki builds its first motorised bicycle, the 'Power Free'.



1958 The now famous Suzuki 'S' makes its first appearance.



1962 Champions of the world! East German rider, Ernst Degner, takes Suzuki's first TT victory.



1965 The sensational T20 Super Six really puts Suzuki on the international map.



1971 Joel Robert retains the world 250cc motocross crown.



1976 Barry Sheene wins his, and Suzuki's, first 500cc world title on the RG500.



1981 Italy's Marco Lucchinelli wins the 500cc World Championship on an RG500.



1985 The bike that is to change the face of motorcycling arrives, Suzuki's GSX-R750.



1993 Kevin Schwantz wins the 500cc World Championship on the RGV.



1996 Suzuki re-invented GSX-R750 again in 1996.



1999 Suzuki breaks the mould once again with the unveiling of the GSX1300R Hayabusa.



2000 Kenny Roberts Jr. becomes the World Champion of GP500, which for Suzuki is the sixth world title.



2001 An unforgettable year which saw the launch of the ultimate sports bike - the SuzukiGSX-R1000.



2005 Suzuki sets new standard of sportbike once again with the introduction of the 2005 GSX-R1000.



2008 Suzuki introduces 2nd generation Hayabusa 1300.



2016 Suzuki win British GP at Silverstone.



2017 Suzuki GSX-R1000 and Michael Dunlop take victory at the Isle of Man Senior TT.



2018 The evolution of an icon, Suzuki reveal all new KATANA.



2020 Suzuki win MotoGP World Championship.



2021 Suzuki launch 3rd Generation Hayabusa.

History progressed with customers worldwide.

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Specifications, appearance, colours (including body colour), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice. Each model may be discontinued without notice. Please enquire at your local dealer for details of any such changes. Images contain computer-generated composites and may include optional accessories. All images are of professional riders under closed road conditions.

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

All details correct at time of publication August 2021
Suzuki GB PLC, Steinbeck Crescent, Snelshall West, Milton Keynes MK4 4AE

To find your nearest Dealer visit

bikes.suzuki.co.uk

