

 **SUZUKI**

**V-STRUM 800 DE**

# V-STRUM 800DE

## What The Press Say

“In the new 800DE Suzuki has made a truly capable and enjoyable bike”

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## CAROLE NASH ...Seriously impressive

Thanks to its lovely balance, user-friendly character, and remarkable engine, the 800 had me quietly singing its praises a lot earlier than I expected.

In fact, let's cut to the chase here and say that if I was in the market for a road bike, I'd consider this one very seriously. I reckon it's that good and worthy!

Let's start with one of the very best features, that new engine. Seriously impressive.

“...I'd consider this one very seriously, it's that good.”

| Carole Nash

With faultless fuelling, a great gearbox, complete with standard fitment bi-directional quick-shifter, the engine is very hard to knock. For the real world, it's a belter.

Also justifiably drawing praise is the Suzuki's all new chassis.

Ride quality is ace, and in these days of roads being far from billiard table smooth, it's not only comfort but fine control that the forks and shock offer.

...I'm confident the V-Strom's massive comfort and versatility would help it cover big distances with ease, something very much aided by the 200-250 mile range provided by the 20-litre tank. There's no doubting the new Suzuki has lots of touring potential to match its capability in other roles. It really is a bit of a jack of all trades.

### SWITCHABLE ABS

The V-Strom 800DE comes with two ABS settings, providing two levels of intervention between modes one and two. In addition, the rear ABS can be disengaged when riding off-road.

### 5" COLOUR TFT DASH

The V-Strom 800DE uses a 5-inch colour TFT display. Clearly legible high-quality information displays keep you fully aware of all the bike's systems and settings.



### DYNAMIC PERFORMANCE

The all-new 776cc DOHC 270° crank parallel twin engine, delivers a balance of punchy low-down grunt, mid-range and a free-revving pull to the top end.

### 21" WIRE SPOKE FRONT WHEEL

Featuring wire-spoked wheels, with a 21-inch aluminium front rim for greater stability and better off-road control.



## VISOR DOWN Suzuki has done a top job.

This 776cc parallel-twin is simply a torquey weapon. Perfect for off-road jaunts and serious fun on road tours.

It's extremely easy to use, friendly and forgiving.

[The TFT screen] was superbly clear and would auto-switch between day & night modes depending on the ambient lighting.

...the braking power is seriously good. A decent bite on initial application,

with progressive stopping power as you ramp up the pressure.

It was impressive to see how well the V-Strom 800DE performs in all situations.

With an 855mm seat as standard, and a seriously comfortable riding position, the new V-Strom 800DE is a formidable touring weapon in my eyes.

Suzuki has done a top job here.

“It was impressive to see how well the V-Strom 800DE performs in all situations.”

| VisorDown

## SPECIFICATION

### V-STROM 800 DE

#### ENGINE

Engine capacity	776cc	Engine	4-stroke, 2-cylinder, liquid-cooled, DOHC
Bore	84.0mm x 70.0mm (3.3in x 2.5in)	Compression ratio	12.8 : 1
Lubrication	Wet Sump	Ignition	Electronic ignition (transistorised)
Fuel system	Fuel Injection	Transmission	6-speed constant mesh
Drive	Chain	Starter	Electric
MPG*	64.12	CO <sub>2</sub>	104g/km
Power	62kW @ 8,500rpm (84.3PS)	Torque	78Nm @ 6,800rpm (57.52lb. ft)

#### DIMENSIONS AND WEIGHTS

Overall length	2,345 mm (92.3 in)	Overall width	975 mm (38.4 in)
Overall height	1,310 mm (51.6 in)	Wheelbase	1,570 mm (61.8 in)
Ground clearance	220 mm (8.7 in)	Seat height	855 mm (33.7 in)
Kerb mass	230 kg (507 lbs)	Fuel capacity	20.0L (4.4 UK gallons)

#### CHASSIS

Front suspension	Inverted telescopic, spring, oil damped	Rear suspension	Link type, coil spring, oil damped
Front brakes	Disc, twin	Rear brakes	Disc
Front tyres	90/90-21M/C 54H (tube type)	Rear tyres	150/70R17M/C 69H (tube type)

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## ...bloody hard not to like

The Suzuki V-Strom 800DE is bloody hard not to like.

...this 776cc parallel twin engine... is one of the V-Strom's best selling points.

The engine's 270-degree crank creates a character so convincingly V-twin-esque that it's difficult to discern from the real thing.

...the most impressive thing is how smooth it is.

The DE has enough poke to have fun on the road, but its 83bhp is still gentlemanly enough to manage off road, which is precisely where Suzuki want you to use it.

The funny thing is that despite all the effort Suzuki have gone to making the DE perform off road, what's truly impressive is how it conducts itself on the tarmac.

What Suzuki have achieved with the V-Strom 800DE is very impressive indeed. It's also very, very comfortable.

“...the V-Strom 800DE is very impressive indeed.”

| MCN

## BIKE ...better than the Tenéré

...the new V-Strom 800DE is a superb on-road motorcycle. And one which, for me, has the edge over Yamaha's Tenéré 700.

Jump on the brakes, snick a couple of gears on the seamlessly smooth two-way quickshifter, tip in and fire out - it's utterly drama-less... in a good way. ...the fully-adjustable suspension is very good - better than the Tenéré - and once used to it you can stuff the V-Strom into corners pretty much like a pure road bike.

Pleasingly the tarmac-friendly Suzuki doesn't let itself down when you do head off road. ...the bike is so well balanced...

...Suzuki's new 776cc engine is one of the bike's best bits. The 270-degree crank creates a character so convincingly V-twin-esque that it's hard to discern from the real thing.

The engine is almost eerily smooth thanks to twin balancer shafts.

The DE's got enough poke to comfortably break any speed limit but its 83bhp is still gentlemanly enough to manage off-road. The bike's off-road capability is in no small part thanks to the Gravel riding mode.

...what Suzuki have achieved with the V-Strom 800DE is very impressive.

“...what Suzuki have achieved here with the V-Strom 800DE is very impressive.”

| Bike



## ...straight away, the new motor makes total sense

I'm delighted to say that the V-Strom 800DE meets and exceeds everything that I had hoped for. This little bike is a gem.

The 800DE looks great on paper but in the flesh it's even better.

...straight away, the new motor makes total sense.

With the benefit of a stock quickshifter to click effortlessly through the buttery smooth gearbox, the new twin is delicious to ride. Power output is a healthy 84bhp but it's the wonderful 78Nm of torque that is the more addictive, allowing the motor to pull in just about any gear and deliver an entirely addictive surge...

...just as the bike felt instantly at home on the road, the 800 feels spot on for the trails too.

And on the trails just as on the road, the combination [of suspension and brakes] works so well.

I'm finding little not to like about the new V-Strom.

...in the new 800DE [Suzuki] has made a truly capable and enjoyable bike that can easily hold its own against the competition.



Ride off, and although it's [heavier than the] Honda Transalp... the handling is actually lighter and more precise than the Honda, both at low speed and in the twisties.

It handles better than the Transalp, and has more grunt than the [Aprilia] Tuareg.

...of the three, it's the one I'd pick.

## Bike Social ...comfort is exemplary

On the road, the DE's low-down and midrange performance is chunky and responsive, pulling smoothly from almost no revs, picking up in any gear without a hesitation.

Off-road, the DE's motor has an uncanny ability not to stall or get any kind of transmission judder if the revs drop too low in a given gear for the corner speed.

The 800DE's electronics are excellent.

The DE's comfort is exemplary.

The Suzuki's best features are the quality of its suspension, the seat and riding position, its clocks and its ride comfort on the road.

