

2018

V-Strom 1000



- Liquid-cooled, 90° V-twin engine delivers strong engine performance at all RPMs
- Advanced Traction Control System** lets the rider select sensitivity to match surface conditions
- New five-direction IMU is key to the Motion Track Anti-lock* & Combined Braking System
- Refined fairing mimics the iconic Suzuki DR Big look for true adventure style
- Integrated mounting points for Suzuki V-Strom luggage that's easy to clip on and off



V-STROM 1000 COLOR



Pearl Glacier White No. 2

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Introduced in 2002, the V-Strom 1000 expanded the popularity of motorcycles in the adventure category. When a more proficient V-Strom 1000 ABS debuted in 2014, it was also embraced by riders around the world. To reemphasize the V-Strom's leadership in this category, Suzuki applies new technology and practical experience to the new 2018 V-Strom 1000.

Always a good citizen, this new V-Strom has refined systems to maintain engine performance and great fuel economy while achieving worldwide emission standards. To emphasize Suzuki's adventure heritage, the V-Strom's exterior has undergone a transformation giving the motorcycle a hint of its lineage and a renewed call for adventure. That fresh styling also contributes to functionality and joins the new Motion Track Anti-lock* & Combined Braking System and other features to bring rider assist technology to a new group of adventure riders.

Like every V-Strom before it, the appeal and value of the 2018 V-Strom 1000 will be recognized by experienced and enthusiastic riders. If you want to enjoy a trouble-free adventure as well, join them on a V-Strom.

V-STROM 1000 FEATURES

ENGINE FEATURES

- The 4-stroke, liquid-cooled, DOHC, 1037cc 90-degree V-twin engine is designed to deliver outstanding performance across the entire powerband.
- The perfect primary balance provided by the 90-degree L-twin design negates the need for any balancer shafts or rubber mounting, as the engine has smooth power pulses.
- 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.
- 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.
- The EFI system employs 10-hole injectors on each throttle body to improve fuel atomization for superior combustion efficiency and frugal fuel consumption.
- Advanced 32-bit ECM also operates the Automatic Idle Speed Control (ISC), which improves cold starting and stabilizes the engine idle.
- The ISC on the V-Strom 1000 has Suzuki's Low RPM Assist feature, which seamlessly adjusts engine speed during take-off and low-speed riding to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.
- The refined, 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 in the exhaust mid-pipe helps enhance torque, response and acceleration, especially at low-to-mid RPM range.
- The new exhaust has a pair of inline catalyzers, up from a single catalyzer in the prior model, to achieve an effective level of emission control while maintaining flow to preserve engine performance.
- Updated to match the exhaust changes, the Suzuki Pulsed-secondary AIR-injection (PAIR) system injects fresh air into the exhaust ports 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 and last longer than conventional plugs.
- The output of the 6-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 downshifts. It also works as an assist clutch to make the lever easier to pull.

ADVANCED ELECTRONICS FEATURES

- The V-Strom's Anti-lock Brake System (ABS) has been updated with Suzuki's new Motion Track Anti-lock & Combined Braking System. This system aids rider control during sudden braking, even in corners, and will help the rider continue cornering on the originally intended line.
 - This advanced ABS system adjusts brake pressure during upright riding with other pressure adjustments when the motorcycle is leaning to either side, so the stopping force matches the available traction.

- Information about the motorcycle's attitude is continually sampled by a BOSCH three-axis IMU measuring in five directions. Sensors on the front and rear wheels continually measure speed. The wheel speed and IMU measurements, plus the amount of brake lever or pedal pressure, are calculated by the ABS control unit to instantly adjust the fluid pressure to the brake calipers as required.
 - Additionally, this combination system can apply rear brake pressure when the front brake pressure reaches a certain point to help stabilize the vehicle during braking. This contributes to increased stability and maneuverability when braking during cornering.
 - The rider has customary, independent control of the front and rear brakes unless a situation occurs to activate the anti-lock or combination braking features.
 - Thanks to the new, advanced ABS control unit, the amount of kickback from anti-lock function to the lever and pedal has been significantly reduced.
- Suzuki debuted its first motorcycle Advanced 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.

CHASSIS FEATURES

- A bold new fairing design is achieved by a straight styling line from the tip of its beak back to the fuel tank. This is a sharp and aggressive refinement of the Suzuki DR Big inspired appearance.
- The height- and angle-adjustable windscreen has a new shape and is 49 mm taller. The windscreen was developed through extensive wind-tunnel testing to reduce wind noise and rider fatigue. Suzuki's patented mechanism allows the windscreen angle to be easily adjusted by hand.
- The advanced chassis is the foundation of a compact, lightweight, adventure-ready package that provides comfort and enjoyment to a variety of riders.
- 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.
- The fuel tank keeps its 5.3-gallon capacity, but the back portion has been slimmed where it joins the seat for increased rider comfort. The sides of the seat use a high-grip texture cover.
- The V-Strom's slender chassis, thanks to the narrow V-twin engine design and thin seat, helps the rider's legs to reach to the ground easier than other models in the class.
- 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 adjusters.
- The single-shock, link-style rear suspension features rebound damping force adjustment plus a remote, hand-operated spring preload adjuster.
- Tokico mono-bloc front brake calipers are mated with 310 mm floating-mount dual discs activated by the new Motion Track Anti-lock & Combined Braking System for strong stopping performance.

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V-STROM 1000 FEATURES

- Lightweight 10-spoke cast-aluminum wheels (manufactured for Suzuki by Enkei) combine nimble handling with sporty looks.
- Handguards with larger handlebar vibration damper weights and a lower engine protector are now standard.

ELECTRICAL FEATURES

- 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 refined instruments include an analog 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.
- LED indicators include ABS and traction control alerts, plus a freeze warning icon. This alert, together with the air temperature display, warns of possible icy road conditions.
- The rider can switch between traction control modes and LCD readings using the left handlebar switch. The rider can now reset the trip meter 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.
- The bright, 65/55W halogen headlights have the distinctive vertical configuration seen on the Hayabusa and GSX-R sport bikes.

- Rear tail and brake lights use LEDs, which offer higher visibility and greater durability than bulbs.

- The turn signals use bright, incandescent amber bulbs with clear lenses for superb visibility in traffic.

ADDITIONAL FEATURES

- A wide variety of Genuine Suzuki Accessories for V-Strom owners are available, including luggage, heated grips, auxiliary lights, high- and low-profile seats, case guards, and 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 luggage and have the convenience of one-key operation.
- 12-month limited warranty
- Additional length coverage and other benefits are available through Suzuki Extended Protection.
- 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 drive carefully and do not overly rely on ABS.*

*** The Advanced 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. Traction control cannot prevent the front wheel from losing grip.*

V-STROM 1000 SPECS

Engine:	1037cc, 4-stroke, liquid-cooled, DOHC 90° V-twin
Bore x Stroke:	100.0 x 66.0 mm (3.9 x 2.6 in.)
Compression Ratio:	11.3: 1
Fuel System:	Suzuki Fuel Injection, SDTV-equipped
Starter:	Electric
Lubrication:	Wet sump
Transmission:	6-speed constant mesh
Clutch:	Wet, multi-plate type
Final Drive:	Chain, O-ring type
Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brakes, Front:	Tokico 4-piston calipers, disc, twin
Brakes, Rear:	Nissin, 2-piston, disc, single

Tire, Front:	110/80R19 M/C (59V), tubeless
Tire, Rear:	150/70R17 M/C (69), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gallons)
Ignition:	Electronic ignition (transistorized)
Headlight:	12V 65W (H9 high-beam) & 12V 55W (H7 low-beam)
Taillight:	LED
Overall Length:	2280 mm (89.8 in.)
Overall Width:	930 mm (36.6 in.)
Overall Height:	1470 mm (57.9 in.)
Wheelbase:	1555 mm (61.2 in.)
Ground Clearance:	165 mm (6.5 in.)
Seat Height:	850 mm (33.5 in.)
Curb Weight:	232 kg (511 lbs.)

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