



Way of Life!

V-Strom 1000XT
ABS
V-Strom 1000
ABS



Photo : V-Strom 1000XT ABS

Supreme Soar

Plentiful Power to conquer the steep mountain passes with a pillion rider, yet still putting a grin on your face with its exciting sportiness. State of the art technology, always there to support a difficult task. Comfort to go on and on, and on. Combining the premium experience with real world usability, the relaxing luxury will let you soar out on your adventures. All you need. V-Strom 1000 ABS.

V-Strom 1000XT ABS



Champion Yellow No.2 (YU1)

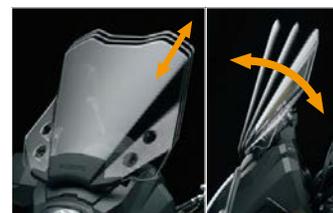


1037cm³ DOHC V-twin engine



Photo : V-Strom1000 ABS Photo : V-Strom1000XT ABS

Choice of Wheels



Adjustable windscreen

- The four-stroke, liquid cooled, DOHC, 1037cm³ 90-degree V-twin engine is designed to perform optimally on various roads that riders will face during long distance touring.

- Conventional starter switches needed to be pressed by the rider until the engine starts, whereas the new V-Strom 1000 has adopted the Suzuki Easy Start System enabling the engine to start with one push of the button. A computerized ECM checks the status and disengages the starter motor immediately after start, enabling a secure and stress-free start-up.

Note: Not available on the North American Spec

- The light weight radiator carried on from the previous model is now fitted into the newly designed cowl, with its high cooling capacity of 22.7kW unchanged.

- Effective and easy to use 3 mode (2modes and off) Traction Control system has gained reputation from riders and has been inherited to the new model. The system enables the rider to control the throttle with more confidence in diverse riding conditions, and supports long distance riding more comfortably and with less stress and fatigue.

- The seat and fuel tank are slim thanks to the slim V-twin engine design, so it is easier for various riders to reach the ground with their feet.

- The light weight cast aluminum twin-spar frame realizes the optimal rigidity balance for stability and handling performance. The swing arm is also aluminum, supporting the balance and supreme handling.

- High rigidity, black-anodized 43mm KYB inverted forks have been inherited from the previous model. Both preload and compression/rebound damping are adjustable.

- The rear is also equipped with a KYB suspension unit, both preload and compression/rebound damping adjustable. The preload adjustment is possible by hand on a knob, no tools needed, for two-up riding or when with a heavy load.

- The TOKICO monoblock front brake calipers mounted radially are controllable and offer strong braking performance.

- 310mm floating-mount dual disks on the front provide strong performance.

- The Bosch ABS system has been upgraded to the "Motion Track Brake System" by installing a 5-Axis Inertial Measurement Unit (IMU), and by combining the information of the posture of the vehicle with the front and rear wheel speeds, have made it possible for the ABS to activate not only in a straight line but also when the vehicle is leaning to either side. This new

sophisticated system instantly assesses the need of ABS appliance when the lever or pedal is operated by calculating the posture of the vehicle and wheel speeds. When judging the need of appliance, the ABS unit will decrease in braking pressure, and will continue to control the increase/decrease of the pressure at an advanced level according to the traction available. Also a new feature is the Combination Brake system which automatically applies pressure to the rear brake to stabilize the vehicle when the front brake pressure rises to a certain degree.

- The instruments include an analogue tachometer and a brightness-adjustable LCD speedometer. Newly designed 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.

- 12V DC outlet is located below the instrument panel for ease of use.
- The headlights have the distinctive vertical configuration seen on the Hayabusa and GSX-R sports bikes.

- Rear combination lights have LEDs which offer higher visibility and greater durability than bulbs.

Specifications

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin	
Engine Displacement	1037 cm ³ (63.3 cu. in)	
Bore x Stroke	100.0 mm x 66.0 mm	
Compression Ratio	11.3 : 1	
Transmission	6-speed constant mesh	
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 Mass	233 kg (514 lbs) [DL1000XA] 232 kg (511 lbs) [DL1000A]	
Suspension	Front	Inverted Telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	110/80R19M/C 59V, tubeless
	Rear	150/70R17M/C 69V, tubeless
Ignition Type	Electronic ignition (Transistorized)	
Fuel Tank	20.0 L (5.3 US gal)	

Colors



Pearl Vigor Blue / Pearl Glacier White (AJP)

Photo : DL1000XA



Glass Sparkle Black (YVB)

Photo : DL1000XA



Glass Sparkle Black (YVB)

Photo : DL1000A



Pearl Glacier White (YWW)

Photo : DL1000A



Candy Daring Red (YRG)

Photo : DL1000A

Specifications, appearance, colors (including body color), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice, and they may vary depending on local conditions or requirements. Some models are not available in some regions. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes.

■ Always wear a helmet, eye protection and protective clothing. ■ Enjoy riding safely.
 ■ Read your Owner's Manual carefully. ■ Never ride under the influence of alcohol or other drugs.
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* 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.

* ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.

