

SERIOUS.FUN
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Adventure

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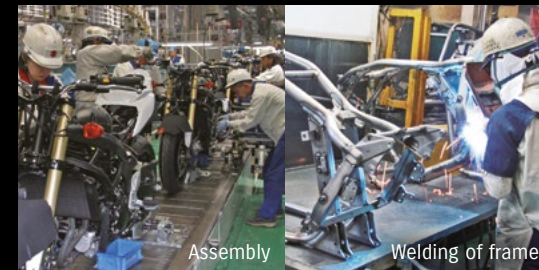


World class engineering, uncompromising quality control

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 System works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement; pitch, roll and yaw to realise optimal vehicle stability. On Hayabusa this system reduces rear wheel lift under hard braking and it also optimises brake pressure when the motorcycle is leaning.



Motion Track TCS Traction Control System

Suzuki's advanced Motion Track TCS 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 system 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.



Gravel mode

G (Gravel) mode setting retards ignition timing to help you better negotiate gravel roads by allowing some slip when riding on unpaved surfaces. As a result, the bike remains controllable and you still get the consistent power output you want. Gravel mode promotes greater confidence and makes it more exciting and enjoyable to explore unpaved roads and country trails.

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V-STROM 1050DE

For wherever your journey takes you

Conquer new terrain, explore new horizons and experience new adventures. A 21" front wheel, switchable ABS¹, longer travel suspension and substantial ground clearance provide true off-road ability. Bespoke ergonomics, electronic rider aids, cruise control, bi-directional quickshifter and colour TFT display offer long-haul comfort, confidence and excitement on every journey.

ANY TERRAIN. ANY HORIZON. ANY ADVENTURE.



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Design is in our DNA

The DR-Z800 desert racer made design history when Suzuki entered it in the 1988 Paris-Dakar Rally, introducing a unique new concept to the rally scene that remains popular with motorcyclist today. The DR-Z was compact, light, and tough as nails. One of its most striking design elements was the radical new design expression of the prominent “beak” out front. As evidenced by its modern interpretation of the “beak” design, The new V-Strom 1050DE remains true to this heritage.

Colour TFT Display

The V-Strom 1050DE uses a new custom 5-inch colour TFT display that features clearly legible information displays. The high-quality display keeps you fully aware of all the bike’s systems and settings and supplies vital real time operating status information. The tachometer does double duty as a programmable rpm indicator light that blinks when the engine reaches a pre-set speed, and another new function displays large pop-up alerts and warnings. Manual or automatic switching settings for the day (white) and night (black) display modes let you maximise visibility at any hour and in any riding situation.

LED Lights

Vertically stacked rectangular LED headlights provide you with a clear view of the road ahead, while at the same time adding stylish flair to the face of the V-Strom 1050DE. Compact LED position lights, LED indicators and an LED tail light ensure clear visibility and practical durability.

V-Twin Rumble

The 1,037cc four-stroke, 90° V-Twin, DOHC engine features strong linear torque in the mid-rpm range, and a free-revving nature

that maximises power output in the high-rpm range. There is also a profound pleasure to its distinctive V-Twin rumble and exhaust note. Its V-Twin layout also allows for a slimmer chassis design with a lower centre of gravity, and this contributes to more agile handling and greater manoeuvrability.

Suzuki Clutch Assist System (SCAS)

SCAS delivers smooth operation and a light touch to clutch lever operation that helps reduce left hand fatigue. At the same time, it ensures positive power transfer when accelerating and smoother deceleration when downshifting, advantages it also brings to the new Bi-directional Quick Shift system as well.

Purposeful Wheels and Tyres

The V-Strom 1050DE takes advantage of wire-spoked wheels with aluminium rims to better endure the potential pounding when exploring trails and other rough surfaces. It also adopts a larger 21-inch front rim for greater stability and better control on gravel and flat dirt. Both wheels are shod with Dunlop TRAILMAX MIXTOUR tyres, which feature a semi-block tread pattern and custom-designed internal structure that delivers the solid traction and performance you want when exploring varied terrain and trails.

Optimised Suspension

KYB inverted front forks with 43mm inner tubes deliver a smooth, controllable ride and feature stable damping characteristics well suited to adventure riding. Fully adjustable, they allow you to match settings to your preference or intended use. The link-type monoshock KYB rear suspension contributes to agility and stability, and its preload can be adjusted by

simply turning the dial by hand. The V-Strom 1050DE suspension adopts a longer stroke, with 170mm of front and 169mm of rear travel. The suspension’s spring rate, valve, and piston settings are custom tuned for riding on unpaved surfaces.

Ergonomics & Seat for any Terrain

Dedicated chassis geometry is designed to deliver greater stability and controllability on gravel or flat dirt, while providing a comfortable riding position and well-balanced front/rear weight distribution. The V-Strom 1050DE also adopts a fixed-height seat design that reduces weight while also achieving greater rigidity. This durable seat better stands up to input load when riding on unpaved surfaces, as well as to weight shifts as you change position to master the terrain. Optional higher (30mm) and lower (30mm) seats are also available from the Genuine Accessories range.

Adventure Ready Handlebars & Footpegs

The tapered aluminium handlebars for the V-Strom 1050DE are shaped to be comfortable to hold and engineered to offer the right degree of rigidity and optimal grip width to provide positive control, whether riding on or off paved roads. The V-Strom 1050DE handlebars specifically use thicker tubing and a softer grade aluminium so they flex just the right amount and better absorb bumps to make exciting runs on rough ground easier on your hands and arms. They also feature an even wider grip, 40mm total, that enhances controllability, particularly when standing on the pegs to negotiate rough surfaces. On the 1050DE those are wider, tougher steel footpegs designed to offer greater stability when standing while riding.

Comprehensive Standard Equipment

By helping protect the frame and other vulnerable parts in the event the bike is dropped, the standard-fit engine bar lends the rider greater confidence when riding on gravel or dirt. It is also useful for mounting the Genuine Accessory fog lamp set or other accessories. The V-Strom

1050DE adopts a rugged aluminium engine sump guard protector to match its tough image. A USB port built into the left side of the dash cluster supplies power for recharging smartphones and there is also a 12V DC outlet under the seat to charging other items too. Knuckle covers enhance the adventure styling of the machine while offering added protection from the weather, as well as protection from flying stones. The standard fitment centre stand brings added convenience and practicality for use during maintenance, loading, or parking on loose surfaces.

Reliable Stopping Power

A pair of Tokico radial mount monobloc callipers, each with four opposed pistons, act on 310mm floating-mount discs to provide reliable stopping power in the front. These work in conjunction with the rear disc brake as part of the ABS that helps prevent the wheels from locking up, for more stable braking. The advanced braking system for the 1050DE also features linked brakes, lean-angle sensitive ABS, and switchable ABS¹. The ability to turn off rear ABS for off-road riding and a host of other breaking technologies supported by the 6 axis Inertial Measurement Unit (IMU).

Adventure Specific Screen

The V-Strom 1050DE adopts a smaller smoke-tinted screen designed to maximise visibility on country trails. The screen was tested extensively to ensure it will effectively cut wind noise and prevent buffeting for a more comfortable and less tiring riding experience. However, if preferred a rider can also buy from the Genuine Accessory range the 80mm taller high screen and an adjuster kit with 50mm range of adjustment.

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





6 Axis IMU & Motion Track Brake System¹

Vehicle posture data from the 6 axis Inertial Measurement Unit (IMU) is combined with front and rear wheel speed sensor data to allow ABS activation, even when leaning into corners. This helps maintain traction and lean angle so you can better trace your intended line through the corner. Integrating accelerometers and gyroscopes into a single compact package, the 6 axis Bosch IMU measures angular rate and acceleration to constantly monitor pitch, roll, and yaw movement.

Suzuki Drive Mode Selector (SDMS)

Choose between three different power output characteristic modes to best match varying riding conditions or your preferences. While all three ultimately deliver maximum engine output, finer control over the level of throttle response and torque characteristics when accelerating empowers you to ride with greater confidence and pleasure.

Suzuki Traction Control System (STCS)² & Gravel (G) Mode

Designed to help prevent the rear wheel from slipping, this system reduces stress and fatigue while instilling greater confidence in controlling your ride. You can select from 3 modes to control how quickly the system takes effect and how proactive it is in limiting wheel spin, or you can opt to run with it turned off. In addition to the 3 existing traction control modes or off, the V-Strom 1050DE features a new Gravel (G) mode setting that retards ignition timing and allows a limited amount of slip when riding on unpaved surfaces to help the rider better negotiate gravel roads.

Bi-Directional Quick Shift System

This standard-equipment feature lets you shift up or down without operating the clutch lever. When activated, the system delivers clean, silky smooth upshifts with uninterrupted acceleration. Downshifts are also quick and smooth, thanks in part to automatic hands-free blipping and engine braking working together harmoniously.

Cruise Control System

Cruise control reduces fatigue when travelling long distances at constant speeds by letting you maintain a set speed without operating the throttle. The system allows settings when riding in 2nd gear or higher at engine speeds between 2,000rpm and 7,000rpm, which translates to vehicle speeds of roughly 15mph to 100mph. The handy resume function re-engages the system and returns to the most recent speed setting after cancelling.



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Champion Yellow No.2 /
Metallic Matt Sword Silver (CD8)



Pearl Vigor Blue /
Pearl Brilliant White (JWN)



Glass Sparkle Black /
Metallic Matt Black No.2 (KGL)

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V-STROM 1050

For wherever your journey takes you

Conquer new terrain, explore new horizons, and experience new adventures. A 19-inch cast front wheel with road focused tyres, generous rider and pillion seats, large adjustable screen and dedicated handlebars and footpegs provide comfort and long-haul on-road ability. Bespoke ergonomics, electronic rider aids, cruise control, quickshifter and colour TFT display offer even greater confidence and excitement on every journey.

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Colour TFT Display

The V-Strom 1050 uses a new custom 5-inch colour TFT display that features clearly legible information displays. The high-quality display keeps you fully aware of all the bike’s systems and settings and supplies vital real time operating status information. The tachometer does double duty as a programmable rpm indicator light that blinks when the engine reaches a pre-set speed, and another new function displays large pop-up alerts and warnings. Manual or automatic switching settings for the day (white) and night (black) display modes let you maximise visibility at any hour and in any riding situation.

LED Lights

Vertically stacked rectangular LED headlights provide you with a clear view of the road ahead, while at the same time adding stylish flair to the face of the V-Strom 1050. Compact LED position lights, LED indicators and an LED tail light ensure clear visibility and practical durability.

V-Twin Rumble

The 1,037cc four-stroke, 90° V-Twin, DOHC engine features strong linear torque in the mid-rpm range, and a free-revving nature that maximises power output in the high rpm

range. There is also a profound pleasure to its distinctive V-Twin rumble and exhaust note. Its V-Twin layout also allows for a slimmer chassis design with a lower centre of gravity, and this contributes to more agile handling and greater manoeuvrability.

Suzuki Clutch Assist System (SCAS)

SCAS delivers smooth operation and a light touch to clutch lever operation that helps reduce left hand fatigue. At the same time, it ensures positive power transfer when accelerating and smoother deceleration when downshifting, advantages it also brings to the Bi-directional Quick Shift system as well.

Purposeful Wheels and Tyres

The V-Strom 1050 rides on 10-spoke cast aluminium wheels shod with Bridgestone Battlax Adventure A41 radial tyres. The 110/80R19 front and 150/70R17 rear tyres contribute to agile handling and positive grip, whether the road surface is dry or wet.

Optimised Suspension

KYB inverted front forks with 43mm inner tubes deliver a smooth, controllable ride and feature stable damping characteristics well suited to adventure riding. Fully adjustable, they allow you to match settings to your preference or intended use. The link-type monoshock KYB rear suspension contributes to agility and stability, and its preload can be adjusted by simply turning the dial by hand. The V-Strom 1050 suspension adopts a stroke, with 160mm of front and 160mm of rear travel, perfect for on-road adventures or lighter use on unpaved roads.

Ergonomics & Seat for the Long-Haul

Dedicated chassis geometry is designed to deliver greater levels of comfort, stability, and control on paved surfaces. The V-Strom 1050 also features an independent rider and pillion seat design that is both visually appealing and achieves the right level of firmness to provide plenty of comfort with less fatigue on long rides. The rider seat height can be raised 20mm using an included height risers stored beneath the pillion seat. While an Optional lower (30mm) seat is also available from the Genuine Accessories range.

Handlebars & Footpegs with Added Comfort

The V-Strom 1050 continues to use the proven aluminium tapered handlebars of its predecessor; this extends to a different width and grade of aluminium compared to the 1050DE. These bars are shaped to be comfortable over long tours and on sportier road rides. The V-Strom 1050 is fitted with rubber-covered aluminium footpegs that provide additional comfort when touring for long distances, rather than the steel off-road orientated items of the 1050DE.

Comprehensive Standard Equipment

A USB port built into the left side of the dash cluster supplies power for recharging smartphones and there is also a 12V DC outlet under the seat to charging other items too. Knuckle covers enhance the adventure styling of the machine while offering added protection from the weather, as well as protection from flying stones. The standard fitment centre stand brings added convenience and practicality for use during maintenance, loading, or parking on loose surfaces. At the rear, luggage mounts for the integrated accessory panniers can be found as well, in addition to the stylised plastic belly pan. The 1050 also includes rider seat adjustment (20mm higher) and screen adjustment of 50mm too as standard.

Reliable Stopping Power

A pair of Tokico radial mount monobloc callipers, each with four opposed pistons, act on 310mm floating-mount discs to provide reliable stopping power in the front. These work in conjunction with the rear disc brake as part of the ABS¹ that helps prevent the wheels from locking up, for more stable braking. The advanced braking system for the 1050 also features linked brakes, lean-angle sensitive ABS, switchable ABS, and a host of other breaking technologies supported by the 6 axis Inertial Measurement Unit (IMU). For full details of these systems and their benefits please explore the SIRS information on this page.

Large Adjustable Screen

The V-Strom 1050 screen shape and size are designed to maximise comfort when touring for long distances. It features 50mm of vertical adjustment performed using a quick release handle. The screen was tested extensively to ensure it will effectively cut wind noise and prevent buffeting for a more comfortable and less tiring riding experience.

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





Combined Brake System

This system automatically applies pressure to the rear brake to help stabilise 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 ABS¹ unit.

Suzuki Drive Mode Selector (SDMS)

Choose between three different power output characteristic modes to best match varying riding conditions or your preferences. While all three ultimately deliver maximum engine output, finer control over the level of throttle response and torque characteristics when accelerating empowers you to ride with greater confidence and pleasure.

Suzuki Traction Control System (STCS)²

Designed to help prevent the rear wheel from slipping, this system reduces stress and fatigue while instilling greater confidence in controlling your ride. You can select from 3 modes to control how quickly the system takes effect and how proactive it is in limiting wheel spin, or you can opt to run with it turned off.

Bi-Directional Quick Shift System

This standard-equipment feature lets you shift up or down without operating the clutch lever. When activated, the system delivers clean, silky smooth upshifts with uninterrupted acceleration. Downshifts are also quick and smooth, thanks in part to automatic hands-free blipping and engine braking working together harmoniously.

Cruise Control System

Cruise control reduces fatigue when travelling long distances at constant speeds by letting you maintain a set speed without operating the throttle. The system allows settings when riding in 2nd gear or higher at engine speeds between 2,000rpm and 7,000rpm, which translates to vehicle speeds of roughly 15mph to 100mph. The handy resume function re-engages the system and returns to the most recent speed setting after cancelling.

6 Axis IMU & Motion Track Brake System¹

Vehicle posture data from the 6 axis Inertial Measurement Unit (IMU) is combined with front and rear wheel speed sensor data to allow ABS activation, even when leaning into corners. This helps maintain traction and lean angle so you can better trace your intended line through the corner. Integrating accelerometers and gyroscopes into a single compact package, the 6 axis Bosch IMU measures angular rate and acceleration to constantly monitor pitch, roll, and yaw movement.



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Pearl Vigor Blue /
Metallic Matt Black No.2 (CGJ)



Glass Matt Mechanical Grey /
Metallic Matt Black No.2 (CQX)



Glass Blaze Orange /
Metallic Matt Black No.2 (CGH)



Glass Sparkle Black /
Metallic Matt Black No.2 (A3X)

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V-STROM 800DE

Born To Explore

Journey without limits, with a rugged steel frame, fully adjustable 220mm travel suspension, a 21" front wheel and 220mm ground clearance. Conquer new ground with a torque loaded 776cc 270° crank parallel twin engine. Equipped with a bi-directional quickshifter, 5" colour TFT display, traction control² with gravel mode and switchable ABS¹, the V-Strom 800DE is ready for anything.

ANY TERRAIN. ANY HORIZON. ANY ADVENTURE.



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All LED Lighting

The distinctive, vertically stacked pair of hexagonal LED headlights employ a bright mono-focus LED light source that provides the rider with a clear view of the road ahead. The vertical orientation of the thin, compact headlight assembly topped by an LED position light creates a sharp look that makes the front end look light and ready for action. Compact LED position lights, LED indicators and an LED taillight ensure clear visibility and practical durability.

Latest V-Strom Evolution

True to its heritage the V-Strom 800DE features the latest evolution of the beak design that was first introduced on the 1988 DR-Z 800. In keeping with a new look that speaks of all-round capabilities, the sharper new beak is positioned higher, visually conveying the extended suspension stroke and the model's ability to handle rougher terrain. The other elements of the front end, including the new vertically stacked hexagonal LED headlight assembly, are designed to look slim, light and compact. The lines of the body work are sharp with flat surfaces to create a tough look.

Colour TFT Display

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, and supply vital real-time operating status information. The tachometer doubles up as a programmable rpm indicator light that blinks when the engine reaches a pre-set speed, and adds a function that lets you display large pop-up alerts and reminder. Manual or automatic switching settings for the day (white) and night (black) display modes let you maximise visibility at any hour and in any riding situation. A USB port is built into the left side of the cluster. It can provide up to 5V output and 2A maximum current.

Twin Rumble and Performance

Engineered to be a slim, compact powerplant that expands the possibilities for overall bike design and help achieve the most effective chassis geometry for performance gains. Creating an optimum riding position, both for riding off-road and on long-distance tours but also deliver dynamic go-anywhere performance that riders would find easy to use and control. The new engine provides abundant torque and power in the real-world rev range for an exciting fun ride regardless of the terrain or destination.

The ignition timing of the engine's 270° crank is the same as that on Suzuki's renowned V-Twins. This means it produces a similar striking rumble that adds to the enjoyment of every ride. In addition, the crank revolution between cylinder firings extends the time between power pulses and gives the rear wheel time to regain traction before the next pulse. The positive traction that results is beneficial when powering out of corners or riding on roads with less grip and is especially useful when riding on unpaved or loose surfaces.

Suzuki Clutch Assist System (SCAS)

The assist function leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfer torque to the rear wheel under acceleration, all while using softer clutch springs. The slipper clutch partially disengages when downshifting and decelerating to mitigate the effect of engine braking and provides smoother deceleration, which enables the rider to shift down with greater confidence and maintain better control.

Innovative Suzuki Cross Balancer

This patented biaxial primary balancer positions its two balancers at 90° to the crankshaft, marking a first among production motorcycles. This patented mechanism suppresses vibration to contribute to smooth operation, and it also helps achieve a lightweight power-plant that is more compact from front to rear.

Balancer no.1 cancels the primary vibration generated by the piston (reciprocating weight) of the first cylinder. Balancer no.2 cancels the primary vibration of the second cylinder. Adopting a 270° crankshaft angle cancels secondary vibration, contributing to even smoother engine operation. Furthermore, placing the two balancers at 90° to the crankshaft with each positioned equidistant from the crankshaft cancels primary couple vibration.

21" Wire Spoke Front Wheel

The V-Strom 800DE features wire-spoked wheels, with a 21-inch aluminium front rim for greater stability and better control off-road, and a 17-inch rear. The new 90/90-21 front and 150/70R17 rear Dunlop Trailmax Mixtour tyres feature a semi-block tread pattern with long, straight diagonal grooves that achieve both solid traction on unpaved surfaces and reduce noise when riding on-road. The tread also features wider, deeper grooves exclusive to the V-Strom 800DE Tour that achieve the optimal balance between on-road handling and longevity, and positive grip and agile handling when the rider decides to explore the trails.

Wherever Your Journey Takes You

The front and rear suspension spring rate, valve, and piston settings are tuned to maximise performance and comfort when riding on all surfaces, they provide 220mm of travel in harmony with the V-Strom's 220mm ground clearance. The Showa inverted front forks deliver a smooth, controlled ride and feature stable damping characteristics that make them suitable for adventure riding. Spring preload, compression and rebound damping can be adjusted, allowing the suspension to be set to best match the rider's preference or the usage conditions. The Showa mono-shock rear suspension with a piggyback remote gas reservoir contributes to agility and stability. Not only can the spring preload and compression and rebound damping be adjusted, but the spring preload can be adjusted by simply

turning the dial by hand. This is particularly beneficial when preparing to ride with a pillion or luggage.

Rugged Steel Frame

Designed around the engine and made from rugged steel tube sections, the frame for the V-Strom 800DE is engineered to provide all the strength needed for negotiating rougher trails, to provide excellent straight-line stability, to contribute to agile handling, and to perform well at motorway speeds when touring for long distances. The use of steel over other materials also allows the engineering to maximise fuel tank volume and optimise ride ergonomics too.

20L Fuel Tank

The V-Strom 800DE utilises a large 20L fuel tank to offer extended riding range for long distance touring on the road or making it between infrequent refuelling points off it. Combined with the frugal 64.12MPG* this gives the V-Strom a theoretical range of over 280 miles.

Strong Stopping Power

Calipers that best match the V-Strom 800DE Tour's fork pitch and wire-spoked wheels bite onto 310mm diameter discs to provide strong stopping power and reliable braking performance. The rear brake has a 260mm diameter disc and uses a single-piston pin-slide caliper.

Extra Protection as Standard

Hand guards help protect the rider's hands from the elements and also debris and branches on the trails. There's also a radiator guard designed to protect against flying stones and other objects. The V-Strom 800DE features a plastic under cover that protects the engine and adds to the tough image.

Full specification at back of brochure.

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



TCS



SCAS



Ride by Wire



LOW RPM ASSIST



ABS



EASY START



Suzuki Cross Balancer



Bi-directional Quick Shift System



ABS Mode



S-DMS



Rear ABS Off mode



Gravel mode



Switchable ABS & Switch Rear ABS Off¹

The anti-lock braking system on the V-Strom 800DE offers two mode settings. Mode 1 provides minimal intervention, so is suited for riding on looser surfaces. Mode 2 is ideal for city riding and regular road conditions. For experienced off-road riders, the rear ABS can be switched off entirely if desired, to improve controllability when braking on gravel or off-road. Note this system is designed for use on loose off-road surfaces and should not be used on-road.

Bi-Directional Quick Shift System

This standard-equipment feature lets you shift up or down without operating the clutch lever. When activated, the system delivers clean, silky smooth upshifts with uninterrupted acceleration. Downshifts are also quick and smooth, thanks in part to automatic hands-free blipping and engine braking working together harmoniously.

Suzuki Drive Mode Selector (SDMS)

Choose between three different power output characteristic modes to best match varying riding conditions or your preferences. While all three ultimately deliver maximum engine output, finer control over the level of throttle response and torque characteristics when accelerating empowers you to ride with greater confidence and pleasure.

Suzuki Traction Control System (STCS)² & Gravel (G) Mode

Designed to help prevent the rear wheel from slipping, this system reduces stress and fatigue while instilling greater confidence in controlling your ride. You can select from 3 modes to control how quickly the system takes effect and how proactive it is in limiting wheel spin, or you can opt to run with it turned off. In addition to the 3 existing traction control modes or off, the V-Strom 800DE features a new Gravel (G) mode setting that retards ignition timing and allows a limited amount of slip when riding on unpaved surfaces to help the rider better negotiate gravel roads.



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V-STROM 800DE

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Champion Yellow No.2 (YU1)



Pearl Tech White (QU2)



Glass Sparkle Black (YVB)

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V-STROM 800RE

Born To Roam

Travel any road, using a powerful and torquey engine, whilst enjoying the comfort of a well cushioned seat and wide protective screen. Go further with superior range thanks to the 20L fuel tank and impressive fuel economy. Excellence as standard with a bi-directional quickshifter, 5" colour TFT display, traction control and power modes. Discover new possibilities with the V-Strom 800RE.

ANY TERRAIN. ANY HORIZON. ANY ADVENTURE.



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Design Concept

The sharp lines of the body work and flat surfaces create a tough, yet sophisticated, look. Bold accents are introduced through the use of moulded accents parts at the end of the prominent beak and below the fuel tank. Angled lines set into the knee grip area of the moulded panel below the fuel tank lend yet another subtle accent. The new seven-spoke cast aluminium wheels include a V shape in the design, thanks to the design freedom cast wheels offer versus wire spokes.

LED Lighting Throughout

The distinctive, vertically stacked pair of hexagonal LED headlights employ a bright mono-focus LED light source that provides the rider with a clear view of the road ahead. The vertical orientation of the thin, compact headlight assembly topped by an LED position light creates a sharp look that makes the front end look light and ready for action. Compact LED position lights, LED indicators and an LED taillight ensure clear visibility and practical durability.

Colour TFT Display

The V-Strom 800RE 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, and supply vital real-time operating status information. The tachometer doubles up as a programmable rpm indicator light that blinks when the engine reaches a pre-set speed, and adds a function that lets you display large pop-up alerts and reminder. Manual or automatic switching settings for the day (white) and night (black) display modes let you maximise visibility at any hour and in any riding situation. A USB port is built into the left side of the cluster. It can provide up to 5V output and 2A maximum current.

Real-world Performance

Engineered to be a slim, compact powerplant that expands the possibilities for overall bike design and help achieve the most effective chassis geometry for performance gains. Creating an

optimum riding position, on long-distance tours, and deliver dynamic performance that riders would find easy to use and control. The engine provides abundant torque and power in the real-world rev range for an exciting fun ride regardless of the destination. The ignition timing of the engine's 270° crank is the same as that on Suzuki's renowned V-Twins. This means it produces a similar striking rumble that adds to the enjoyment of every ride. In addition, the crank revolution between cylinder firings extends the time between power pulses and gives the rear wheel time to regain traction before the next pulse. The positive traction that results is beneficial when powering out of corners or riding on roads with less grip.

Innovative Suzuki Cross Balancer

This patented biaxial primary balancer positions its two balancers at 90° to the crankshaft, marking a first among production motorcycles. This patented mechanism suppresses vibration to contribute to smooth operation, and it also helps achieve a lightweight powerplant that is more compact from front to rear. Balancer no.1 cancels the primary vibration generated by the piston (reciprocating weight) of the first cylinder, while balancer no.2 cancels the primary vibration of the second cylinder. Adopting a 270° crankshaft angle cancels secondary vibration, contributing to even smoother engine operation. Furthermore, placing the two balancers at 90° to the crankshaft with each positioned equidistant from the crankshaft cancels primary couple vibration.

Suzuki Clutch Assist System (SCAS)

The assist function leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfer torque to the rear wheel under acceleration, all while using softer clutch springs. The slipper clutch partially disengages when downshifting and decelerating to mitigate the effect of engine braking and provides smoother deceleration, which enables the rider to shift down with greater confidence and maintain better control.

19" Cast Front Wheel

The V-Strom 800RE uses a seven-spoke, cast aluminium wheel design. They are shod with tubeless Dunlop D614F and D614 tyres (110/80R19 front, 150/70R17 rear) that feature an internal structure custom-engineered exclusively for the 800RE that delivers agile handling, solid grip, and high-speed stability. In addition, the exclusive tread pattern of the tyres helps provide sure traction and braking, as well as smooth handling. The tread also introduces a new silica compound that enhances positive grip in wet conditions and features durable wear resistance.

Rider Protection

The tall, wide screen on the new V-Strom 800RE helps reduce fatigue on long rides by offering excellent wind and weather protection. Features include a shape and size defined and optimised through extensive wind tunnel testing and CAE analysis. The shape aims to minimise the impact of wind hitting the rider's abdomen, chest and shoulder. In addition, the screen's three-step height adjustment lets it be raised or lowered in 15mm increments using an hex key.

Comfort and Control

Showa Separate Function Fork – Big Piston (SFF-BP) inverted front forks deliver stable damping characteristics that make them suitable for long touring, with a spring rate that is optimised for both solid cornering performance as well as straight-line stability. The spring preload can be adjusted, allowing the suspension to be set to best match the rider's preference or the usage conditions. The rear shock absorber can be adjusted for spring preload and rebound damping, with a remote adjuster making setting the spring preload easier. This is particularly beneficial when preparing to ride with a passenger or luggage.

Dedicated Chassis Geometry

The V-Strom 800RE features a dedicated chassis geometry engineered to provide maximum stability and controllability, as well as a riding position that effectively distributes weight to the front and rear and is comfortable on long-

distance rides. With a view to enhancing on-road cornering performance, the handlebar and footpeg positioning uses a slightly forward leaning posture. This riding position provides more precise control. The V-Strom 800RE also lends the passenger added comfort because they have plenty of space and can sit without overly bending their knees. The geometry achieved also enhances handling stability, even when carrying a passenger and with the top and side cases mounted.

Stopping Power

Four-piston, radially-mounted front brake calipers bite onto 310mm discs to provide sure stopping power and controllable braking for optimal on-road performance. The rear brake has a 260mm outer diameter disc and uses a single-piston pin-slide caliper.

Go Further

The V-Strom 800RE has a large 20L fuel tank to offer extended riding range for long distance touring, making it between infrequent refuelling points in more remote areas or just having to stop less often on the regular commute. Combined with the frugal 64.12MPG* this gives the V-Strom a theoretical range of over 280 miles.

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

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SCAS



Ride by Wire



LOW RPM ASSIST



ABS



EASY START



Suzuki Cross Balancer



Bi-directional Quick Shift System



ABS Mode



S-DMS





Switchable ABS¹

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V-STROM 800RE

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Metallic Oort Grey No.3 (QEB)



Candy Daring Red (YYG)



Metallic Matt Black No.2 (YKV)

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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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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 System²

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



Pearl Vigor Blue (YKY)



Glass Sparkle Black (YVB)



Solid Iron Grey (YUD)

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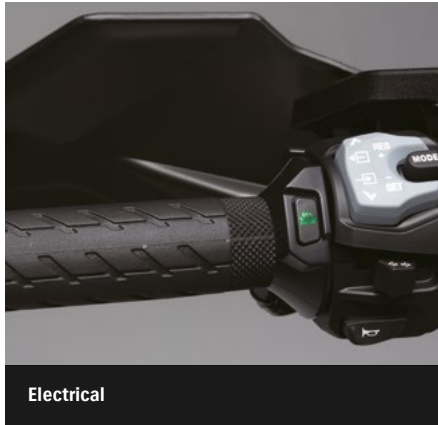
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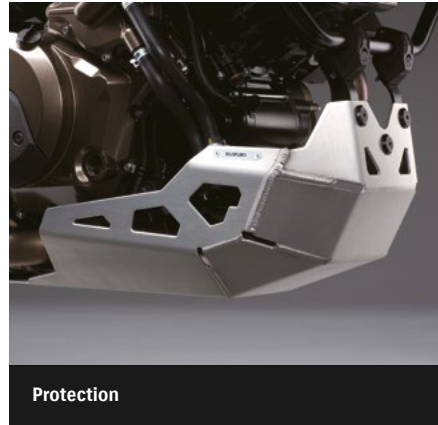
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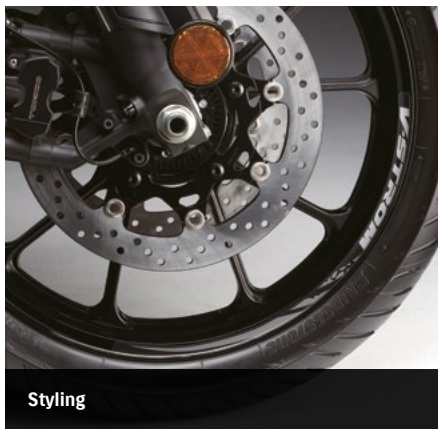




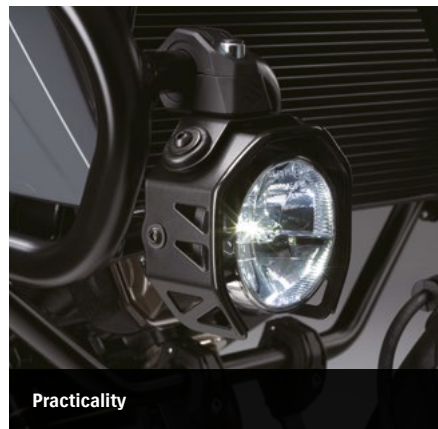
Electrical



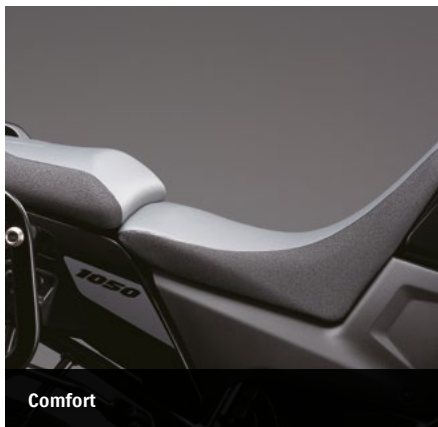
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Styling



Practicality



Comfort



Luggage

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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.

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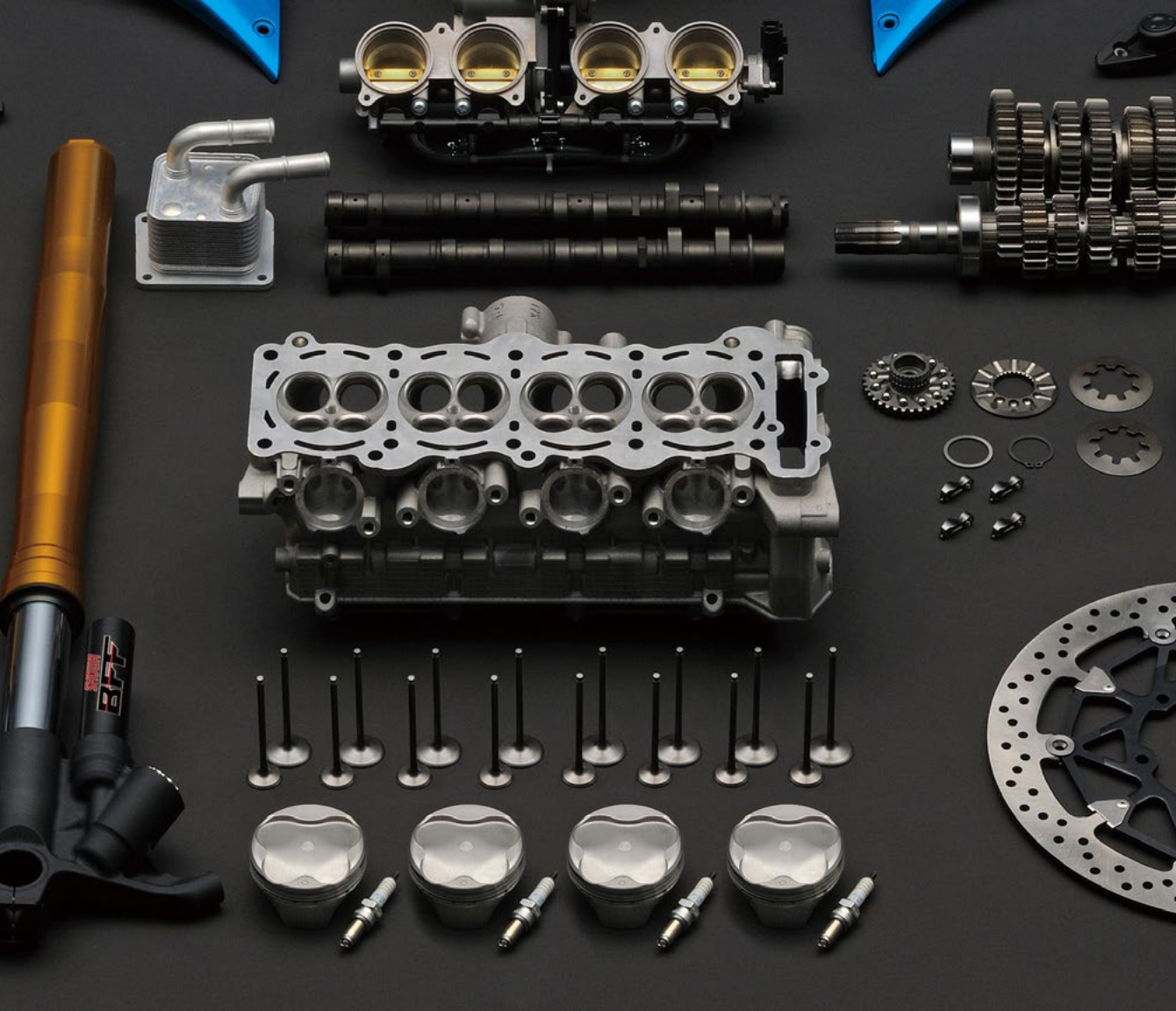
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Genuine Parts

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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Every Suzuki comes with the same quality assurance. To keep it that way, after your 3-year standard warranty ends, every time you have a qualifying service with us, we'll give you a new Service Activated Warranty that covers you through to your next service – until your bike is 7-years old or you reach 70,000 miles (whichever comes first).

To find out more, visit:

bikes.suzuki.co.uk



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

Model	V-STROM 1050DE	V-STROM 1050	V-STROM 800DE	V-STROM 800RE
				
Engine type	4-stroke, liquid-cooled, DOHC, 90° V-Twin	4-stroke, liquid-cooled, DOHC, 90° V-Twin	4-stroke, 2-cylinder, liquid-cooled, DOHC	4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine displacement	1037cc (63.3cu. in)	1037cc (63.3cu. in)	776cc (47.4cu. in.)	776cc (47.4cu. in.)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	79.0kW @ 8,500rpm (107PS)	79.0kW @ 8,500rpm (107PS)	62.0kW @ 8,500rpm (84.3PS)	62.0kW @ 8,500rpm (84.3PS)
Torque	100.0Nm @ 6,000rpm (73.76lb. ft) [†]	100.0Nm @ 6,000rpm (73.76lb. ft) [†]	78.0Nm @ 6,800rpm (57.52lb. ft) [†]	78.0Nm @ 6,800rpm (57.52lb. ft) [†]
Traction control	4 modes and off	3 Selectable modes and off	4 modes and off	3 modes and off
Fuel consumption	54.2MPG (19.19km/L)*	54.2MPG (19.19km/L)*	64.12MPG (22.70km/L)*	64.12MPG (22.70km/L)*
CO₂	115g/km	115g/km	104g/km	104g/km
Seat height	880mm (34.6in.)	855mm (33.7in.)	855mm (33.7in.)	825mm (32.5in.)
Kerb mass	252kg (554lbs)	242kg (534lbs)	230kg (507lbs.)	223kg (492lbs.)
Suspension front	Fully adjustable, inverted telescopic, coil spring, oil damped	Fully adjustable, inverted telescopic, coil spring, oil damped	Fully adjustable, inverted telescopic, coil spring, oil damped	Adjustable, inverted 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	90/90-21M/C 54H tube type	110/80R19M/C 59V tubeless	90/90-21M/C 54H tube type	110/80R19M/C 59V tubeless
Tyres rear	150/70R17M/C 69H tubeless	150/70R17M/C 69V tubeless	150/70R17M/C 69H tube type	150/70R17M/C 69V tubeless
Fuel tank capacity	20.0L (4.4imp gal)	20.0L (4.4imp gal)	20L (4.4imp gal)	20L (4.4imp gal)

* 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 Hayabusa, V-Strom 1050DE and V-Strom 1050 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.

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Model	V-STROM 650
	
Engine type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin
Engine displacement	645cc (39.4cu. in)
Transmission	6-speed constant mesh
Power	52.0kW @ 8,800rpm (71PS)
Torque	62.0Nm @ 6,300rpm (45.72lb. ft)†
Traction control	2 Selectable modes and off
Fuel consumption	67.26MPG (23.8km/L)*
CO ₂	100g/km
Seat height	835mm (32.9in)
Kerb mass	213kg (470lbs)
Suspension front	Telescopic, coil spring, oil damped
Suspension rear	Adjustable, link type, coil spring, oil damped
Brakes front	Disc, twin
Brakes rear	Disc
Tyres front	110/80R19M/C 59H, tubeless
Tyres rear	150/70R17M/C 69H, tubeless
Fuel tank capacity	20.0L (4.4imp gal)

** All new Suzuki On-Road motorcycles officially imported into the United Kingdom by Suzuki GB PLC and first registered in the UK between 01/01/2025 and 31/12/2025 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

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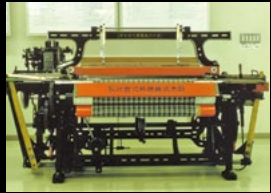
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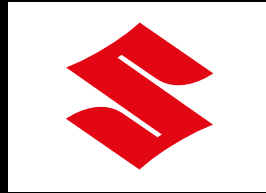
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1909 Michio Suzuki opens the Suzuki Loom Works.



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.



2023 Suzuki releases V-Strom 800RE.

History progressed with customers worldwide.

INTRODUCTION

TECHNOLOGY

V-STROM 1050DE

V-STROM 1050

V-STROM 800DE

V-STROM 800RE

V-STROM 650

GENUINE ACCESSORIES

GENUINE MERCHANDISE

GENUINE PARTS

SPECIFICATIONS

HISTORY



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 May 2025
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To find your nearest Dealer visit

bikes.suzuki.co.uk

