



Way of Life!

2012 *V-Strom 650*
ABS^{II}

2012 *V-Strom 650* ABS



MSRP: \$8,299

In 2002, Suzuki introduced the V-Strom 1000 in a new motorcycle category, the Adventure Tourer. 2012 will mark the 10th anniversary of the V-Strom series since its introduction. Its running performance and packaging earned worldwide acclaim. In 2003, Suzuki released the V-Strom 650 targeting a wider range of users. This versatile model covers not only daily use such as commuting, but also weekend touring as well. With the addition of an ABS-equipped model in 2006, the V-Strom 650 has always been the best-selling model in its class. To further improve its running performance and riding comfort, Suzuki decided to develop a new model.

For 2012, Suzuki is introducing the new and improved V-Strom 650 ABS. The development concept for the 2012 model was "The Comfortable Adventure Tourer". While enhancing the proven running performance and in-town versatility of the current model, Suzuki improved the riding comfort even further on the 2012 V-Strom. The thoroughly revised V-Twin engine features improved overall performance with greater low-to-mid rpm range torque and high rpm performance. The styling and bodywork design was revamped for better wind protection. In addition, fuel economy and environmental performance were also enhanced.

For 2012, the V-Strom 650 is available in Metallic Fox Orange



V-Strom 650 ABS

TOP 10 FEATURES



Antilock Brake System (ABS*) New, standard equipment Antilock Brake System (ABS) unit features a lightweight, compact design utilizing a new high pressure brake hose which more resistant to expansion, provides the V-Strom 650 ABS with class-leading braking performance. Dual front disc brakes with large 310mm rotors and twin-piston calipers, plus single-disc rear brake with 260mm rotor and single-piston caliper provide unparalleled stopping power.



645cc, 90 degree V-twin, DOHC, eight-valve, liquid-cooled engine produces class-leading power with ample torque and horsepower for outstanding performance on or off the road. Dual-spark heads provide improved combustion and reduced emissions. Combined with a 32-bit Engine Control Unit (ECU), state-of-the art Suzuki Dual Throttle Valve (SDTV) fuel injection and a transmission tuned for sporty riding make the V-Strom 650 the choice to make adventure tours more enjoyable.



Suzuki Dual Throttle Valve (SDTV) electronic fuel injection maintains optimum air velocity in the intake tract for smooth low-to-mid rpm throttle response. This class-leading performance technology was developed through Suzuki's championship-winning racing teams, and provides the V-Strom 650 ABS with better performance, reliability and fuel efficiency.



A smooth-shifting 6-speed transmission with cable operated clutch gives the V-Strom 650 ABS class-leading acceleration, performance and versatility on a wide variety of road conditions.



Large 5.3 gallon fuel tank, along with the V-Strom 650 ABS's efficient Suzuki fuel-injected powerplant, provides ample fuel for extended range riding and touring.



High-mounted stainless steel exhaust system with aluminum muffler is tuned to enhance engine torque and low-to-midrange performance for versatility on the road.



Sporty and dynamic front fairing includes compact dual multi-reflector headlight. A 3-way height-adjustable windscreen, carefully shaped with extensive wind tunnel testing, efficiently reduces wind noise and rider fatigue.



A preload-adjustable 43mm front fork and link-type rear suspension with adjustable single shock and knob-operated hydraulic preload adjuster provides a comfortable ride over difficult riding conditions.



Aluminum twin spar frame and aluminum swingarm are compact and rigid. The aluminum frame and swingarm are lightweight, yet strong, to provide rugged performance on a variety of road conditions.



A lightweight, one-piece, resin luggage carrier with well-shaped, easy-to-grasp grab bars comes with a slip-resistant rubber mat helps keep bags and luggage in place, adding to the V-Strom 650 ABS's extended-range touring capabilities.

SUZUKI EDGE

MODEL NAME:	2012 Suzuki V-Strom 650 ABS	SUZUKI EDGE	2012 Kawasaki Versys	2012 Honda NC700X / ABS	2012 BMW F 650 GS	2012 Triumph Tiger 800	2012 BMW F 800 ST (ABS)
MSRP:	\$8,299	The V-Strom 650 ABS offers an exciting adventure touring package boasting more class-leading performance features like ABS brake system, Suzuki fuel injection and a 6-speed transmission than the competition at an incredible value. The V-Strom 650 ABS is priced \$4251 less than the BMW F 800 ST; \$2700 less than the Triumph Tiger 800 and an \$1856 less than the BMW F 650 GS.	\$7,899	\$6999 - \$8,999	\$10,155	\$10,999	\$12,550

ENGINE

Bore Stroke:	81.0mm x 62.6mm	The V-Strom 650 ABS features optimal bore/stroke dimensions to maximize torque and horsepower, providing powerful and versatile performance.	83mm x 60mm	73mm x 80mm	82mm x 75.6mm	74mm x 61.9mm	82mm x 75.6mm
Compression Ratio:	11.2:1	The V-Strom 650 ABS boasts an optimal compression ratio, higher than the Kawasaki Versys & Honda NC700 producing better torque, exciting power, performance and fuel efficiency.	10.6:1	10.7:1	12.0:1	N/A	12.0:1
Engine:	645cc, 4-stroke, 8 valve, liquid-cooled, DOHC, 90° V-twin	The V-Strom 650 ABS's class-leading 645cc liquid-cooled, 8-valve 90° V-Twin engine features broad torque delivery, signature V-Twin power pulses and sporty quick-revving high rpm range power surges for a full-range riding enjoyment. Twin iridium spark plugs for each cylinder heighten the spark strength and combustion efficiency, contributing to increased power, a more linear throttle response, easier engine start-up and a more stable idle.	649cc 4-stroke liquid cooled, parallel twin, DOHC	670cc liquid cooled parallel-twin; SOHC	798cc liquid-cooled, inline two cylinder, DOHC	800cc 4-stroke liquid-cooled, inline 3-cylinder, DOHC	798cc liquid-cooled, in-line two cylinder, DOHC
Fuel System:	Suzuki Fuel Injection; 39mm throttle bodies	The V-Strom 650 ABS boasts the class-leading Suzuki fuel injection system, a high-quality performance feature exclusive to Suzuki that maintains smooth low-to-mid RPM throttle response and improves fuel efficiency.	EFI 38mm throttle bodies	EFI 36mm throttle bodies	EFI	EFI	EFI
Final Drive:	Chain, RK525MOZ8 (118 links)	A traditional, high-quality lightweight D.I.D. brand 118-link chain drive provides the V-Strom 650 ABS with strong, reliable performance.	Chain	Chain	Chain	Chain	Belt
Transmission:	6-speed constant mesh	A 6-speed constant mesh transmission features optimal gear ratios for versatile performance on a wide variety of road conditions. Transmission is tailored for active sporty rides with tighter 1st through 5th gear ratios, while keeping highway cruises comfortable with a tall top gear.	6-speed	6-speed	6-speed	6-Speed	6-speed

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CHASSIS

Brakes Front:	Dual 310mm discs, twin-piston calipers (ABS standard equipment)	Twin disc brakes with large 310mm rotors and twin-piston calipers deliver unrivaled braking performance and handling. The 310mm rotors are 10mm larger than those on the BMW F 650 GS and 2mm larger than those on the Triumph Tiger 800 and the V-Strom 650 ABS's twin disc brake design offers superior performance and stopping power than single disc designs found on the Honda NC700X.	Dual 300mm discs	Single 320mm disc (ABS optional)	Single 300mm disc (ABS optional)	Dual 308mm discs (ABS optional)	Dual 320mm discs
Brakes Rear:	Single 260mm disc, single-piston caliper	The V-Strom 650 ABS's powerful 260mm rear disc brake is 20mm larger than the 2012 Honda NC700X rear disc brake, offering unrivaled stopping power and reliable performance.	Single 220mm disc	Single 240mm disc (ABS optional)	Single 265mm disc (ABS optional)	Single 255mm disc (ABS optional)	Single 265mm disc
Curb Weight:	214kg (472 lbs.)	The V-Strom 650 ABS easily maneuverable over rough road conditions, and producing an excellent power-to-weight ratio for unrivaled performance. The V-Strom 650 ABS's lightweight and rigid twin-spar aluminum-alloy frame and swingarm contribute to smooth handling performance and well-poised running at high-speeds.	454.2 lbs.	472 lbs.	439 lbs	462 lbs.	461 lbs
Fuel Tank Capacity:	20.0L (5.3 US gal.)	The V-Strom 650 ABS's large 5.3-gallon fuel tank is 1.6 gallons larger than the Honda NC700X; 1.1 gallons larger than the BMW F 650 GS and .3 gallons larger than the Triumph Tiger 800's & Kawasaki Versys fuel tank, and along with the V-Strom 650 ABS excellent fuel efficiency, gives the V-Strom 650 ABS excellent extended range riding capabilities for long adventure trips.	5.0 US gal.	3.7 US gal.	4.2 US gal.	5.0 US gal.	4.2 US gal.
Wheelbase:	1560mm (61.4 in.)	A long 61.4-inch wheelbase gives the V-Strom 650 ABS unrivaled stability, especially over difficult road conditions. Its wheelbase is nearly .8 inches longer than the Kawasaki Versys wheelbase and 1.4 inches longer than the Honda NC700X wheelbase.	55.7 in.	60.6 in.	62 in.	60.2 in.	57.7 in.
Overall Length:	2290mm (90.2 in.)	The V-Strom 650 ABS has less overall length than the Kawasaki KLR 650, yet has a longer wheelbase. This gives the V-Strom 650 ABS class-leading maneuverability and handling.	83.7 in.	N/A	89.7 in,	87.1 in.	86.4 in.
Overall Width:	835mm (32.9 in.)	The V-Strom 650 ABS remains narrow and maneuverable with a 32.9-inch overall width that is over 2.5 inches narrower than the BMW F 650 GS.	33.1 in.	N/A	35 in.	31.3 in.	33.9 in.

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Seat Height:	835mm (32.9 in.)	The V-Strom 650 ABS features an optimal 32.9-inch seat height. A high seat (+20mm/ .8 inch) and a low seat (-20mm / .8 inch) with the same finish as the standard seat are available as optional accessories to accommodate a wide range of customer preferences and body sizes.	33.3 in.	32.7 in.	32.3 in. (Optional low seat available)	31.9 in.	33.1 in. (Optional low seat available)
Suspension Front:	43mm telescopic, coil spring, oil damped, preload adjustable; 5.9 in of travel	The V-Strom 650 ABS features a class-leading 43mm telescopic front suspension with preload adjustability that offers unparalleled performance and stability on a variety of road conditions. The V-Strom 650 ABS's front forks are 2mm larger than what is found on the Kawasaki Versys, Honda NC700X and BMW F 650 GS.	41 mm telescopic fork; 5.9 in of travel	41 mm telescopic fork, 6 in. of travel	41mm telescopic fork, 7 in. of travel	43 mm inverted telescopic	43mm telescopic fork; 5.5 in. of travel
Suspension Rear:	Link type, coil spring, oil damped, adjustable rebound damping, preload adjustable; 6.3 in of travel	An adjustable link-type rear shock with adjustable rebound damping provides the V-Strom 650 ABS with better stability and consistent performance on a variety of road conditions, compared to the competition. The V-Strom 650 ABS features a knob-operated hydraulic preload adjuster for convenient, easy adjustment.	Single offset laydown shock; 5.7 in. of travel	Pro-link single shock, adjustable preload; 5.9 in. of travel	Central spring strut; 6.7 in of travel	Single shock; 6.7 in. of travel	Central spring strut; 5.5 in. of travel
Tires Front:	110/80-19	A high-quality 110/80R 19" front tire gives the V-Strom 650 ABS unrivaled performance and traction over a variety of road conditions, particularly on the highway, compared to the competition. The tire is bigger than the Triumph tiger 800 front tire, giving the V-Strom better handling and maneuverability over difficult road conditions.	120/70-17	120/70-17	110/80-19	100/90-19	120/70-17
Tires Rear:	150/70-17	A high-quality 150/70R 17" rear tire gives the V-Strom 650 ABS unrivaled performance and traction over a variety of road conditions, particularly on the highway, compared to the competition.	160/60-17	160/60-17	140/80-19	150/70 - 17	180/55-17
Warranty	12 Month Unlimited Mileage Limited Warranty	The V-Strom 650 ABS features a 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP).	12 month limited warranty	12 month limited warranty	36 month - 36,000 mile warranty	24 month limited warranty	36 month - 36,000 mile warranty