

V-STROM 1050XT

The Master of Adventure

Lets you freely escape into the wilderness and explore to your heart's content. A sleek look with the latest features allows for a smooth and comfortable ride. Limitless potential to continue your adventure. Ride on my friend. The new generation V-STROM 1050XT is always by your side.



* Image shown with optional accessories.

Key Features

Advanced features of the Suzuki Intelligent Ride System (S.I.R.S.) include the Ride-by-Wire Electronic Throttle System, Cruise Control System, Traction Control System, Suzuki Drive Mode Selector (SDMS), as well as the Easy Start System, which makes start-ups quick and easy.

The 1037cm³ V-twin engine has more horsepower than ever before but retains its strong pull in the lower rpm range and good fuel economy, all while complying the Euro 5 emissions standards.

The styling features Suzuki's original "beak" design that houses a stacked, rectangular LED headlight while paying homage to the DR-Z Paris-Dakar Rally bikes and the large-displacement DR-BIG DualSport.

The multifunction instrument panel presents all required information on a full LCD screen using a clean and intuitive layout with information displayed in order of priority.

The 6-direction, 3-axis Inertial Measurement Unit (IMU) provides vehicle posture information to the innovative, adjustable Motion Track Brake* and Combined Brake Systems.

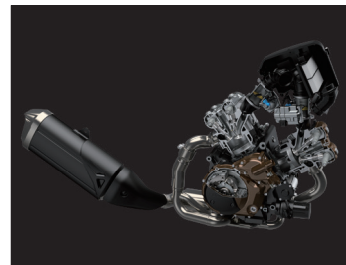
Engine Features

The liquid-cooled 1037cm³ DOHC 90-degree V-twin engine delivers plenty of horsepower, abundant torque and good fuel economy, while at the same time satisfying Euro 5 emissions standards.

High-compression pistons engineered using FEM analysis achieve ideal rigidity, weight, and durability.



Suzuki Intelligent Ride System (S.I.R.S.)



The Refined V-Twin Engine



Height Adjustable Windscreen



Multi-function Instrument Cluster

The pistons move within Suzuki Composite Electrochemical Material (SCEM)-coated cylinder bores for low weight, increased durability, reduced friction, and excellent heat dissipation.

The engine features Suzuki's Ride-by-Wire Electronic Throttle System that is simpler, lighter, and more compact than a mechanical throttle. Each cylinder is fed by a 49mm bore electronic-controlled throttle body.

Each throttle body has a single butterfly valve that is opened and closed by its own independent motor for precise throttle control.

Each cylinder has a 10-hole fuel injector, located downstream of the throttle body on the intake manifold for superior combustion efficiency and low fuel consumption.

The twin iridium-type spark plugs used by Suzuki's Dual Spark Plug Technology contribute to smooth power delivery, lower fuel consumption, lower emissions, more linear throttle response, easier engine start-up, and a more stable idle.

The Suzuki Easy Start System allows you to easily start the engine with a single, momentary press of the starter button, regardless of weather conditions or engine temperature.

The ISC is key to the V-STROM's Low RPM Assist feature that seamlessly adjusts idle speed during standing starts and low-speed riding for smooth power delivery and less possibility of the engine stalling.

Matched to the efficient exhaust system, the Suzuki Pulsed-secondary AIR- injection (PAIR) system injects fresh air into the exhaust ports to optimize emissions control without sacrificing

performance.

The radiator's increased cooling capacity is designed to accommodate the higher engine output. Coolant temperature is stabilized via a thermostatically controlled cooling fan.

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, making the clutch lever pull light and precise.

To accent the engine, a new bronze finish was applied to the cylinder head covers, clutch cover, magneto cover, and water pump case for a striking contrast with the black crankcase.

Integrated into the V-STROM 1050XT is the Suzuki Intelligent Ride System (S.I.R.S.) that includes the Motion Track Brake System** and Combination Brake System, Hill Hold Control System, Slope Dependent Control System, and Load Dependent Control System, all which assist braking performance under a variety of differing conditions.

Ready for adventure, S.I.R.S. also includes a Cruise Control System, Suzuki Drive Mode Selector (SDMS), and the Suzuki Traction Control System (STCS)**. Each of the advanced electronic control systems of S.I.R.S. helps provide V-STROM 1050XT riders with a stress-free experience and convenience during long-distance adventures, commutes, or pleasure rides.

Inertial Measurement Unit (IMU)

• Also essential to S.I.R.S., the

V-STROM 1050XT's IMU measures 6-directions of movement along 3-axes. The IMU detects pitch, roll, and yaw movement based on the motorcycle's position, movement, and acceleration.

• The new high-performance 6-direction IMU is supplied by Bosch and also combines a 3-axis angular rate sensor (gyrometer) and a 3-axis acceleration sensor in a single compact unit.

Cruise Control System

• Cruise Control maintains your preset road speed without having to hold the throttle open – a welcome feature for long-distance riding that can reduce fatigue.

• The new V-STROM 1050XT's array of features and technology, such as the Ride-by-Wire Electronic Throttle System and ECM, permit the inclusion of this easy-to-use cruise control system.

• Cruising speed can be set from approximately 50km/h to 160km/h in fourth gear or higher. A button on the right handlebar control can be pressed to put cruise control into standby, and a rocker-style selector switch on the left handlebar control lets you adjust speed up or down. Cruise control function icons and indicators are located on the instrument panel.

Motion Track Brake and Combination Brake System (ABS)

• The updated Motion Track Brake* and Combination Brake System combines IMU-measured, spatial information of the motorcycle's posture in conjunction with front and rear wheel speeds. This allows the ABS* to not only activate in a straight line but also when the vehicle is leaning or turning.

• You can choose between two levels of ABS intervention. Mode 1 provides minimal intervention. Mode 2 provides a higher level of intervention.

Suzuki Drive Mode Selector (SDMS)

• SDMS provides you with a choice of three different engine power output modes to match the conditions and your preferred riding style. Working in concert with the Traction Control System**, SDMS permits peak power in each mode while changing the nature of the power delivery.

• A Mode – provides sharp throttle response.

• B Mode – provides softer throttle response.

• C Mode – provides the softest throttle response of the three modes.

Traction Control System**

• The Traction Control System** lets you control the throttle with more confidence by limiting rear wheel spin 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.

• You can select one of 3 modes (1, 2, or 3), or turn the system off. The three modes differ in terms of rear wheel spin sensitivity. Mode 1 is for sport riding with minimal intervention from the system. Mode 2 offers a balance that is ideal for city riding and regular road conditions. And Mode 3 is well suited to wet or otherwise slippery road conditions.

Hill Hold Control System

• When stopping upward on a hill and applying the brakes, this system automatically operates the rear brake for around 30 seconds to prevent the motorcycle from rolling backward, even if you release the brake lever or pedal. This allows you to focus on pulling away more smoothly to proceed up the hill.

• The system is disengaged either by quickly squeezing the front brake lever twice, or by accelerating to pull away again.

Slope Dependent Control System

• The Slope Dependent Control System constantly monitors the bike's posture, even when traveling downhill. When you operate the brake lever or pedal while riding downhill, the ECM adjusts brake pressure to prevent rear wheel lift.

Load Dependent Control System

• This system helps you achieve optimal braking in response to whatever load you are carrying on the V-STROM 1050XT, be that a passenger and/or cargo.

• Through continual measurement of IMU information and hydraulic brake pressure, the system constantly learns about braking deceleration as the load's weight increases or decreases when riding with cargo or a passenger.

• The system retains this information to improve braking performance as the load on the motorcycle increases.

Chassis Features

The height-adjustable windscreen was developed through extensive wind tunnel testing to reduce wind

noise and buffeting. The windscreen can be adjusted by hand to 11 different positions within a 50mm height range.

The convenient bar behind the screen can even be used to mount accessories.

The raised height and large diameter of the tapered handlebars provide good steering control while promoting a distinctive off-road appearance. The lightweight, high-strength handlebar also dampens vibration to your hands.

The handlebars are fitted with handguards with large damper weights for ergonomic comfort and reduced vibration.

The mirror design improves your view out the rear while beautifully matching the V-STROM 1050XT's styling.

Wide footpegs help you better maneuver the motorcycle on different road surfaces. Rubber inserts damp vibration but can be removed for a more direct connection when riding while standing on the pegs.

The fuel tank has a generous 20.0L capacity and its shape and protective cover have been designed for a slim tank-seat junction that heightens riding comfort.

The new, two-piece seat provides comfort both you and your passenger. The rider's section is height-adjustable. (It can be raised 20mm upward).

The sides of the two-tone seat are covered with high-grip texture material that helps you and your passenger stay connected to the motorcycle.

The slender chassis, thanks to the narrow V-twin engine design, fuel tank, and trim seat, helps your legs reach the ground more easily than other models in the class.

One part of the V-STROM legacy is its durable, twin-spar aluminum frame that balances weight and rigidity for optimal handling on various types of roads.

Tokico radial mount monobloc 4-piston front brake calipers are mated with 310mm floating-mount dual discs. These efficient calipers are connected to the Motion Track Brake* and Combination Brake Systems for strong stopping performance.

Bridgestone BATTLAX ADVENTURE A41 tires are fitted to wire-spoke wheels with aluminum, tubeless-style rims.

A sturdy accessory bar included with the V-STROM 1050XT is handy for mounting auxiliary lights and helps reduce damage if the bike is tipped over.

An aluminum skid plate with a smooth finish and alumite treatment shields the front of the engine from mud and other debris.

A sure-footed center stand is standard equipment on the V-STROM 1050XT, which helps you when servicing the motorcycle or loading luggage.

Electrical Features

The V-STROM 1050XT features a multifunction instrument panel that presents much more required information on its full Liquid Crystal Display (LCD) screen, using a clean and intuitive layout that displays information in order of priority.

Included in the LCD display are the speedometer, tachometer (full pixel digital display), gear position indicator, odometer, dual trip meters, instantaneous fuel consumption, average fuel consumption, driving range, fuel level indicator, engine coolant temperature indicator, ambient air temperature indicator, clock, voltage meter, service reminder, SDMS mode, and traction control mode.

The instrument panel also displays information about the V-STROM 1050XT's special features such as the cruise control, Hill Hold System, Slope Dependent Control System, Load Dependent System, and the Motion Track Brake** and Combination Brake System's two levels of ABS sensitivity.

Around the perimeter of the LCD are LED indicators that include the neutral indicator light, high beam indicator light, turn signal indicator light, traction control alert icon, ABS alert icon, and freeze indicator icon. This alert, together with the air temperature display, warns of possible icy road conditions.

You can use the instrument panel display and the rocker switch on the left handlebar control to change menus and settings for the rider assist systems.

The left handlebar switch can also reset the trip meters plus raise and lower the road speed when the cruise control is being used.

A USB port is conveniently located on the left side of the instrument panel. This fused port is ideal for powering or charging mobile devices.

An 12V DC outlet is located under the passenger seat. This convenient outlet can be used to charge or power a range of electrical devices.

The fairing features a stacked, rectangular LED headlight for excellent road and trail illumination while matching the Dakar Rally bike styling.

An LED rear tail and brake light with a clear lens offers high visibility, low electrical draw, and excellent durability.

The lightweight, low-draw LED turn signals are bright and clearly visible.

Additional Features

A wide variety of Genuine Suzuki Accessories are available to V-STROM 1050XT owners, including luggage, heated grips, high and low seats, auxiliary lights, 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***.

* ABS is not designed to shorten the braking distance. 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, and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.

*** Does not apply to Suzuki accessory aluminum top case or side case set.

Colors



Champion Yellow No.2 /
Glass Sparkle Black (BT1)



Glass Sparkle Black (YVB)



Pearl Brilliant White /
Glass Blaze Orange (B1F)



Metallic Oort Gray No.3 /
Glass Sparkle Black (BD7)

