



Candy Daring Red (YYG)



Glass Sparkle Black (YVB)



Glass Desert Khaki (PRU)



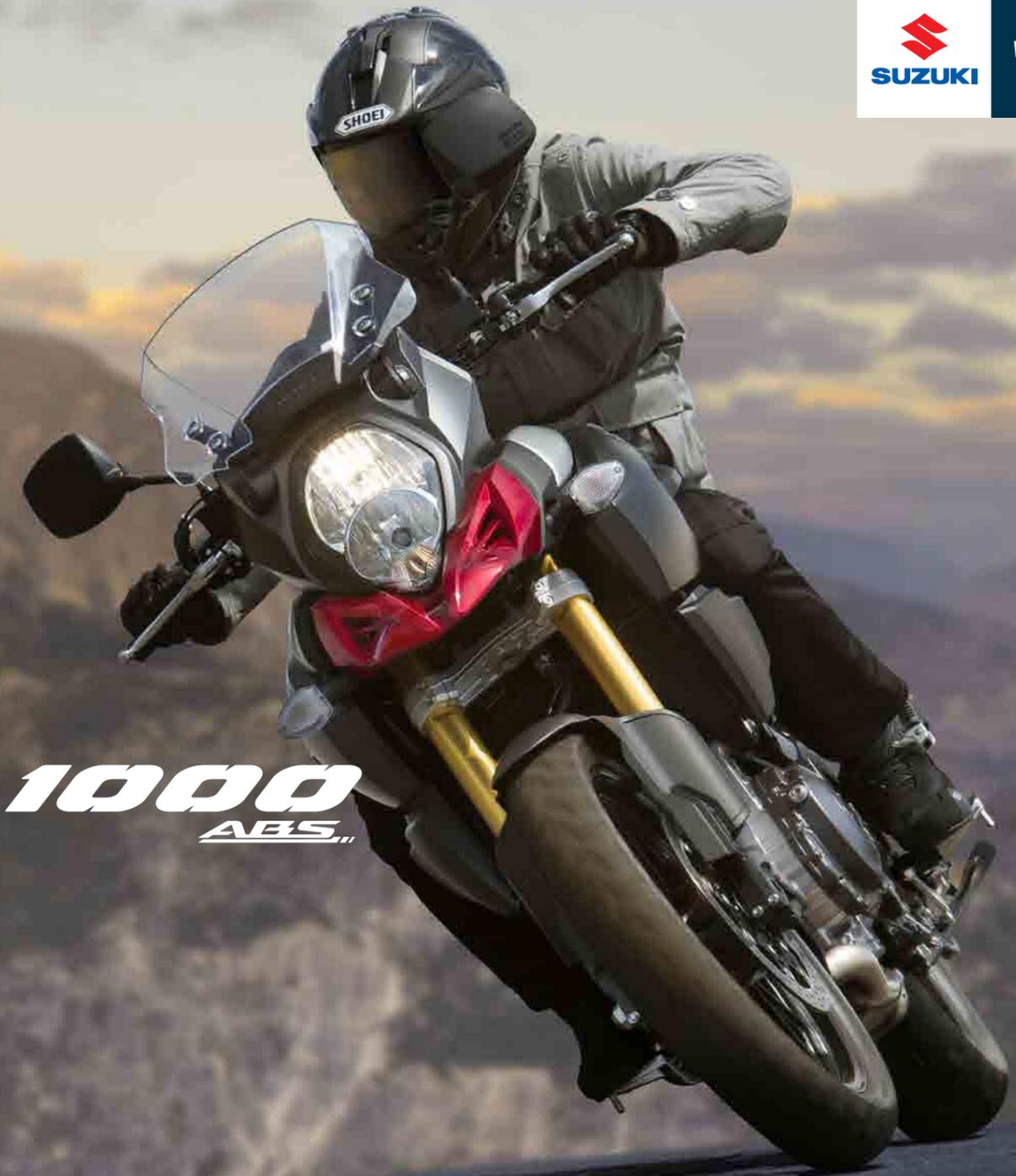
Pearl Glacier White (YWW)

SPECIFICATIONS

Overall length	2,285mm (90.0 in)
Overall width	865mm (34.1 in)
Overall height	1,410mm (55.5 in)
Wheelbase	1,555mm (61.2 in)
Ground clearance	165mm (6.5 in)
Seat height	850mm (33.5 in)
Curb mass	228kg (503 lbs)
Engine type	4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x stroke	100.0mm x 66.0mm (3.9 in x 2.6 in)

Engine displacement	1037cm ³ (63.3 cu in)
Compression ratio	11.3 : 1
Fuel system	Fuel injection
Starter system	Electric
Lubrication system	Wet sump
Transmission	6-speed constant mesh
Primary reduction ratio	1.838 (57/31)
Final reduction ratio	2.411 (41/17)

Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail	25°30' / 109mm (4.3 in)	
Brakes	Front	Disc, twin
	rear	Disc
Tyres	Front	110/80R19M/C 59V
	Rear	150/70R17M/C 69V
Ignition system	Electronic ignition	
Fuel tank capacity	20.0L (5.3 / 4.4 US / Imp gal)	
Oil capacity (overhaul)	3.5L (3.7 / 3.1 US / Imp qt)	

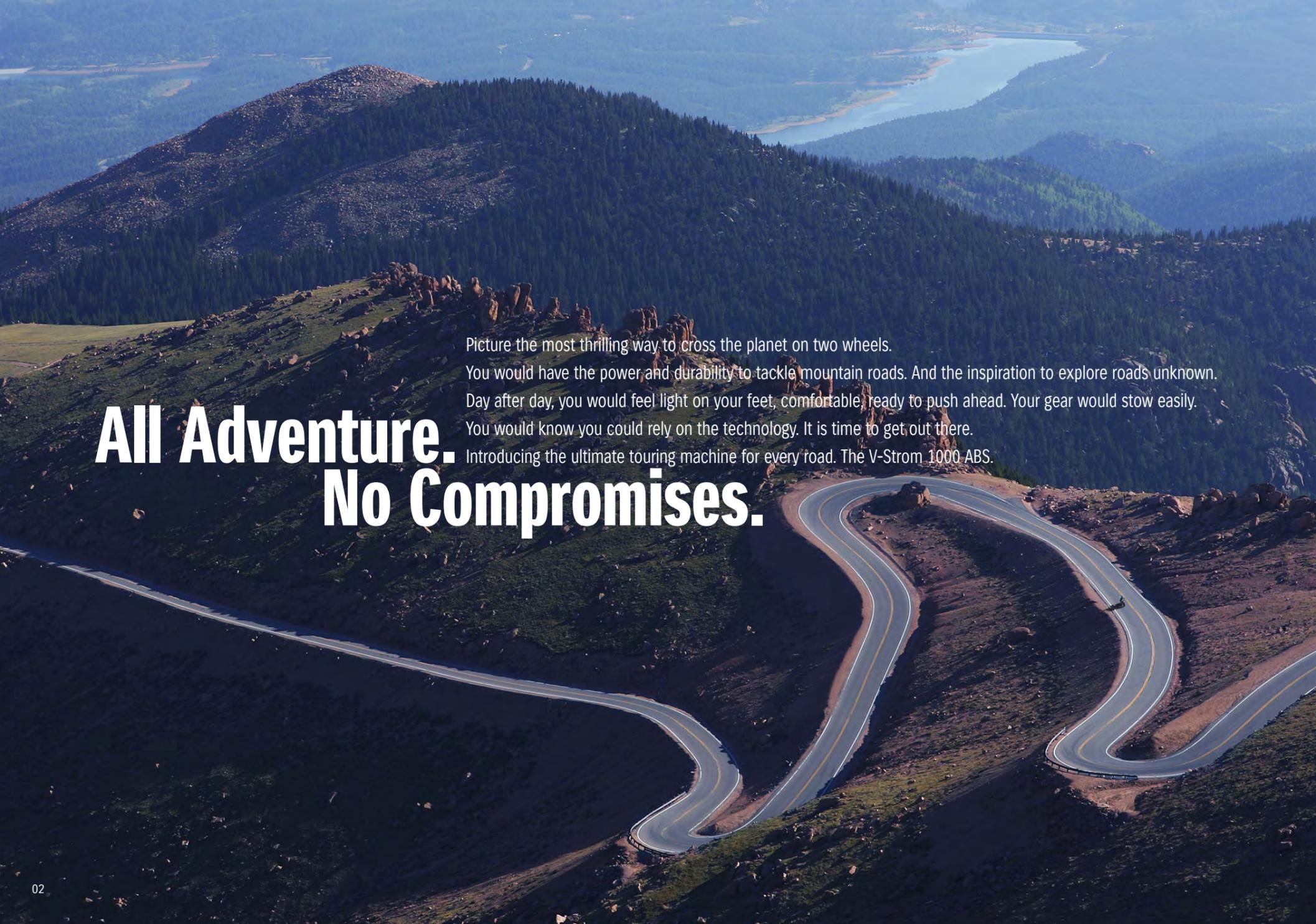


V-Strom 1000
ABS

Specifications, appearances, colors (including body color), equipments, materials and other aspects of the SUZUKI products shown on this catalog are subject to change by Suzuki at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes.

Always wear a helmet, eye protection and protective clothing. Enjoy riding safely.
 Read your Owner's Manual carefully. Never ride under the influence of alcohol or other drugs.
 PRINTED IN JAPAN, V-Strom 1000 ABS (DL1000A) L4 Product Information 99999-A0025-241 SEP. '13
SUZUKI MOTOR CORPORATION
 300 Takatsuka-cho, Minami-Ku, Hamamatsu City, JAPAN 432-8611

www.globalsuzuki.com



All Adventure. No Compromises.

Picture the most thrilling way to cross the planet on two wheels. You would have the power and durability to tackle mountain roads. And the inspiration to explore roads unknown. Day after day, you would feel light on your feet, comfortable, ready to push ahead. Your gear would stow easily. You would know you could rely on the technology. It is time to get out there. Introducing the ultimate touring machine for every road. The V-Strom 1000 ABS.



V-Strom 1000
ABS

Handling & Stability

Advanced Guidance & Control



Discover how advanced motorcycle technology can expand your spirit of adventure. As your journey gains traction, intuition becomes your guide. You gain more control over the road. Your confidence to conquer the elements soars. There is nothing to do but go further.

Advanced Traction Control System

Suzuki's first motorcycle traction control system enables you to control the throttle with more confidence in diverse riding situations, so you can enjoy long-distance touring with less stress and fatigue. The traction control system continuously monitors the front and rear wheel speeds, throttle position sensor, crank position sensor, and gear position sensor, and it controls the engine output by managing the ignition timing and air delivery. You can switch the traction control system to either of two modes or turn it off. The modes differ in terms of sensitivity. Mode one allows modest rear wheel spin for more advanced, exhilarating riding. Mode two activates traction control at the slightest loss of rear-wheel grip to give you greater confidence. You can quickly and easily select the traction control system mode from the left switch cluster and confirm it with a glance at the instruments.

Disc Brakes and Anti-lock Brake System

Front 310mm disc brakes with radial-mount, four-piston Tokico monoblock calipers and a rear 260mm disc brake with a single-piston caliper deliver smooth, controllable stopping power. They are complemented by an Anti-lock Brake System (ABS), which monitors the wheel speeds and matches stopping power to available traction.

- The ABS is a supplemental device for brake operation, not a device for shortening stopping distances. Always remember to reduce speed sufficiently when approaching curves and corners.
- The frequency of monitoring of the wheel speed sensors varies according to road speed.

Extensively Adjustable Suspension and Wheels

Fully adjustable, gold-anodized 43mm inverted front forks and a dial-adjustable rear shock absorber help to ensure great roadholding and a smooth, comfortable ride even with a passenger and a full complement of luggage. Ten-spoke cast-aluminum wheels combine lightness with sporty looks. A 19-inch front wheel helps realize just the right balance of stability and nimbleness. Bridgestone V-rated tyres accommodate high-speed riding and contribute to comfort on paved roads.

Optimally Balanced Twin-Spar Frame

The V-Strom 1000 ABS is built on a slim, lightweight, twin-spar aluminum-alloy frame. The swingarm has extruded arms and a cast joint section. The frame and swingarm complement the optimally sized engine to ensure smooth, nimble handling and poised high-speed cruising. Plus, a longer wheelbase (1,555mm), a shorter distance from the front axle to the swingarm pivot, and an increased swingarm length combine to heighten straight-line stability and cornering stability. The bike feels reassuringly steady at high speeds even when it is fully loaded with luggage.

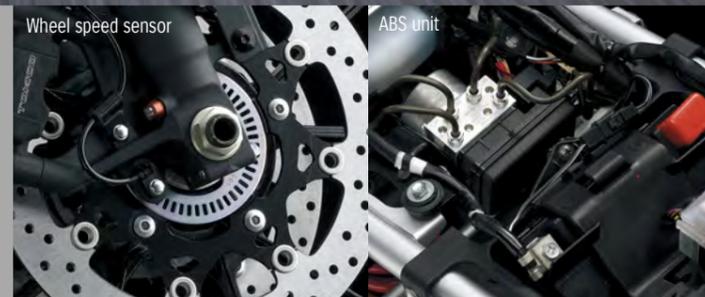
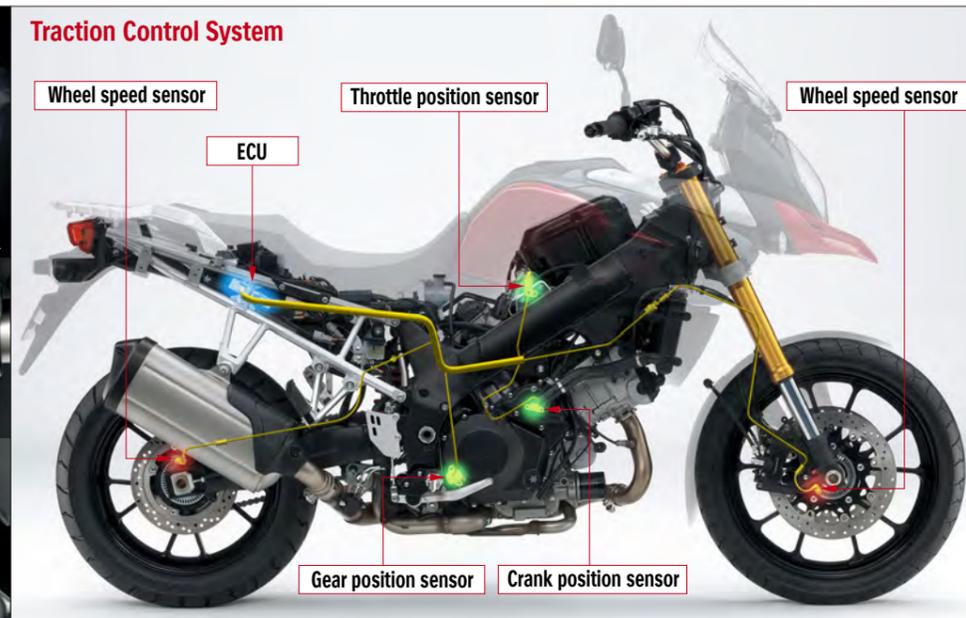
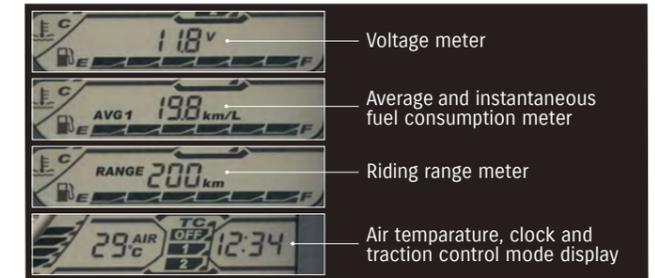
Extensive Weight Savings

The V-Strom 1000 ABS embodies the benefits of comprehensive weight minimization. It is eight kilograms lighter than the previous model, so you will always enjoy brisker performance, nimbler handling, and better fuel economy.

Complete Information for Every Adventure

The instrument cluster has a brand-new design that will inspire you to seek adventure and keep you fully informed along the way. It incorporates a big analogue tachometer and digital readouts for the gear position; speed; odometer and tripmeter; clock; traction-control mode; fuel level; fuel consumption; range on remaining fuel; coolant temperature; and battery voltage. White backlighting helps to maximize legibility for stress-free riding. Plus, instantly recognizable LEDs give freeze*, turn-signal, high-beam, fuel-injection, ABS, traction control mode, and water-temperature indications.

*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.



Nothing to Stop You



*Image shown with optional accessories.

Nothing says freedom like the rumble of a hard-charging V-twin. Opportunities open up in every direction. Accelerate into a long holiday. Plan your route over mountains and on roads too small to register on a map. Go wherever the right bike takes you.



V-twin engine and exhaust system

Optimally Balanced V-twin Performance

The heart of the V-Strom 1000 ABS—and the key to its tremendous versatility—is a strong, rider-friendly 1037cm³ DOHC, 90-degree V-twin engine that gives effortless acceleration and a satisfying V-twin rumble. The bore is 2mm greater than that of the previous V-Strom 1000 engine, but the pistons are no heavier. The cylinders, cylinder heads, pistons, piston rings, connecting rods, crankshaft, clutch assembly, and radiator also reflect the benefits of a total redesign that makes the engine lighter, more powerful, and more controllable at low and mid-range revs. Advances in the engine's electronic control systems further heighten torque and economy. And a newly designed flywheel has greater inertial weight for superior controllability at low revs. The newly balanced performance is optimal for stress-free touring—even with a passenger and a full complement of luggage.

Touring-Friendly Transmission

The engine is mated to a six-speed transmission that embodies a total redesign for smoother performance. Newly optimized gear ratios help to keep shifts smooth and easy. Plus, the innovative Suzuki Clutch Assist System (SCAS) reduces rider fatigue in two ways: It works as a slipper clutch to enable smoother downshifts. And it works as an assist clutch to make the lever easier to pull.



Cylinder head



1037cm³ DOHC, 90-degree V-twin engine



Piston and piston-ring



Six-speed transmission



Clutch



Radiator



Magneto



Rectifier

Better-Balanced Exhaust System

The exhaust system runs into a single muffler; less mass at the back of the bike means weight is well centralized for great manoeuvrability. The unique Suzuki Exhaust Tuning (SET) system uses a butterfly valve in the exhaust pipe to optimize the exhaust pressure for running conditions, thereby boosting torque at low revs (a benefit for acceleration) and enhancing throttle response. And an updated catalyzer complements the benefits of an O₂ feedback system and those of an intake pressure sensor to keep emissions low enough for the V-Strom 1000 ABS to satisfy the strict Euro 3 standards.

Heightened Combustion Efficiency

Great combustion efficiency is one of the keys to high performance, great fuel

economy, and low emissions. It is assured by the Suzuki Dual Throttle Valve (SDTV) system and by a number of related advances: Frictional and other mechanical losses are suppressed throughout the engine and transmission. Twin iridium spark plugs on each cylinder produce quick, hot, strong sparks. An updated engine control unit optimizes the ignition and fuel injection under diverse conditions. And 10-hole fuel injectors finely atomize the fuel under precise electronic control. Fuel economy in the World Motorcycle Test Cycle is as high as 20.9km/L (4.8L/100km)

Advanced Idle-Speed Control

The idle speed control unit is built into the secondary throttle valves of the SDTV system. Its new design ensures the engine starts and warms up more rapidly and

easily, so you can start every journey more quickly and with better fuel efficiency and lower emissions.

Performance-Enhancing Electrics

A newly designed, open-type rectifier disconnects the magneto when it is not generating electricity. Plus, the magneto is more efficient than that of the previous V-Strom 1000. These two advances reduce mechanical losses, resulting in stronger torque at low and mid-range engine speeds. Plus, a 32-bit engine control module gives more precise engine management and is optimized for the single muffler, so it enhances fuel economy and allows more linear throttle response.

Design

Tour Ready



Headlights



Fuel tank



LED tail light



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

Cockpit
Design sketch
Seat



The Look of Adventure

The lines and contours of the V-Strom 1000 ABS combine to communicate the bike's unparalleled adventure-touring credentials. Cast your eye over the bodywork and you will appreciate how black and silver details complement the lines and contours to communicate ruggedness and quality. Even the headlights and tail light contribute to the look of adventure. The headlights have 55W and 65W bulbs in Suzuki's hallmark vertical configuration. And the tail light has LEDs, which are exceptionally reliable—a reassuring benefit when you are exploring far from home. The bike's unmistakable looks were inspired by Suzuki's first-ever big on/off-road motorcycle, the 1988 DR-BIG (DR750S). A signature detail echoing that classic adventure bike is the front beak, which signals to the world that the new V-Strom carries Suzuki DNA.

Comfort for the Long Haul

As a V-Strom 1000 ABS rider, you will appreciate the relaxed, upright riding position, which keeps you comfortable and fully in control whether you are negotiating city traffic, touring across country, or exploring forest trails. The rider's section of the seat gives superior hold to help maximize the rider's control. And it is low and slim thanks to the V-twin engine, so it helps you put your feet down on the ground. The passenger's section has a high-grip surface to help the passenger stay securely positioned.



1988 DR750S

The new look is bold, light and compact, and that is exactly how this motorcycle feels and handles. Spend hours in the saddle and you will still feel exhilarated, comfortable, and ready for more. This is the look of adventure. Take it and run.



When size, weight, power, and manoeuvrability come into balance, you find yourself in a zone where time disappears. Stay the course. There is no road the V-Strom 1000 ABS was not made to conquer. This motorcycle makes the journey of life seamless. Conquer city traffic as easily you scale mountains. Roar down new highways. Explore your taste for discovery on roads long untravelled. Starting now, the planet is your neighborhood.

One size fits every adventure.



Image includes optional accessories.

Equipment



Equipped for the Long Run

Exploration should not preclude the comforts of home. A great thing about the V-Strom 1000 ABS is how easily you can stow your gear and still travel light. If you think you need it, pack it. Go for a day. A week. Take the journey of a lifetime.

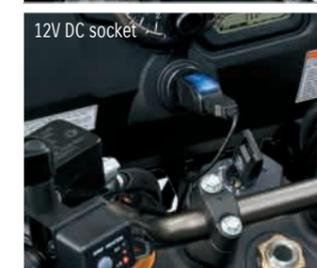


Image shown with optional accessories.

Smart Three-Part Luggage System

Capacious, user-friendly luggage is one of the keys to enjoyable touring. It is such an integral part of every adventure, in fact, that Suzuki developed a smart three-part luggage system* within its design programme for the V-Strom 1000 ABS. You can attach and remove the two side cases and the top box quickly and easily without using tools. The side cases can each hold plenty of gear (29 litres on the left; 26 litres on the right) while keeping the bike slim for manoeuvrability. Their mounting frames unclip from the motorcycle; the attachment points on the bike are neither conspicuous nor obtrusive when you have left the cases at home. The top case can hold 35 litres of gear or a full-face helmet. For more convenience, a single key fits the ignition switch, the side cases, and the top box. And since the V-Strom 1000 ABS looks so good, the side cases and top box are styled to fit seamlessly into the bike's visual lines and contours. They are made of reinforced polypropylene that is both attractive and sturdy, and they are accented with stylish aluminium panels.

*The three-part luggage system is optional. The side cases and top case each have a maximum loading capacity of 5kg.



Outstanding Wind Protection

The windscreen on the V-Strom 1000 ABS reflects the results of extensive wind-tunnel testing in a shape that minimizes wind blast, turbulence, and noise, so you can enjoy a quieter, less tiring ride. And since no two riders are the same size, you can adjust the windscreen to three heights and three angles. A ratchet-gear mechanism for which Suzuki has applied for a patent lets you change the angle without tools and with just one hand.

Equipment for an Even Better Ride

Other handy equipment includes a 12V DC socket that is ideal for powering a sat-nav unit, or mobile devices; and a rear-suspension adjustment knob that allows you to match the spring preload to the weight of any luggage and/or passenger.



All Adventure.
No Compromises.

Accessories that stretch your horizons



Image includes optional accessories.

The V-Strom 1000 ABS is the ultimate adventure machine for every road. But there is always scope to stretch your horizons thanks to a wide range of accessories designed specially for this model. Some accessories, like the low and high seats and the handlebar grip heaters, offer even greater comfort. Some, like the chain guard and engine under cowling, enhance the adventure feel. And some, like the LED foglamps and LED turn-signal lamps, heighten style and visibility. The choice, like the freedom to explore, is all yours.

SUZUKI MOTOR CORPORATION reserves the right to add any improvement to change the design or to discontinue any Suzuki Genuine Accessories at any time without notice. Some Suzuki Genuine Accessories might not be compatible with local standards or statutory requirements. Please check with your local AUTHORIZED SUZUKI DEALER for details at the time of ordering.

