

# EDGE Product Comparison Guide

## 2017 SV650 & SV650 ABS



**SV650/A**

**SUZUKI**



**SV650/A**

## 2017 SV650

For 2017, Suzuki introduces a new version of an iconic motorcycle that embodies the sporty personality that only a lively, mid-sized V-twin roadster can deliver.

The new SV650 has a polished powerplant that provides increased performance with low emissions and outstanding fuel economy, mated to refined trim and lightweight chassis that delivers a sporty, exciting ride.

Like its predecessors, the 2017 SV650 promises to have the sparkling performance, style and value that a broad range of riders will enjoy. Also available with ABS.

### Pricing

SV650L7    MSRP \$6,999

SV650AL7    MSRP \$7,499 *(only available in red)*

### Colors

**Pearl Mira Red** (YVB)

Pearl Glacier White (YWW)



# SV650/A

## TOP 10 FEATURES



**Class exclusive, 645cc DOHC 90°V-twin engine has been refined with more than 60 new parts** to produce increased horsepower and smooth operation while conforming to the latest emission requirements.



**New pistons, engineered using FEM analysis, have skirts that are finished with a special resin coating.** Other internal parts are tinned for less friction and greater durability – a first for a Suzuki motorcycle.



**Both cylinder heads feature Suzuki's original Dual Spark Technology** (using two spark plugs each) for greater combustion efficiency, better fuel economy and cleaner emission.



**The SDTV-equipped EFI system employs O2 feedback and a precise intake pressure sensor for optimum combustion efficiency** in various conditions, and reduces emissions to an incredibly low level.



**Suzuki's patented, Throttle-body Integrated Idle Speed Control (TI-ISC) eases starting,** stabilizes the engine idle speed and helps lower emissions. The system is compact and lightweight.



**The TI-ISC has a new Low RPM Assist feature that seamlessly adjusts engine speed during take-off and low-speed running** to smooth the power delivery and to help eliminate the possibility of the rider stalling the motorcycle.



**The SV650 features a new Suzuki Easy Start system** (first featured on the GSX-S1000) 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 high-strength steel, trellis-style frame is key to the motorcycle's trim and intelligent dimensions.** The class-low seat height is just 30.9 in. and the ready-to-ride weight of the 2017 SV650 is 15 pounds less than the 2015 SFV650.



**Racing stripes and a refined fuel tank shape enhances the motorcycle's sporty character.** Fuel tank capacity is an ample 3.8 US gallons (CA model is 3.6 US gal.).



**Fresh design, compact and lightweight instrument cluster has a full LCD display** eliminating motor and needle mechanics. Adjustable illumination plus a fuel and range calculation function are included.

MODEL:	2017 Suzuki SV650 & SV650 ABS	SUZUKI EDGE	2016 BMW F800R	2016 Ducati Scrambler Icon	2016 Honda CBR650F	2016 Kawasaki Ninja 650	2016 Yamaha FZ-07
<b>MSRP:</b>	\$6,999 \$7,499 for ABS	The SV650 and SV650 ABS offer an unbeatable value in the mid-size sport-standard class. The base SV650 is priced at an astounding \$6999, while the SV650 ABS is also a great value at \$7499. When compared to other mid-size sportbikes in general, its value grows even more. Only the Yamaha FZ-07 is close in price, at \$9 less than the SV650 but lacks the nimble nature of a V-twin engine and is not available with ABS. The SV650 is \$200 less than the Kawasaki Ninja 650, and the SV650 ABS is \$100 less than the Ninja 650 ABS. The SV650 is \$1500 less than the Honda CBR650F and the SV650 ABS is also \$1500 less than the Honda CBR650F ABS. The SV650 ABS's advantage is significant when compared to the base Ducati Scrambler that is \$1396 more, while the yellow ICON version is \$1468 more and the BMW F800R is an enormous \$2496 more than the Suzuki.	\$9,995	\$8,895 \$8,995 for Yellow	\$8,499 \$8,999 with ABS	\$7,199 \$7,599 with ABS	\$6,990
<b>ENGINE</b>							
<b>Engine:</b>	645cc liquid-cooled, 90-degree V-twin, 4-stroke, 8-valve , DOHC engine	The SV650 is fun to ride, no doubt about it, and it starts with its class-exclusive V-twin engine. The SV's 645cc DOHC engine is actually a 90-degree L-twin engine that has perfect primary balance so there is no excessive shaking or the need for extra balancer shafts that are common in vibration-prone inline twins like the BMW F800R, the Ninja 650 or Yamaha FZ-07. The SV650's V-twin also keeps the motorcycle trim and narrow for nimble handling and a neat appearance that the other mid-size sportbikes can't match. And that V-twin's power delivery is well suited for spirited riding or cost-efficient commuting compared to the inline four cylinder engine used in the Honda CBR650F. And when it comes to service, the SV650 does not need a valve lash check until 14,500 miles and it's a simple affair compared to the costly service required by the Ducati Scrambler with its unusual Desmodromic valve train.	798cc liquid-cooled, DOHC parallel-twin engine	803cc air-cooled, V-twin, Desmodromic 4-valve engine	649cc liquid-cooled, DOHC inline four-cylinder engine	649cc liquid-cooled, DOHC parallel-twin engine	689cc liquid-cooled, DOHC parallel-twin engine
<b>Bore &amp; Stroke:</b>	81.0 x 62.6mm (3.18 x 2.46 in.)	The SV650's engine produces a substantial amount of torque and horsepower while minimizing friction for strong acceleration and performance on the streets or highway. A new piston, with a special anti-friction resin coating on the skirts, helps create 75 HP which is up 4 HP from the previous model with no reduction in useable torque. The engine clocks in with an impressive 61 MPG fuel economy rating while meeting or exceeding world-wide emission requirements. But most important, the over-square bore-to-stroke ratio of the SV650 engine delivers the type of power that riders of all ability and experience crave.	82.0 x 75.6mm	88.0 x 66.0mm	67.0 x 46.0mm	83.0 x 60.0mm	80.0 x 68.6mm
<b>Compression Ratio:</b>	11.2:1	Suzuki engineers set up the SV650 with the most stable compression ratio in its class, resulting in higher torque for better performance, fuel efficiency and reliability. The L-shaped upper compression rings are specially coated and matched to the SCEM cylinder bore finish to have reduced friction and tighter cylinder sealing; resulting in efficient power and fuel economy.	12.0:1	11.0:1	11.4:1	10.8:1	11.5:1

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<b>Fuel System:</b>	Suzuki fuel injection; twin 39mm throttle bodies, TI-ISC and SDTV-equipped	The SV650 uses the Suzuki Dual-throttle Valve (SDTV) fuel injection system, a Suzuki-exclusive developed from high-performance racing technology. Two 39mm throttle bodies maintain optimum air velocity for excellent power control, throttle response and smooth operation. The primary throttle valve is controlled by the rider's hand, while the secondary throttle valve is controlled by the engine management computer, opening and closing as needed to maintain ideal intake air velocity, resulting in more linear throttle response, enhanced combustion efficiency and increased low-rpm torque. The EFI system also features an automatic idle feature (IT-ISC) and a new Low RPM Assist feature that spontaneously raises the engine speed to help the rider smoothly and effectively accelerate the motorcycle at low road speeds or from a dead-stop. No other manufacturer offers an EFI system with these type of rider assist features.	Fuel injection	Fuel injection	Fuel injection	Fuel injection	Fuel injection
<b>Transmission:</b>	Six-speed, constant-mesh transmission with cable actuated, rack & pinion with push-rod clutch release	The SV650 boasts a precise 6-speed constant mesh transmission with optimal, gear ratios for impressive sport acceleration plus efficient performance on the open highway (ideal for commuting or sport-touring). An accurate, cable-operated release mechanism lets the rider precisely modulate the power coming through the large, multi-plate clutch.	Six-speed transmission	Six-speed transmission	Six-speed transmission	Six-speed transmission	Six-speed transmission
<b>Final Drive:</b>	Drive chain DID520V0, 112 links	The SV650 uses a reliable, sealed O-ring style drive that simplifies maintenance and rides quieter as compared to conventional chains. The drive chain provides durable performance with minimal loss of power which is perfect for the sporting nature of the motorcycle.	Drive chain	Drive chain	Drive chain	Drive chain	Drive chain
<b>CHASSIS</b>							
<b>Brakes Front:</b>	Dual 290 mm floating discs, 2-piston slide-pin type hydraulic calipers	The SV650 features a Suzuki-proven front brake system that includes twin-piston TOKICKO front brake calipers and a pair of 11.4 inch (290mm) floating-style brake rotors. Balanced well with the size and power of the motorcycle, this brake system's combination of stopping power and feel through the front brake lever is unmatched by anything in its class.	320mm dual disc brakes, hydraulic calipers	Single 330mm disc, single hydraulic caliper	320mm dual disc brakes, hydraulic calipers	300mm dual disc brakes, hydraulic calipers	282mm dual disc brake, hydraulic calipers
<b>Brakes Rear:</b>	Single 240mm disc, single-piston hydraulic caliper	Complementing the SV650's strong front brakes is a high-quality rear disc brake system includes a single-piston caliper and a 9.4 inch (240mm) rotor that provides firm, but easily controlled stopping power.	265mm solo disc brake, single hydraulic caliper	Single 245mm disc, single hydraulic caliper	Single 240mm disc, single hydraulic caliper	Single 220mm disc, single hydraulic caliper	245mm solo disc brake, single hydraulic caliper
<b>Anti-lock Brakes (ABS):</b>	Standard on SV650 ABS	The brakes on the SV650 ABS use a new generation, light and compact NISSIN main control unit that controls front braking force to equal available traction. The rear brake is also anti-lock modulated to provide stopping force for excellent control at all road speeds. The option of an ABS model is not available with the Yamaha FZ-07.	Standard	Standard	Standard on CBR650F ABS	Standard on Ninja 650 ABS	Not available

MODEL:	2017 Suzuki SV650 & SV650 ABS	SUZUKI EDGE	2016 BMW F800R	2016 Ducati Scrambler Icon	2016 Honda CBR650F	2016 Kawasaki Ninja 650	2016 Yamaha FZ-07
<b>Weight:</b>	429.9 lbs. (195 kg) - SV650 434.3 lbs. (197 kg) - SV650 ABS	The SV650 and the SV650 ABS have competitive curb weights that are astonishing maneuverable thanks to the responsive V-twin engine and trim, balanced chassis. The SV650 ABS is lighter than the BMW F800R by 10 pounds and lighter than both the Honda CBR650F ABS and Kawasaki Ninja 650 ABS by 31 pounds. This lean weight results in an excellent power-to-weight ratio which results in razor sharp handling plus well-poised low & high-speeds operation that is attractive to both experienced and novice riders.	444.0 lbs.	410.0 lbs.	461.0 lbs. 465.0 lbs. with ABS	461.3 lbs. 465.3 lbs. with ABS	397.0 lbs.
<b>Fuel Tank:</b>	3.8 US (14.5 L) SV650, 3.6 US gal. (13.8 L) SV650 CA-model	The SV650 has fuel tank capacity that's slightly more than the Yamaha FZ-07 and the Ducati Scrambler Icon. This good fuel tank volume, along with the SV's efficient 645cc engine with Suzuki Dual Throttle Valve (SDTV) fuel injection that produces impressive fuel efficiency of 60 MPG, delivers outstanding riding range. The thin and properly shaped fuel tank instills confidence for riders when they are riding the motorcycle. Racing stripes on the fuel tank enhance the motorcycle's sporty character.	3.9 US gal.	3.6 US gal.	4.5 US gal.	4.2 US gal.	3.7 US gal.
<b>Overall Length:</b>	84.3 in. (2,140 mm)	Providing an ideal overall length of seven feet, the SV650 is a compact motorcycle that is scaled large enough for riders of any size. The SV does not lay down a big foot print on the road, or in the garage, so it's an ideal motorcycle for almost any riding mission. The chassis is also long enough to provide appropriate rider and passenger seating during two-up riding. Handy webbing loops can slip out from under the rear of the seat so cargo straps can be easily attached.	84.5 in.	85.2 in.	Not published	83.1 in.	82.1 in.
<b>Wheelbase:</b>	56.9 in. (1,445 mm)	When balanced with its narrow chassis and robust engine output, the SV650 has an optimal wheelbase of 56.9 inches, offering superior handling and maneuverability on the road compared to the competition. This diminutive wheelbase (shorter than the BMW F800R and Honda CBR650F) still provides the adequate length required for the excellent straight line stability during acceleration and at highway speeds.	60.7 in.	56.9 in.	57.0 in.	55.5 in.	55.1 in.
<b>Seat Height:</b>	30.9 in. (785mm)	The SV650 boasts the lowest seat height in its class. This low 30.9 inch is made even more effective by having a fuel tank and seat area that is narrower than the prior SFV650 so riders have an easier reach to the ground. This narrow width also creates a comfortable riding position that inspires confident control over the bike on the highway or city streets.	31.1 in. <i>Standard height</i>	31.1 in. <i>Standard height</i>	31.9 in.	31.7 in.	31.7 in.
<b>Ground Clearance:</b>	5.3 in. (135mm)	With over five inches of ground clearance, the SV650 and SV650 ABS models can be ridden around normally without fear of clipping road obstacles that motorcycles with lesser clearance could encounter. Even with the lowest seat height in the class, the space above the road surface is more than that of most of their competitors.	Not published	Not published	Not published	5.1 in.	5.5 in.

MODEL:	2017 Suzuki SV650 & SV650 ABS	SUZUKI EDGE	2016 BMW F800R	2016 Ducati Scrambler Icon	2016 Honda CBR650F	2016 Kawasaki Ninja 650	2016 Yamaha FZ-07
<b>Suspension Front:</b>	41mm telescopic, coil spring, oil damped; 4.9 in. (125 mm) travel	Suzuki's chassis experts have fitted the SV650 with a suspension that functions superior to what the sum of the specifications would indicate. The controlled, yet supple action of the 41mm SHOWA front fork is ideal for the sporty nature of the SV650. With a tubular handlebar steering a front end with a neutral rake and trail, this motorcycle turns into a curve with minimal effort. And it's not just brisk riding, but a variety of road conditions in town or on the highway benefit from this well-tuned front suspension.	45mm inverted telescopic, coil spring, oil damped; 4.9 in. travel	41mm inverted telescopic, coil spring, oil damped; 5.9 in. travel	41mm telescopic fork, coil spring; 4.3 in. travel	41mm telescopic fork, coil spring; 4.9 in. travel	41mm telescopic fork, coil spring; 5.1 in. travel
<b>Suspension Rear:</b>	Single shock, coil over oil damper, link-style, adjustable spring preload, 5.1 in. (130 mm) travel	Complementing the good front suspension is a lightweight, preload-adjustable rear shock that delivers a class-competitive 5.1 inches of wheel travel – more than the BMW F800R and Honda CBR650F, and the same as the Kawasaki Ninja 650 and Yamaha FZ-07. The SV's single rear shock works with a progressive, rising-rate link system to deliver a confident, supportive ride. The spring preload is quickly adjustable by turning a 7-position sleeve with a hook spanner tool that's included with the motorcycle.	Single shock, coil over oil damper, link-style, adjustable spring preload, 4.9 in. travel	Swingarm type, coil spring, single shock absorber; 5.9 in. travel	Swingarm type, coil spring, single shock absorber; 5.0 in. travel	Swingarm type, coil spring, laid-down single shock absorber; 5.1 in. travel	Swingarm type, coil spring, single shock absorber; 5.1 in. travel
<b>Tires Front:</b>	120/70ZR17 (tubeless radial)	A class-standard 120/70ZR17 front tire on the SV650 has a better footprint than what is found on the Ducati Scrambler Icon, delivering outstanding feedback and grip for all types of road conditions. This radial front tire that offers excellent grip and traction in a variety of road and weather conditions. The 17-inch front rim diameter was chosen to deliver excellent stability and braking performance on twisty roads or the open highway.	120/70ZR17	110/80-R18	120/70ZR17	120/70ZR17	120/70ZR17
<b>Tires Rear:</b>	160/60ZR17 tubeless radial	A high-quality 160 mm wide radial rear tire gives the SV650 and SV650 ABS superb grip and long thread life. Mounted to a multi-spoke cast wheel, the tire's intermediate profile handles turn-in with low effort as compared to the competition. Similar to the front tire, the 17 inch rear rim diameter was chosen to effectively deliver power to the ground while maintaining balanced handling.	180/55ZR17	180/55-R17	180/55ZR17	160/60ZR17	180/55ZR17
<b>Colors:</b>	Pearl Mira Red -or- Pearl Glacier White	Unlike Ducati, who charges \$100 extra for yellow paint on the Scrambler Icon, the SV650 models have a standard choice of a Pearl Red or White paint scheme that are each exciting and elegant. Each fuel tank has contrasting racing stripes and matching tail graphics which emphasize the sporting intent of the motorcycle. The cockpit, with its sophisticated instrument module, has blacked-out controls to further push the sport intent of the motorcycle and remove distractions while riding. The Pearl White SV650 models also feature bright, metallic-blue wheels to complement the racing stripe and graphics package.	Blue/White, or Light White, or Black/White, or Black/Blue	Red -or- Yellow	Black -or- Red	Green/Black, or Red/Black, or Gray	Armor Gray, or Raven, or Matte Silver
<b>Warranty:</b>	12-month unlimited-mileage, limited warranty	The Suzuki SV650 and SV650 ABS feature a 12-month unlimited-mileage limited warranty. This warranty can be lengthened in time with additional benefits, such as towing, via Suzuki Extended Protection (SEP).	36-months or 36,000 miles (what ever comes first) limited warranty	24-months limited warranty	12-month limited warranty	12-month limited warranty	12-month limited warranty