

2018

V-Strom 650



- Liquid-cooled 90° V-Twin delivers strong low-RPM torque and a rush of high-RPM power
- Rider-adjustable Traction Control,* Easy Start System, Low-RPM Assist feature, plus ABS**
- Multifunction, illumination-adjustable instrument panel helps using rider-assist features
- ADV fairing, with stacked headlights, adjustable windshield, and iconic DR-Big styling
- Chassis has integrated mount points for unified V-Strom luggage that's easy to clip on and off



V-STROM 650 COLOR



Glass Sparkle Black

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Renowned for its versatility, reliability, and value, the V-Strom 650 has attracted many riders who use it for touring, commuting, or a fun ride when the spirit moves them. It is a touchstone motorcycle balanced with a natural riding position, a comfortable seat, and a flexible engine character that produces stress-free riding during brief daily use or a high-mile adventure. The 2018 V-Strom 650 shares the profile of the V-Strom 1000, unifying the V-Strom family. This V-Strom has stellar engine performance and great fuel economy while achieving worldwide emission standards. A number of engineering accomplishments result in lower weight and a thinner chassis, producing a V-Strom that is more versatile, more controllable, and more accessible to elevate its total performance so it's simply "more V-Strom." And that's what a rider wants: more of a good ride.

V-STROM 650 FEATURES

ENGINE FEATURES

- Using SV650 engineering, the V-Strom's DOHC, liquid-cooled engine has more aggressive camshafts to deliver clean, strong power at any RPM.
- Low-friction resin-coated pistons and Suzuki Composite Electrochemical Material (SCEM)-coated cylinders help deliver high mileage for class-leading touring range.
- The sleek 2-into-1 exhaust system routes below the chassis to reduce weight, centralize mass, and provide space for a narrow tail section (and optional luggage).
- The exhaust system has twin catalyzers and employs O₂ feedback to the EFI system to produce optimum combustion efficiency and reduce emissions to an incredibly low level.
- The fuel-injection system employs Suzuki's innovative Suzuki Dual Throttle Valve (SDTV) on 39 mm throttle bodies. The secondary throttle valves are controlled by a servo motor for smooth power delivery.
- 10-hole long-nose-type fuel injectors on each throttle body improve fuel atomization for better combustion efficiency while reducing fuel consumption.
- Suzuki's patented Throttle-body Integrated Idle Speed Control (TI-ISC) stabilizes the engine idle speed and helps lower emissions. The system is compact and lightweight.
- The TI-ISC on the V-Strom 650 has Suzuki's Low-RPM Assist feature, which seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.
- The Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the updated intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- The engine has dual spark technology heads with two high-energy, slim electrode spark plugs per cylinder, to aid in combustion efficiency and power production.
- The V-Strom 650 is equipped with Suzuki's Advanced Traction Control System,* which lets the rider control the throttle with more confidence in various riding conditions. It continuously monitors front and rear wheel speeds, throttle opening, engine speed, and the selected transmission gear to adjust engine output if wheel spin is detected.
- There are three traction control modes (1, 2, and OFF), and the difference between the modes is their sensitivity to road conditions. Mode 1 is the lowest sensitivity level, most suitable for skilled riders or in conditions that have good road surface grip (riding on good, smooth roads). Mode 2 is the highest sensitivity level, suitable for road conditions where the grip may be limited (wet or cold surfaces). OFF disengages all traction control features.
- The V-Strom also features Suzuki's Easy Start System, which lets the rider start the motorcycle with a momentary press of the start button without pulling in the clutch lever when the transmission is in neutral.
- The compact radiator is flanked by wind directing plates that enhance cooling efficiency and direct heat out of the side vents away from the rider's legs.
- The 6-speed transmission suits sporty rides with tight 1st through 5th gear ratios and a tall top gear (6th gear) for highway cruising.
- Low-maintenance, long-life sealed O-ring drive chain is standard.

CHASSIS FEATURES

- The beak-style fairing, with vertically stacked headlights and a stronger internal structure, helps the V-Strom 650 cut through the wind, protecting the rider in style.
- The 3-way height-adjustable windscreen was wind-tunnel tested to reduce wind sounds, buffeting, and rider fatigue.
- The fuel tank has a generous 5.3 gallon capacity, but is shaped to be thin at the rear to flow into the slimmer seat, which aids the rider in touching the ground at stops.

- The spacious 2-up seat combines smooth and slip-resistant surfaces, plus an embossed V-Strom logo.
- Lightweight, rigid twin-spar aluminum frame and swingarm contribute to smooth handling performance and excellent stability.
- Spring-preload-adjustable 43 mm front forks and link-type rear suspension with rebound damping adjustment and a hand-operated spring preload adjuster.
- Light, 10-spoke cast wheels are shod with Adventure-spec Bridgestone BATTLAX 19-inch front and 17-inch rear tubeless radial tires for good all-around performance.
- Front dual 310 mm disc brakes and a rear 260 mm disc brake deliver controlled stopping power.
- Compact Anti-lock Brake System (ABS)** monitors wheel speed to match braking to available traction.
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
- Even with a variety of features and advanced engineering, the 2018 V-Strom 650's weight is 2.2 pounds less than the prior generation V-Strom 650.

ELECTRICAL FEATURES

- The multifunction instrument panel is similar in appearance to the V-Strom 1000 panel, but has functions unique to the V-Strom 650.
- The instrument set includes an analog tachometer and brightness-adjustable LCD speedometer and control panel.
- LCD readouts include odometer, dual trip meter, traction control modes, gear position, coolant and ambient temperature, fuel consumption, fuel gauge, and clock. Switching between readings can be done with the left handlebar switch.
- LED indicators include an ABS alert and a freeze warning icon, which, together with the air temperature display, warn of possible icy road conditions.
- Strong 3-phase charging system supplies the 10Ah maintenance-free battery for easy starting and additional accessory power. A dedicated accessory fuse is located under the seat.
- The stacked 65/55W halogen headlamps illuminate the road when your ride stretches into night.
- The LED tail and brake light is bright and vibration resistant. The turn signals use bright amber incandescent bulbs with clear lenses.
- A handy 12V DC accessory outlet is mounted on the inner dash (was an option on prior model).

ADDITIONAL FEATURES

- Genuine Suzuki Accessories, including side and top cases, engine guards, low- and high-profile seats, heated grips, hand guards, and more.
- 12-month limited warranty.
- Coverage period and additional benefits available through Suzuki Extended Protection.
- For more details, please visit www.suzukicycles.com.

**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.*

***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.*

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V-STROM 650 SPECS

Engine:	645cc, 4-stroke, liquid-cooled, DOHC 90° V-Twin
Bore x Stroke:	81.0 x 62.6 mm (3.2 x 2.5 in.)
Compression Ratio:	11.2:1
Fuel System:	Suzuki Fuel Injection, SDTV-equipped
Starter:	Electric
Lubrication:	Wet sump
Clutch:	Wet multi-plate
Transmission:	6-speed constant mesh
Final Drive:	Drive chain, RK525SMOZ8, 118L
Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Tokico 2-piston calipers, twin disc
Brake, Rear:	Nissin, 1-piston, single disc

Tire, Front:	110/80R19 M/C (59V), tubeless
Tire, Rear:	150/70R17 M/C (69V), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gallons)
Ignition:	Electronic ignition (transistorized)
Spark Plug:	NGK MR8E-9 (x 4)
Headlight:	12V 65W (H9 high-beam) & 12V 55W (H7 low-beam)
Taillight:	LED
Overall Length:	2,275 mm (89.6 in.)
Overall Width:	839 mm (32.9 in.)
Wheelbase:	1,560 mm (61.4 in.)
Ground Clearance:	170 mm (6.7 in.)
Seat Height:	835 mm (32.9 in.)
Curb Weight:	213 kg (470 lbs.)

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