

1037cc, fuel-injected, liquid-cooled, 90-degree, V-twin engine

Tokico 4-piston monobloc front brake calipers with 310mm floating-mount dual discs

Suzuki's Traction Control System

Anti-Lock Brake System (ABS)



V-STROM 1000 ABS COLORS



Metallic Mystic Silver

The V-Strom 1000 ABS is designed for unforgettable sport-adventure riding. It has a Suzuki fuel-injected, 90-degree V-twin engine tuned for incredible low-end and mid-range torque, so you can tap into thrilling acceleration in every gear. It is also equipped with traction control, a key to its versatile capabilities. That performance is matched by a lightweight chassis and advanced suspension that provides remarkably crisp handling even on the tightest back roads.

V-STROM 1000 ABS FEATURES

- The four-stroke, liquid-cooled, DOHC, 1037cc 90-degree V-twin engine is designed to deliver outstanding performance across the entire powerband. This broad capability is necessary to take on the road surfaces that riders encounter during long-distance tours, such as congested urban streets, stone-strewn roads, high-speed highways and twisting, winding roads.
- Pistons were engineered with use of FEM analysis to achieve ideal rigidity and weight.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinder bores are integrated into the upper crankcase for low weight, increased durability, reduced friction and excellent heat dissipation.
- The EFI system employs 10-hole injectors on each throttle body to improve fuel atomization for superior combustion efficiency and frugal fuel consumption.
- Twin throttle bodies with Suzuki Dual Throttle Valve (SDTV) system contribute to better throttle response and torque at the low-to-mid RPM range, while still producing peak performance.
- Advanced 32-bit ECM also operates the Automatic Idle Speed Control (ISC) which improves cold starting and stabilizes the engine idle.
- The single-silencer exhaust configuration reduces weight and has a lower center of gravity to enhance handling and maneuverability.
- Suzuki Exhaust Tuning (SET) servo-controlled butterfly valve helps enhance torque, response and acceleration, especially at low-to-mid rpm range.
- The Suzuki Pulsed-secondary AIR-injection (PAIR) system injects fresh air into the exhaust ports while the exhaust is fitted with a large-volume catalyzer that enables the bike to satisfy a variety of US and international emission standards without sacrificing any performance.
- State-of-the-art transistorized digital ignition system contributes to a more complete combustion by igniting the mixture at the ideal moment.
- Twin iridium type spark plugs are fitted to each cylinder to provide a more condensed and hotter spark yet last longer than convention plugs.
- The output of the six-speed, close-ratio transmission is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip to enable smooth down shifts. It also works as an assist clutch to make the lever easier to pull.
- Suzuki's debuted its first motorcycle traction control system on the V-Strom 1000 ABS, which enables the rider to control the throttle with more confidence in a variety of riding conditions.
 - The traction control system continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
 - The rider can select one of three modes (1, 2, and OFF). Modes 1 and 2 differ in terms of sensitivity. Mode 1 has lower sensitivity; it allows a certain degree of rear wheel spin for good road conditions. Mode 2 has higher sensitivity; the system engages traction control sooner and is for poor road conditions.
- The charging system uses a durable, three-phase stator with an open-style regulator/rectifier that reduces mechanical drag and heat while producing higher output at lower engine speeds.
- The advanced chassis is the foundation of a compact, lightweight adventure-ready package that provides comfort and enjoyment to a variety of riders.
- Seat and fuel tank joint creates a slim cockpit thanks to the narrow V-twin engine design, enabling the rider legs to reach to the ground easier than other models in the class.
- The aluminum, twin-spar frame was designed with the latest FEM analysis technology. It is stiffer and 13% lighter than that of the previous generation V-Strom.
- 43mm KYB inverted front forks provide a sporty yet plush ride in diverse conditions. The front forks have fully adjustable spring preload plus compression and rebound damping force.
- The single-shock, link-style rear suspension features rebound damping force adjustment plus remote, hand-operated spring pre-load adjuster.
- Tokico mono-block front brake calipers are mated with 310mm floating-mount dual discs for strong braking performance.
- Standard anti-lock brake system (ABS) monitors the wheel speeds 50 times per wheel rotation to match stopping power to the available traction.
- Lightweight 10-spoke cast-aluminum wheels (manufactured for Suzuki by Enkei) combine nimble handling with sporty looks.
- A height- and angle-adjustable windscreen was carefully shaped through extensive wind-tunnel testing to reduce wind noise and rider fatigue. The angle is easily adjusted by hand.
- The instruments include an analogue tachometer and a brightness-adjustable LCD speedometer. LCD readouts include an odometer, dual trip meters, the gear position, the coolant and ambient temperatures, the voltage, the riding range, the average fuel consumption, the instantaneous fuel consumption, the traction control mode, a fuel gauge, and a clock.
- The rider can switch between traction control modes and LCD readings using the left handlebar switch.
- 12V DC outlet is conveniently located below the instrument panel. The SAE socket is ideal for powering a GPS unit or charging mobile devices.
- To emphasize Suzuki's heritage, the bike's front fairing and beak reflects design cues from the 1988 DR750S, Suzuki's first adventure touring motorcycle.
- The bright, halogen headlights have the distinctive vertical configuration seen on the Hayabusa and GSX-R sportbikes.
- Rear tail and brake light uses LEDs, which offer higher visibility and greater durability than bulbs.
- The seat is shaped for comfort and to allow riders to easily put their feet on the ground. The side walls of the seat have a high-grip texture for strong hold.

V-STROM 1000 ABS FEATURES CONT.

- A variety of Genuine Suzuki Accessories for V-Strom owners are available including a large selection of Suzuki logo apparel.
- Additional lock tumblers that match the bike's ignition key are included so you can add Suzuki accessory side cases and have the convenience of one-key operation.
- 12-month limited warranty
- For more details, please visit www.suzukicycles.com.

**Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS.*

**The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip*



V-STROM 1000 ABS SPECIFICATIONS

Engine	1037cc, 4-stroke, liquid-cooled, DOHC, 90-degree V-twin
Fuel System	Suzuki fuel injection
Ignition	Electronic ignition (transistorized)
Starter	Electric
Transmission	6-speed constant mesh
Final Drive	Chain drive
Suspension Front	Inverted telescopic, coil spring, oil damped
Suspension Rear	Link type, coil spring, oil damped
Brakes Front	Disc brake, twin
Brakes Rear	Disc

Tires Front	110/80R-19 M/C 59V, tubeless
Tires Rear	150/70R-17 M/C 69V, tubeless
Overall Length	2285 mm
Overall Width	865 mm
Wheelbase	1555 mm
Ground Clearance	165 mm
Seat Height	850 mm (33.4in)
Curb Weight	228 kg (503 lbs)
Fuel Tank Capacity	20.0 L

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