SUZUKI

PRESS INFORMATION
September 2022

V-STROM 1050DE
V-STROM 1050

The V-STROM celebrates its 20th Anniversary

The V-Strom 1000 (DL1000) was released in 2002 as a new generation sports adventure tourer. Its liquid-cooled four-stroke 90° V-twin DOHC engine with four valves per cylinder paired with a lightweight aluminium twin-spar frame soon earned it popularity as a highly versatile tourer. The V-Strom 1000 was powerful, agile, reliable, comfortable and fun to ride. There were few boundaries it could not cross, handling everything from regular to rough conditions with aplomb, no matter where or how far the rider wished to journey. The distinctive rumble of its V-twin engine added an extra treat for the rider and helped give the model its name, (with “V” referring to the V-twin engine and the model’s highly “Versatile” nature, and the German “Strom” suggesting the fine flow of power it delivers).

The first-generation V-Strom 1000
(2002 model)

Following on the resounding success of the V-Strom 1000 and the strong reputation it was achieving in the market, Suzuki released the V-Strom 650 in 2004 as the first new member of what would grow into a series, with the V-Strom 1000 taking its place as the top-end model. The V-Strom 650 adopted the same 90-degree V-twin engine layout in a more compact and more affordable package that offered a broader spectrum of riders Suzuki’s distinctive sport adventure touring experience. This lightweight mid-class model also became a hit and has remained popular over the years.

V-Strom 650 (2004 model)

Suzuki continued to evolve the V-Strom 1000 in successive years and sales of the first generation totalled approximately 50,000units by the time the completely redesigned generation launched in 2013. Notable changes to the engine included increasing displacement from 996cm^3 to 1037cm^3 and adopting dual plug heads, light-weight forged pistons and 10-hole fuel injectors. The second-generation V-Strom 1000 also introduced the Suzuki Clutch Assist System, ABS, and new electronic controls that realized the first application of a traction control system on a Suzuki motorcycle. These features combined with a lighter yet stronger chassis to greatly advance performance as an all-round adventure tourer. Its distinctive styling featured a prominent beak that was both trendy and harkened back to design DNA inherited from Suzuki's legendary DR-Z desert racer and the commercial dual-sport model it inspired, the 1988 DR-BIG (DR750S). The second generation went on to sell more than 35,000units over the course of its product cycle.

The second-generation V-Strom 1000
(2014 model)

In 2017, the V-Strom 250 joined the family as Suzuki continued to expand the appeal of the V-STROM series to a yet wider range of riders with different experience and needs.

V-Strom 250 (2017 model)

The third-generation V-STROM 1050/XT hit the market in 2019 as a new version of the top-end model designed to further enhance its adventure touring potential and free even more riders to get out and experience a wider range of adventures. The engine was updated to deliver yet stronger, more linear torque in the mid rpm range and greater power in the high rpm range, all while complying with Euro 5 emissions standards. It also adopted the advanced electronic controls of the Suzuki Intelligent Ride System (S.I.R.S), which made the V-STROM 1050/XT more controllable, more predictable, and less tiring to operate. Its prominent beak was updated to present a sharper, more modern and aggressive look that remained true to its design heritage. To date, sales of the model since the third generation launch in 2019 have totalled approximately 15,000 units.

The third-generation V-STROM 1050/XT (2020 model)

The V-STROM 250SX was recently announced as the newest member to join the V-STROM series for limited markets only.

V-STROM 250SX (2023 model)

Suzuki now introduces the V-STROM 1050/DE as a new iteration of the top-end model that offers riders an even greater range of long-distance adventure touring possibilities. The new V-STROM 1050 carries over all the strengths of the previous model, while adopting new or updated features that further heighten riding pleasure, comfort and utility. In contrast, the V-STROM 1050DE is a new offering packed with distinctive features aimed specifically at enhancing its ability to more confidently negotiate gravel and the other unpaved surfaces of country roads, green lanes, and camp trails.

V-STROM 1050DE

V-STROM 1050

The Master of Adventure

For Wherever Your Journey Takes You

The 2022 V-STROM 1050/DE product concept is “The Master of Adventure – For Wherever Your Journey Takes You”. It conveys the efforts made to further enhance a bike that has already earned a solid reputation as a highly capable sports adventure tourer that enables riders to freely escape into the great outdoors and explore to their heart’s content. It conveys the commitment to satisfy the needs of even more riders who want a tough bike to take them wherever they want to go, whether that’s long-distance touring or exploring gravel roads and country trails. And it includes offering a choice in optimisations to better match the rider’s preferences for pursuing different types of adventure activities.

The V-STROM 1050 and V-STROM 1050DE are both equipped with current versions of all the performance, utility and advanced electronic features that gave the 2020 V-STROM 1050XT an edge over its competitors. That includes the full complement of advanced electronic control systems that comprise the Suzuki Intelligent Ride System.

Where the diversification comes in is in the optimisation features. The V-STROM 1050 is designed with more attention to maximising comfort and performance for long-distance adventure touring, primarily on paved surfaces. Related features include its cast aluminium wheels shod with a 19-inch front and 17-inch rear tyre, and its large touring windscreen with handy quick-release height adjustment. In contrast, the V-STROM 1050DE introduces features aimed at improving performance on unpaved surfaces. These include the adoption of a 21-inch front tyre with a semi-block pattern. In conjunction, it gains a longer rake and wheelbase to enhance controllability on gravel and flat dirt, a longer suspension stroke to better absorb bumps on rough surfaces, as well as wider handlebars, wider steel footpegs, an aluminiumengine protector, and a standard-equipment accessory bar. It also introduces a new Gravel (G) mode to the Suzuki Traction Control System and the ability to switch off rear ABS.

Suzuki proudly offers the new V-STROM 1050 in two versions to satisfy a wider variety of demands and preferences. The engine, chassis platform and electronics are shared by both.

<Key differences between the V-STROM 1050 and V-STROM 1050DE>

		V-STROM 1050	V-STROM 1050DE
Chassis	Handlebars	Tapered aluminium	Tapered aluminium, (20mm wider per side)
	Footpegs	Aluminium (rubber-covered)	Steel (rubber-covered)
	Seat	Height adjustable (+20 mm)	Solid mount for greater strength
	Accessory bar	Available as genuine accessory	Standard equipment
	Front tyre	110/80R19M/C 59V tubeless	90/90-21M/C 54H tube type
	Rear tyre	150/70R17M/C 69V tubeless	150/70R17M/C 69H tubeless
	Front suspension stroke	160 mm	170 mm
	Rear wheel travel	160 mm	169 mm
	Windscreen	Quick-release height adjustment	Smoke-finish short screen
	Ground clearance	165mm	190mm
	Engine protector/ Under cover	Plastic	Aluminium
S.I.R.S	Traction control system	3 modes + OFF	3 modes + OFF + G mode
	Rear ABS cancel function	-	✓

KEY PRODUCT FEATURES

Engine features:

- Proven 1037cm^3 V-twin engine features distinctive deep rumble in the low rpm range, strong and linear torque in the mid rpm range, and maximum power in the high rpm range.
- Suzuki Dual Spark Technology helps maximise combustion efficiency.
- Hollow sodium-filled exhaust valves to help reduce temperature in the combustion chamber. NEW
- The updated six-speed transmission realizes smoother shifting and improved controllability. UPDATE
- Suzuki Clutch Assist System (SCAS) realizes a light touch to clutch lever operation that helps reduce fatigue on long rides and contributes to smoother shifting.
- The V-STROM 1050DE adopts a new stronger drive chain with sturdier links and pins. NEW

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) features:

- Suzuki Drive Mode Selector (SDMS) better supports the rider in matching performance to the conditions of the riding scene, surface conditions, or preferred riding style.
- Suzuki Traction Control System (STCS) with 3 mode settings (+ OFF) enables greater control in diverse riding conditions.
- Suzuki's ride-by-wire electronic throttle control system realizes throttle action that responds faithfully to the rider's every intention. The new model adopts slightly stiffer grip action when opening the throttle to deliver greater controllability and an even more natural feel. UPDATE
- Bi-directional Quick Shift System (with ON/OFF settings) provides quicker, smoother, more assured shifting without operating the clutch lever. NEW
- Cruise Control System is updated to allow a broader range of speed and gear settings. UPDATE
- Motion Track Brake System allows ABS activation when the bike is leaning into a corner.

- Hill Hold Control System helps ensure smoother restarts after stopping on an incline.
- Slope Dependent Control System provides more stable braking when travelling downhill.
- Load Dependent Control System supports optimal braking when carrying a load.
- The Suzuki Easy Start System starts the engine with one quick press of the starter button.
- Suzuki's Low RPM Assist function helps maintain engine idle speed for smoother and easier starts.

V-STROM 1050DE specific features:

- Adds a new G (Gravel) mode setting to STCS designed to help riders better negotiate gravel roads. NEW
- Adds the ability to switch off rear ABS for improved performance on gravel. NEW

Chassis features:

- The tried and proven twin-spar aluminium alloy frame gets updated seat rails that better support the input load from unpaved surfaces. UPDATE
- Fully adjustable KYB inverted front forks deliver a smooth, controllable ride.
- Adjustable link-type rear suspension contributes to agility and stability.
- Four-piston radial-mount front brake callipers mated with ø310mm floating-mount dual discs provide sure stopping power and controllability.

V-STROM 1050DE specific features:

- Custom chassis geometry with a longer rake and wheelbase to improve stability and controllability when riding on unpaved surfaces, and to increase ground clearance. NEW
- Extended front and rear suspension stroke improves performance on unpaved surfaces. UPDATE
- Wire-spoked wheels shod with a 21-inch aluminium rim in the front. NEW
- Large 21-inch front and 17-inch rear Dunlop TRAILMAX MIXTOUR adventure tyres feature a semi-block pattern. NEW
- Adopts a longer aluminium swingarm with enhanced torsional rigidity to support the increased suspension travel and longer wheelbase. NEW
- Wider new tapered handlebars use thicker tubing and a softer grade aluminium. NEW
- Solid-mount rider seat designed to better stand up to input load when riding on unpaved surfaces. NEW
- Wider steel footpegs for better support when standing while riding.
- Adopts a smaller smoke-finish windscreen designed to maximize visibility when exploring gravel roads or trails. NEW
- Front fender with a new three-piece construction built to withstand a pounding. NEW
- Tough-looking standard-equipment aluminium engine protector. NEW
- New side and centre stands to match the new geometry's taller ground clearance. NEW
- Standard-equipment accessory bar.

V-STROM 1050 specific features:

- Aluminium tapered handlebars designed to perform optimally on pavement or on flat dirt.
- 10-spoke cast aluminium wheels shod with Bridgestone Battlax Adventure A41 tyres.
- Equipped with a height-adjustable windscreen that helps reduce fatigue on long rides.
- Split rider and pillion seat design achieve a comfortable upright riding position that reduces fatigue, even when touring for long distances. Rider seat height can be raised 20mm.
- Aluminium footpegs achieve balance of performance and comfort on long rides.
- Fitted with a plastic under cover.

Electric Equipment features:

- A custom new 5-inch colour TFT LCD multi-function instrument panel features a clearly legible display of a rich variety of information. NEW
- Vertically stacked LED headlights provide a clear view of the road ahead. Compact LED position lights, turn signals and tail light ensure clear visibility and practical durability.
- A USB port built into the left side of the meter cluster supplies power for recharging smartphones, and a 12V DC outlet under the seat can charge or power a variety of devices.

Styling features:

- The design aims to execute a modern interpretation of Suzuki's legendary DR-Z Paris-Dakar racer. Straighter, sharper lines, including for the prominent beak design that strongly reflects Suzuki's distinctive design DNA, achieve a more aggressive yet sophisticated look.
- The V-STROM 1050DE further emphasizes the model's look of toughness with its unique front fender, aluminium engine protectoraccessory bar designs. NEW
- The body colour line-up combines gloss and matt finishes to lend the V-STROM 1050 a sophisticated air and look of high quality. NEW
- Decals and graphics are designed to express speed and a sense of forward motion. NEW

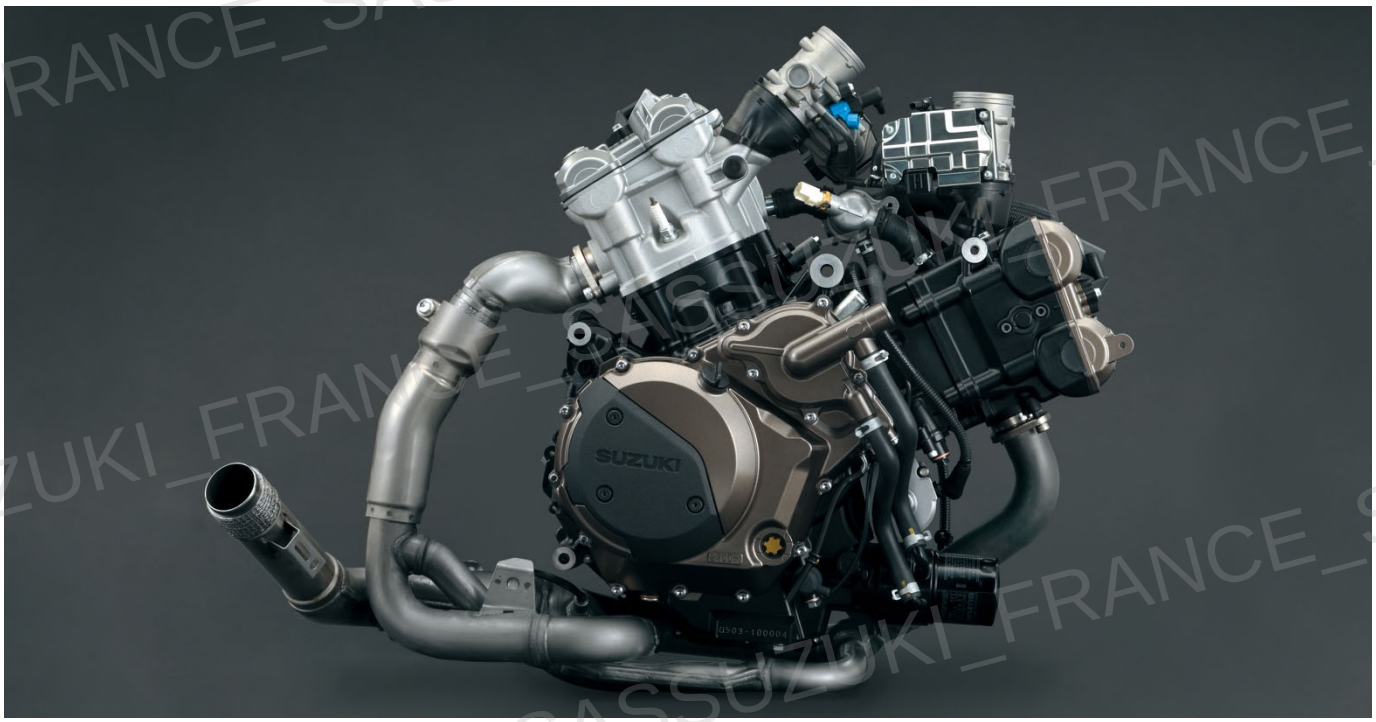
V-STROM 1050DE

V-STROM 1050

V-STROM 1050DE

V-STROM 1050

Introduction



V-twin engine

The 2022 V-STROM 1050/DE is powered by the latest iteration of Suzuki's distinctive liquid-cooled, four-stroke, 90° V-twin DOHC engine. The product of many years of development by a dedicated team of passionate engineers, this engine has long enjoyed a reputation for delivering power, reliability and pure riding pleasure.

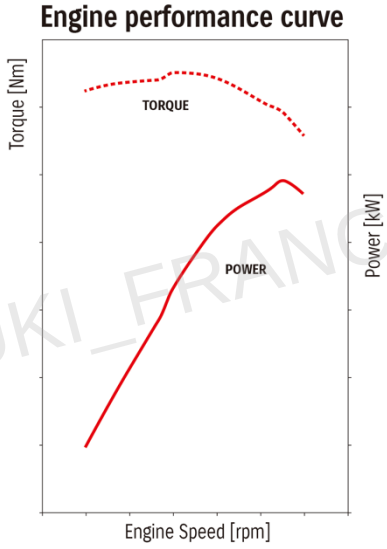
Notable changes to make the engine even more comfortable and easier to control include the introduction of Suzuki's Bi-directional Quick Shift System and an update to the transmission. These combine to deliver smoother, easier shifting and greater riding fun with a more linear shift feel when going through the gears. The 2022 V-STROM 1050/DE also adopts an even more robust collection of the advanced electronic controls of the Suzuki Intelligent Ride System (S.I.R.S.), which includes and update to the Traction Control System that brings a new G (Gravel) mode to the V-STROM 1050DE.

Suzuki's V-twin engine features an unmistakeable deep rumble in the low rpm range, strong, linear torque production in the mid rpm range, and a free-revving nature that maximises power output in the high rpm range, all while complying with Euro 5 emissions standards. There is also a palpable yet almost indescribable pleasure to the exhaust note produced by the V-twin engine that stands out notably, whether touring for long distances, enjoying a run on the streets, or exploring gravel roads.

Outstanding characteristics make the 90° V-twin engine a perfect fit for the V-STROM 1050/DE. Its design provides perfect primary balance, with each of the two cylinders cancelling out the vibration of the other. This eliminates the need for any balancer shafts, preventing the mechanical loss associated with them, and this connects to improving thermal efficiency for higher power output. The layout of the V-twin engine allows for a slimmer chassis design with a lower centre of gravity, and this contributes to nimbler handling and greater manoeuvrability. Because each cylinder is independent, each can be optimised to facilitate the use of dual-plug heads, improving combustion efficiency and power output, while contributing to lower fuel consumption.

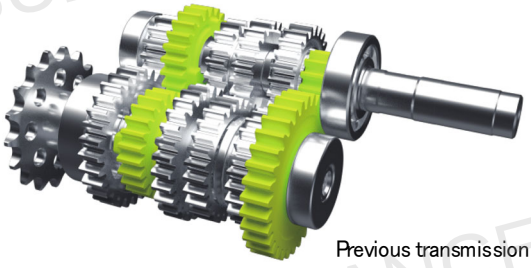
Engine type	4-stroke DOHC V-twin
Cooling system	Liquid-cooled
Displacement	1,037cm^3
Bore x Stroke	100.0mm x 66.0mm
Maximum output	79.0kW / 8,500rpm
Maximum torque	100.0Nm / 6,000rpm
Emissions level	Euro 5
Fuel consumption	19.2km/L (5.2L / 100km) in WMTC

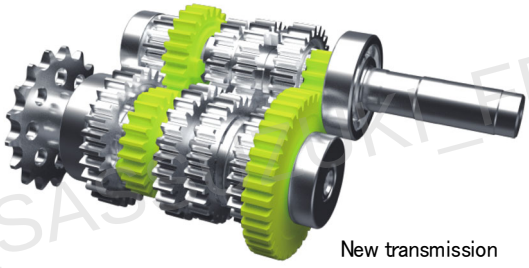
Note: Actual fuel consumption may differ owing to conditions such as the weather, road, rider behavior and maintenance.



Transmission UPDATE

The updated six-speed transmission adopts a high-geared first and sixth gears that make shifting into second, and from there through fifth gears, smoother and deliver the greater excitement of more powerful performance when accelerating. The updated gear ratios also combine well with the operation of the new Bi-directional Quick Shift system.


Previous transmission


New transmission

Gear reduction ratio

		Previous model	New model
Reduction ratio	Primary	1.838 (57/31)	1.838 (57/31)
	Final	2.411 (41/17)	2.647 (45/17)
Gear ratio	1st	3.000 (36/12)	2.666 (32/12)
	2nd	1.933 (29/15)	1.933 (29/15)
	3rd	1.500 (27/18)	1.500 (27/18)
	4th	1.227 (27/22)	1.227 (27/22)
	5th	1.086 (25/23)	1.086 (25/23)
	6th	1.000 (24/24)	0.913 (21/23)

Changes marked in yellow highlight

Note: The transmission from the current model is carried over for the Brazilian and Chinese markets.

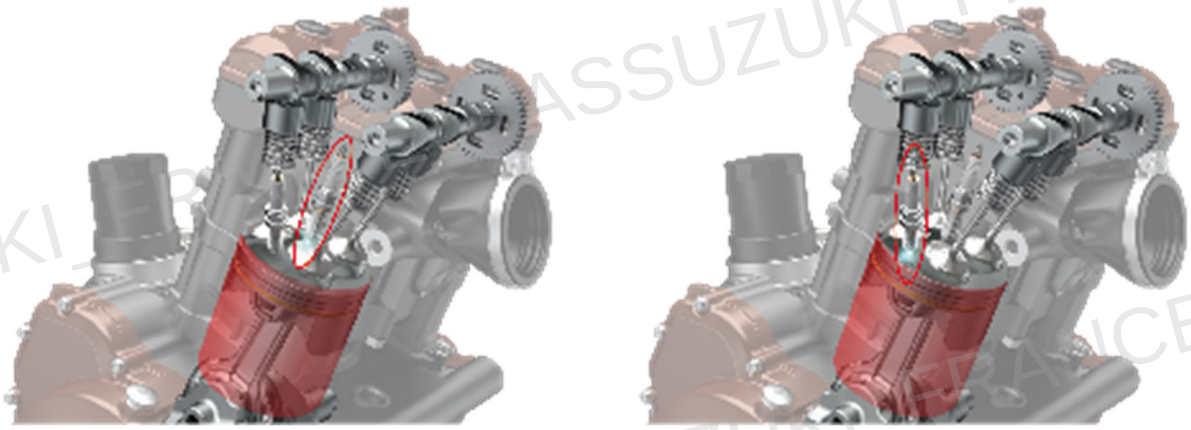
Sodium-filled exhaust valves NEW

The V-STROM 1050/DE is the first Suzuki motorcycle to employ hollow sodium-filled exhaust valves. They help reduce temperature in the combustion chamber, which not only results in better loading efficiency and a better feeling, but also contributes to improving durability.

Valves

Dual Spark Technology

Suzuki's Dual Spark Technology utilises two iridium spark plugs per cylinder. The primary spark plug, positioned in the centre of the combustion chamber, fires throughout the engine's rpm range, while the secondary plug helps improve combustion efficiency at low rpm and contributes to smooth power delivery. Other benefits of this system include lower fuel consumption, lower emissions, more linear throttle response, easier engine start-up, and a more stable idle.



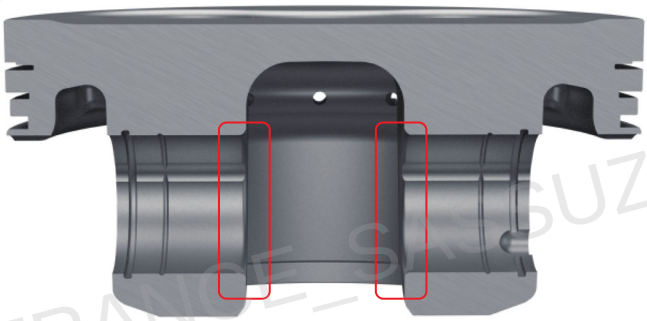
Dual spark plugs

Cam profiles and timing

Optimised exhaust and intake cam profiles combine with cam timing to provide combustion efficiency that contributes to high power output, low fuel consumption and Euro 5 emissions standard compliance.

Pistons

The V-twin engine uses highly-rigid, lightweight forged pistons engineered using FEM (Finite Element Method) analysis. The heads are anodized and conical machining inside the wrist pin holes transfer load and mitigate stress transferred to the crowns. Both these treatments contribute to enhanced durability.



Conical machining

Suzuki Composite Electrochemical Material (SCEM)

The cylinder bores inside the aluminium die-cast cylinders are plated using Suzuki's SCEM process. Originally developed for racing and proven on the track, SCEM promotes better heat dissipation, reduces friction and achieves a consistent wear resistant seal on the piston rings for greater durability.

Ride-by-wire Electronic Throttle Bodies

Each of the two cylinders is fed by independent 49mm large bore electronic-controlled throttle bodies.
The butterfly valve of each throttle body is opened and closed independently to achieve more precise throttle control and help realize more stable idling

Electronic throttle bodies

Fuel Injectors

10-hole, long-nosed fuel injectors improve fuel atomization for better combustion efficiency and lower fuel consumption.

Air Cleaner Box

The elongated intake pipe for the air cleaner box contributes to increasing torque production at low rpm and helps achieve the V-twin engine's unique power output characteristics.

Air cleaner box

Highly efficient cooling

The radiator boasts high cooling capacity to support the V-twin engine's powerful output.
A thermostatically controlled cooling fan helps stabilize the coolant temperature.
The V-STROM 1050/DE is also equipped with a lightweight, compact liquid-cooled oil cooler located where the oil filter is attached. It helps keep lubrication temperatures cooler for even smoother and reliable engine operation.

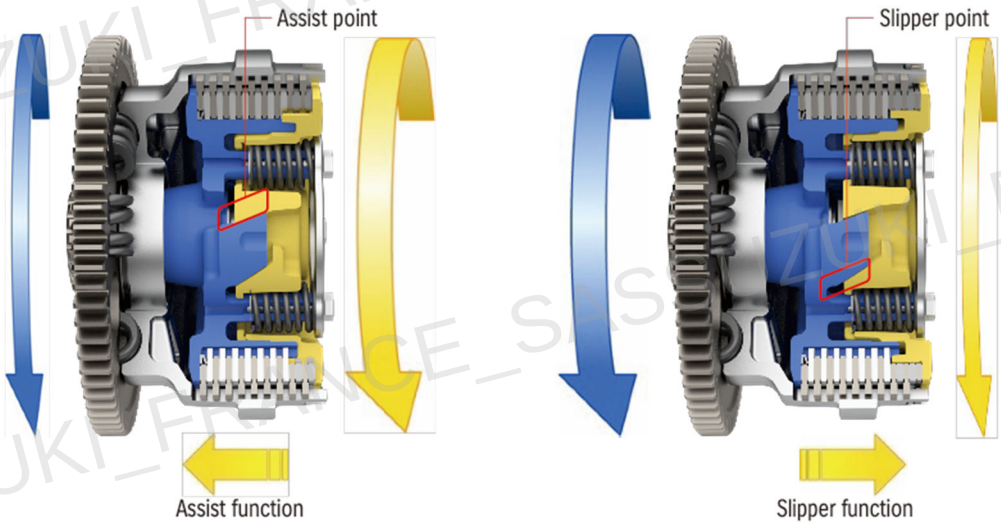
Exhaust system

The 2-into-1 exhaust system for the V-STROM 1050/DE is designed to produce a pleasing note that befits the V-twin engine, whether enjoying a long touring run at high speed or heading down camp trails at low rpm. Better yet, the large-volume, high-efficiency catalytic converter inside the collector helps limit emissions to a level that satisfies Euro 5 standards, while at the same time maximising power output and overall performance.

Suzuki Clutch Assist System (SCAS)

The slipper clutch partially disengages when downshifting to decelerate to mitigate the effect of engine braking. By helping to prevent the rear tyre from hopping and providing smoother deceleration, this function enables the rider to shift down with greater confidence and maintain better control. The assist function leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfer torque to the rear wheel under acceleration, all while using softer clutch springs. The resulting benefit is the realization of a far lighter touch to clutch lever operation.
These assist and slipper functions work harmoniously with the new Bi-directional Quick Shift system to deliver an additional benefit by bringing the advantages of SCAS to Quick Shift's clutch-free upshifting and downshifting.

Suzuki Clutch Assist System cam operation diagram



Drive chain UPDATE (V-STROM 1050DE only)

To achieve greater durability when riding on gravel roads and small trails, the V-STROM 1050DE adopts a stronger drive chain with sturdier links and larger diameter pins, as well as a dedicated new shift lever.

Drive chain

Introduction

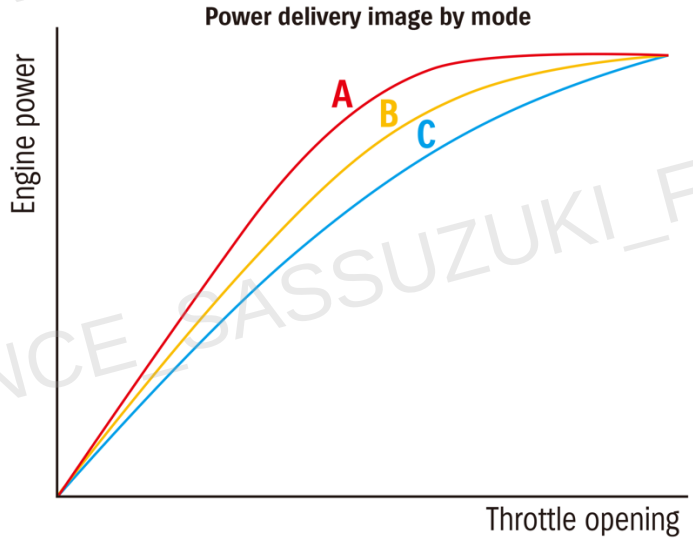
The Suzuki Intelligent Ride System (S.I.R.S.) features a collection of advanced electronic rider assist systems. The rider can freely choose the settings for each system to best suit their level of skill and experience, and to optimize performance characteristics for the riding conditions and road surface at any given moment. These settings in turn help make the V-STROM 1050/DE more controllable, predictable, and less tiring to operate. This is true even when riding with the optional side and top cases attached, when touring for long distances, and when leaving paved roads behind to explore rural trails. With each system designed and thoroughly tested to operate the way the rider expects, S.I.R.S. helps realize a more exciting riding experience that inspires confidence and frees riders to concentrate on enjoying their adventures.

The robust collection of advanced S.I.R.S. electronic systems employed by the 2022 V-STROM 1050/DE include the Suzuki Drive Mode Selector (SDMS), Suzuki Traction Control System (STSC), Cruise Control System, Ride-by-Wire Electronic Throttle System, Bi-directional Quick Shift System, Suzuki Easy Start System, Low RPM Assist, Combined Brake System, Motion Track Brake System, Slope Dependent Control System, Load Dependent Control System, and Hill Hold Control System.

(1) Control over engine output characteristics

Suzuki Drive Mode Selector (SDMS)

SDMS fully leverages Suzuki's electronic throttle control system to offer a choice between three modes that deliver different power output characteristics — especially when turning the throttle grip between a slightly open position to when it reaches the top of the mid-speed range under acceleration — to match the conditions of the riding scene, surface conditions, or preferred riding style for any given outing. The settings for each mode were custom-tuned and thoroughly tested to maximize the V-STROM 1050/DE's capabilities as a top-performing sports adventure tourer, to build in the flexibility to adapt well to changing weather, road and riding conditions, and to make the overall riding experience more enjoyable.



Mode A (Active) provides the sharpest throttle response at low to mid-range speeds and reaches the top of its power curve at lower rpm. Settings for torque characteristics are tuned to deliver exciting acceleration and fully leverage the V-twin engine's power. It is well suited for enjoying aggressive runs on winding road surfaces in good weather.

Mode B (Basic) reaches the same level of maximum output, but features a more linear curve with softer throttle response at low to mid-range speeds. Planned as an ideal setting for touring, this mode aims to make the bike more controllable and instil confidence in the rider when accelerating, and to make a good fit for a wide range of riding styles and road conditions.

Mode C (Comfort) provides the softest throttle response and more gentle torque characteristics, while delivering power in a linear fashion that eventually reaches the same level of maximum power output at high rpm. The gentler throttle response and limited torque production at low through mid-range speeds makes the V-STROM 1050/DE more obedient and controllable when touring for long distances, when riding with a passenger, when riding on wet or otherwise slippery surfaces, when road conditions are bad, or even when the rider wants to relax and enjoy a ride home after a long outing.

(2) Control over engine acceleration characteristics

Suzuki Traction Control System (STCS)

STCS for the 2022 V-STROM 1050/DE enables the rider to better control the bike in diverse and varying conditions, whether riding alone or with a passenger, carrying a load of gear, or riding in inclement weather. STCS not only reduces stress and fatigue but, by giving the rider greater control over the bike's behaviour, it instils greater confidence regardless of their level of experience.

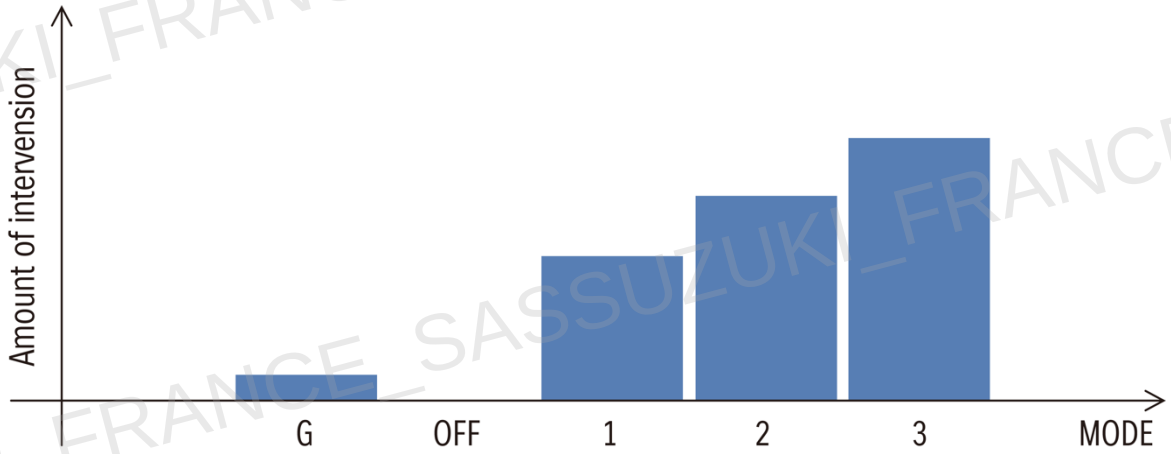
The rider can select from 3 modes or turn the system off. The higher number the mode, the faster the control takes effect and the more proactive the system is in limiting wheel spin. As such, Mode 1 is for sport riding with minimal intervention from the system. Mode 2 offers a balance that is ideal for city riding and regular road conditions. And Mode 3 is well suited to wet or otherwise slippery road conditions.

The system is programmed to continuously monitor front and rear wheel speed, engine RPM (as calculated using data from the crank position sensor), throttle position and gear position. It is designed to immediately limit power and help prevent slipping when an imminent loss of traction is detected by retarding the ignition timing and limiting the throttle opening.

G (Gravel) mode NEW (V-STROM 1050DE only)

In addition to the 3 modes (+ OFF) of STCS, the V-STROM 1050DE introduces a new Gravel (G) mode setting that retards ignition timing to help the rider better negotiate gravel roads by allowing some slip when riding on unpaved surfaces. This is accomplished by continuing to deliver power to the rear wheel without interruption, and suppressing it only enough to help prevent excessive wheel spin. As a result, the bike remains controllable and the rider still gets the consistent power output they want. By allowing the rider to better maintain speed and power while cornering in the flat dirt, Gravel mode promotes greater confidence and makes it more exciting and enjoyable to explore unpaved roads and country trails.

Amount of intervension by mode



Note 1: 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.
Note 2: Because G mode allows a certain amount of rear tyre slip, it is not suitable for use on paved surfaces.

(3) Control over engine at steady speeds

Cruise Control System UPDATE

Cruise control is a convenient system that allows the rider to maintain a set speed without operating the throttle. This helps reduce fatigue when touring long distances, particularly when travelling at constant speeds. Once the SET mark appears on the colour TFT LCD instrument screen, the rider can easily adjust the speed setting upward or downward using the (plus or minus) select switch on the left handlebar. Updated settings for the 2022 V-STROM 1050/DE allow the speed to be set when riding in 2nd gear or higher at engine speeds between 2,000rpm and 7,000rpm, which translates to vehicle speeds of roughly 25km/h to 160km/h. The handy resume function re-engages the system and accelerates to the most recent speed setting after cancelling.

(4) Control over engine operations

Ride-by-Wire Electronic Throttle System UPDATE

Suzuki's electronic throttle control system takes advantage of the 32-bit ECM to control the action of the throttle valves and make it possible for settings to more finely control the relationship between throttle action and engine output characteristics. One benefit is that individual settings can be tuned and thoroughly tested to match each of the SDMS modes and realize throttle action that responds faithfully to the rider's intention across the range of mode settings. It also allows for the introduction of the other advanced systems of S.I.R.S., which enhance riding ease and controllability.

Throttle grip action is set to be slightly stiffer on the 2022 V-STROM 1050/DE, particularly when first opening the throttle. This improves controllability with the faithful response of more linear control, particularly when riding on gravel roads. This new setting also makes throttle action feel more natural to riders not yet accustomed to systems that do not employ a mechanical cable. Adding to the benefits, the system is simpler and more compact than previous mechanical systems and eliminates cables that would otherwise add clutter to the right side of the handlebars.

Bi-directional Quick Shift System NEW

The Bi-directional Quick Shift System enables the rider to shift up or down without operating the clutch lever. As standard equipment on the 2022 V-STROM 1050/DE, this distinctive feature is one the rider will find enhances the riding experience the minute they try it. And they will immediately feel the benefits of reduced fatigue.

When activated, the system automatically interrupts power delivery when accelerating and maintaining steady speed just long enough to unload the transmission gear dogs, thereby producing a smoother ride and almost uninterrupted acceleration when the rider shifts up. When decelerating the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio without manually blipping the throttle or using the clutch. This hands-free automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience. In addition, the ECM is programmed to control the electronic throttle valves and ignition timing to match the engine's operating speed and enable silky smooth shifting at any RPM.

Note: The V-STROM 1050/DE for the Brazilian and Chinese markets is not equipped with this feature.

Suzuki Easy Start System

Lets the rider start the motorcycle with one quick press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine fires up. As a function used every time the engine is started, removing the bother of the above operations makes the riding experience more pleasurable and convenient.

Low RPM Assist

If engine revs drop below idle speed as the rider releases the clutch lever to launch from a standing start, or when riding at low speeds, TI-ISC (Throttle-body Integrated Idle Speed Control) seamlessly boosts rpm just enough to compensate and maintain idle speed. This benefits the rider by suppressing engine stalls and helping ensure better control and operation in stop-and-go traffic. Low RPM Assist also works in harmony with the Suzuki Clutch Assist System (SCAS) to make pulling away from a standing start even smoother and easier.

(5) Control over braking

Combined Brake System

The Combined Brake System provides braking power to the both front and rear brakes by simply operating the front brake lever. This can support more confident braking.

Motion Track Brake System

This system enhances control by allowing ABS activation not only when travelling in a straight line, but also when the bike is leaning into a corner. The ABS unit's ECU determines when intervention is called for by monitoring input from the front and rear wheel speed sensors along with vehicle posture data from the IMU. When it is, the ABS unit's hydraulic unit controls brake pressure in response to the received data. By reducing the impact of sudden braking force, the bike is less likely to try to push itself upright or lose traction, instead maintaining its radius and lean angle to better trace the rider's intended line through the corner. Even if the rider panics and brakes heavily in a corner, the system assists in maintaining stability while slowing or stopping the machine. In addition, the Motion Track Brake System has been optimised for the larger front wheel, different chassis geometry and increased suspension travel on the V-STROM 1050DE.

Two-mode ABS

This system allows the rider to select between two levels of ABS intervention. Mode 1 provides minimal intervention, while Mode 2 intervenes more proactively.

Rear ABS Off mode

The V-STROM 1050DE adds the ability to switch off rear ABS for improved performance on gravel and other unpaved surfaces.

Slope Dependent Control System

This system prevents rear wheel lift when braking while travelling downhill. The ABS unit uses input from the IMU to monitor the bike's posture and, when the rider applies the brakes, the ABS's hydraulic unit controls brake pressure to deliver the optimum setting to match the angle of inclination. Because it continually adjusts the amount of rear lift control to match the current angle of the slope, the system helps provide more stable braking. The Slope Dependent Control System has been optimised for both the V-STROM 1050 and the larger front wheel, different chassis geometry and increased suspension travel on the V-STROM 1050DE.

Load Dependent Control System

The Load Dependent Control System supports optimal braking in response to load conditions. It constantly learns to recognize changes in the degree of deceleration in relation to brake input, and if the degree of deceleration changes in relation to the previous braking, the system applies the appropriate amount of brake pressure to compensate.

Given the same amount of input on the brake lever or pedal, the braking distance will normally be longer when riding in tandem or carrying a large amount of luggage. In such a case, the system automatically increases braking pressure to compensate for the added load and shorten the braking distance to bring it closer to that of when riding solo or without luggage.

Conversely, when changing back to solo riding after letting a passenger off, or when luggage that was being carried is unloaded, the ABS unit recognizes the change and returns the brake pressure compensation back to match the new load conditions.

The Load Dependent Control System has been optimised for both the V-STROM 1050 and the larger front wheel, different chassis geometry and increased suspension travel on the V-STROM 1050DE.

Hill Hold Control System

When turned on, the system uses input from the IMU, which constantly monitors the bike's posture, to automatically engage the rear brake for 30 seconds once the motorcycle comes to a stop facing uphill on an incline and remains in gear with the side stand stowed, even if the rider releases the brake lever or pedal. This helps ensure a smoother restart free of worries that the bike will roll backward. Hill Hold Control can be disengaged either by quickly squeezing the front brake lever twice or accelerating to pull away from a standing start. An "H" mark lights on the instrument cluster when the system is engaged, and flashes when the system is disengaged.

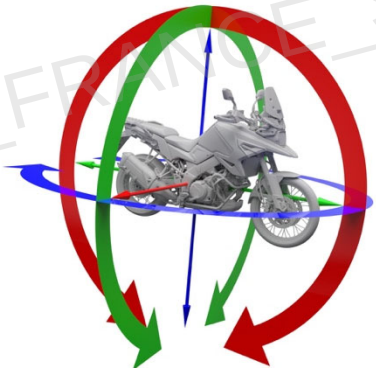
The Hill Hold Control System has been optimised for both the V-STROM 1050 and the larger front wheel, different chassis geometry and increased suspension travel on the V-STROM 1050DE

Note: The system can be turned ON or OFF using the left handlebar switch.

Supporting technologies

Inertial Measurement Unit (IMU)

Combining accelerometers and gyroscopes in a single compact package, the 6-axis IMU supplied by Bosch measures angular rate and acceleration to constantly monitor pitch, roll, and yaw movement. This helps realize some of the advanced features described above, including the, Motion Track Brake, Cruise Control, Slope Dependent Control and Hill Hold Control systems, which all employ data provided by the IMU.



6-axis IMU

IMU

Controller Area Network (CAN bus)

The V-STROM 1050/DE's robust CAN bus enables its various sensors and microcontrollers to communicate with each other. The capabilities it brings to the table are what make it possible to include advanced systems such as Motion Track Brake, Cruise Control, Slope Dependent Control, Load Dependent Control and Hill Hold Control.

Engine Control Module (ECM) UPDATE

A 32-bit ECM provides optimal engine management that contributes to the operation and optimisation of several critical systems, including those to comply with Euro 5 emissions standards.

ECM

ABS unit UPDATE

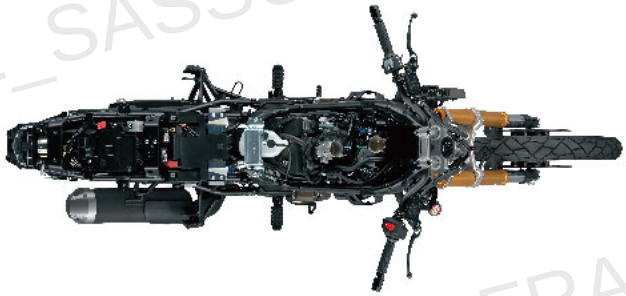
The V-STROM 1050/DE is equipped with a new Anti-lock Brake System (ABS) unit from Bosch that is even more compact and lighter in weight than the unit it replaces. Working in conjunction with the IMU, the ABS unit realizes features such as the Motion Track Brake System, Slope Dependent Control System, Load Dependent Control System and Hill Hold Control System

ABS UNIT

Introduction

The compact, lightweight chassis is engineered to maximise agility, comfort, utility and reassuring riding pleasure. Every aspect reflects a focus on great handling and control in a wide range of real-world riding conditions, on supporting the high-performance V-twin engine, and on minimizing fatigue, whether riding long distances on paved roads or heading down small trails with rougher surfaces. These features are critical in helping to establish the V-STROM 1050/DE's identity as the top-performing sports adventure tourer.

For the 2022 model, Suzuki decided to create a new variation on the proven chassis architecture to offer riders a choice of optimisation geared toward their intended use pattern or preferences. Specifically, the V-STROM 1050 retains its great all-round adventure touring setting with a focus more on comfort and riding pleasure for long-distance on-road outings. In contrast, the V-STROM 1050DE aims to provide even better performance and control for those who wish to spend more of their time exploring gravel and flat dirt trails.



Twin-spar aluminium frame UPDATE

In 1983, Suzuki became the first to mass-produce a motorcycle with an all-aluminium frame. Work on developing the best performing frames has continued throughout the subsequent decades, to the extent that aluminium frames have become an integral part of the company's engineering DNA.

The challenge continues with the twin-spar aluminium alloy frame for the V-STROM 1050/DE. It incorporates aluminium castings along with extruded aluminium sections that lend the right amount of suppleness and strength to an overall rigid alloy frame structure. While more costly and demanding to fabricate, extruded aluminium sections allow for the use of thinner material while maintaining a high level of strength. The result is a lighter, stronger frame that handles brilliantly and is easier to manoeuvre, even on city streets, that delivers excellent straight-line stability, and that features tried and proven reliability.

The frame's updated seat rails add battery and rear fender mounting brackets that better support the input load from unpaved surfaces.

V-STROM 1050 frame

V-STROM 1050DE frame

Radial mount brake callipers

Tokico radial mount monobloc four-piston front brake callipers are mated with 310mm outer diameter floating-mount dual discs to provide sure stopping power and controllable braking performance.

The rear brake has a 260mm outer diameter disc and uses a single-piston pin-slide calliper.

Four-piston front brake callipers

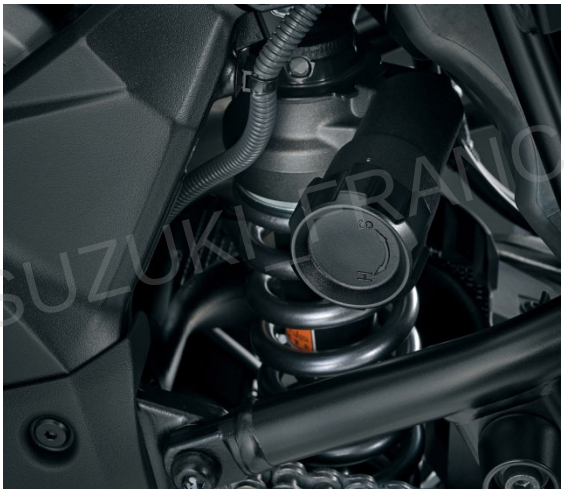
Shingle-piston rear brake callipers

Optimised front and rear suspension UPDATE

Fully adjustable KYB inverted front forks with 43mm diameter inner tubes deliver a smooth, controllable ride. They feature stable damping characteristics that make them suitable for sports riding and adventure touring. The spring preload and compression/rebound damping can be adjusted, allowing the suspension to be set to best match the rider's preference or the usage conditions.

The link-type mono-shock KYB rear suspension contributes to agility and stability. In addition to adjustable damping force and spring preload, the rear suspension's preload can be adjusted by simply turning the dial by hand. This is particularly beneficial when preparing to ride tandem or carry a load.

Front suspension



Rear suspension

Mirrors

The mirrors complement the V-STROM 1050/DE's tough-looking styling with a design that also provides excellent visual confirmation of following traffic.

Mirrors

A design that expresses toughness and sophistication

Everything from the protruding beak design and windscreen that rises above it, to the tapered aluminium handlebars, engine protector and accessory bar* speak of toughness, as does the lean, mean look of the overall body styling.

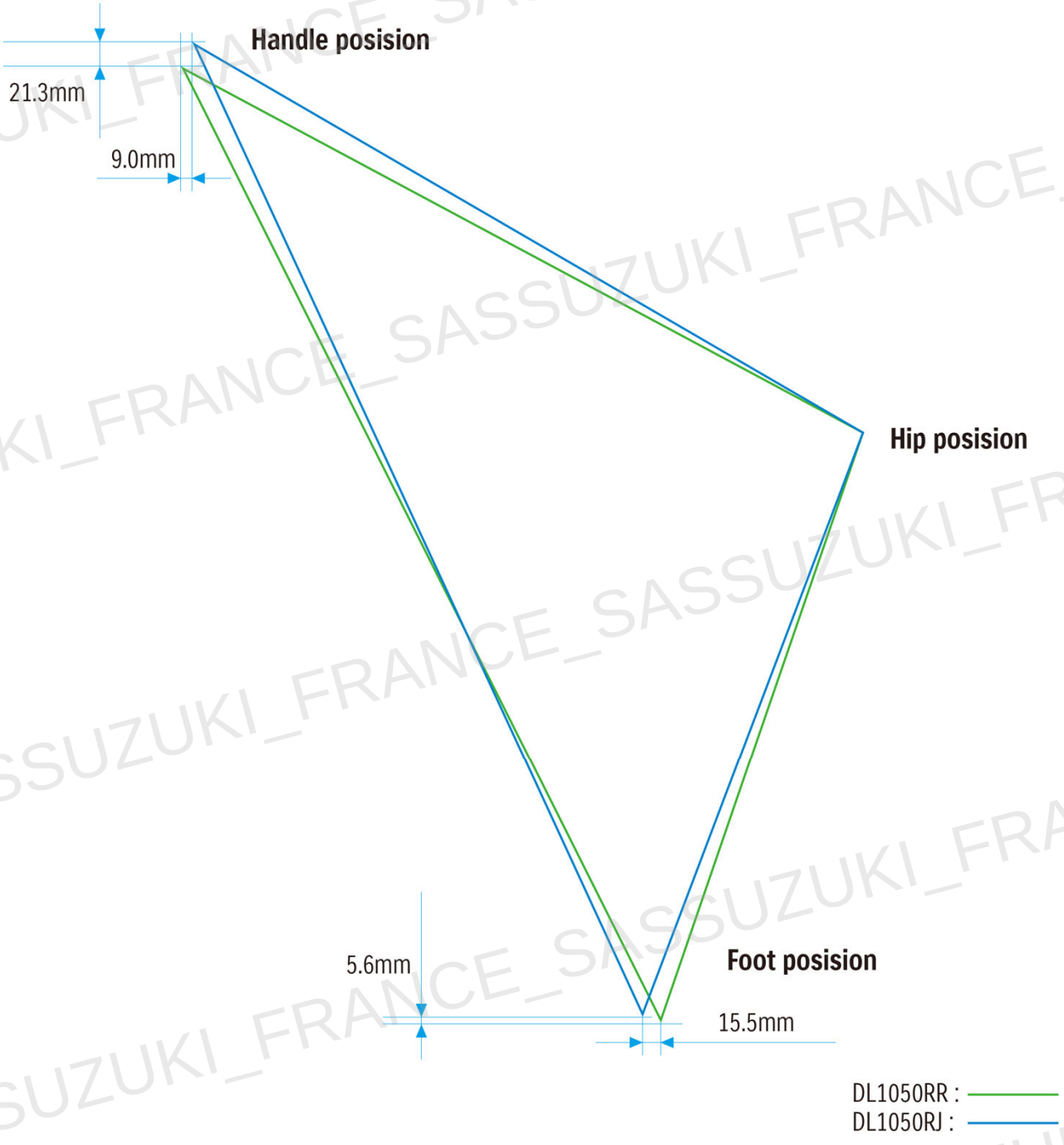
Further accents that heighten the dynamic tension of serious sports adventure touring design and lend an added sense of sophistication include the bronze-coloured cylinder head, magneto cover, water pump case and clutch covers set on the blacked-out engine.

*Standard equipment on the V-STROM 1050DE, and available as a genuine accessory on the V-STROM 1050.

Optimisations Specific to the V-STROM 1050DE

Chassis geometry (dimensions) NEW

The V-STROM 1050DE gets its own dedicated chassis geometry with a longer wheelbase, longer rake, more ground clearance and a wider handlebar grip. The purpose is to improve stability and controllability when riding on unpaved surfaces and to provide a comfortable riding position that effectively distributes weight to the front and rear. Specifically, the V-STROM 1050DE adopts a longer swingarm to offset the larger front tyre and lengthened front suspension, and thereby retain the same level of stability and nimble handling as on the V-STROM 1050.



Tuned suspension with longer travel UPDATE

The front and rear suspension spring rate, valve, and piston settings were custom-tuned for the V-STROM 1050DE to maximise performance and comfort when riding on unpaved surfaces. Updates to the front and rear suspension also realize a longer 170mm front fork suspension stroke and an extended 168mm of rear wheel travel.

Wire-spoked wheels and semi-block pattern tyres UPDATE

The V-STROM 1050DE rides on wire-spoked wheels and adopts a 21-inch aluminium front rim for greater stability and better control when tearing up gravel roads. The 90/90-21 Dunlop TRAILMAX MIXTOUR tyre in the front and 150/70R17 Dunlop TRAILMAX MIXTOUR tyre in the rear feature a semi-block pattern and an internal structure is designed exclusively for the V-STROM 1050DE. These new adventure tyres are built to provide solid performance on the road, as well as good grip and nimble handling when exploring gravel roads and trails.

V-STROM 1050DE Front

V-STROM 1050DE Rear

Aluminium swingarm NEW

The V-STROM 1050DE adopts a new longer version of the proven rugged and light design of the V-STROM 1050. While retaining the same level of vertical and lateral rigidity that provides nimble handling, it also increases torsional rigidity by approximately 10% to support straight-line stability in keeping with the model's chassis geometry and longer wheelbase.

V-STROM 1050DE swingarm

Wider handlebars NEW

The V-STROM 1050DE adopts wider (20mm per side) new tapered handlebars made from thicker tubing and a softer grade aluminium than the V-STROM 1050. This optimisation allows them to flex more when riding on unpaved surfaces and better absorb shock for greater comfort. In addition, the wider grip and positioning provide greater control, particularly when standing on the pegs to negotiate rough surfaces.

V-STROM 1050DE handlebars

Seat designed for performance and comfort NEW

The V-STROM 1050DE seat features a fixed-height design with a new bottom shape that not only reduces weight by 706g (37%), it also achieves greater rigidity. This durable new seat better stands up to input load when riding on unpaved surfaces, as well as to weight shifts as the rider changes position.

V-STROM 1050DE seat

Footpegs

The V-STROM 1050DE is fitted with wider, tough-looking steel footpegs designed to offer greater stability when standing on the pegs while riding. The bank sensors are also lengthened to compensate for the increased size of the front wheel.

V-STROM 1050DE footpegs

Windscreen NEW

The V-STROM 1050DE gets its own smaller smoke-tinted* windscreen designed to maximize visibility when adventuring down country trails and on gravel roads. While 80 mm shorter and slightly narrower than the V-STROM 1050 windscreen, it has been thoroughly tested to assure comfort for the rider and prevent the rider's helmet from being buffeted by the wind.

*The Japanese and North American specification V-STROM 1050DE is fitted with a clear windscreen.

V-STROM 1050DE windscreen

V-STROM 1050 windscreen

Front Fender NEW

The V-STROM 1050DE adopts a new three-piece front fender construction*, which employs a pair of vertical skirt sections that establish a hollow space between them and the centre section where they overlap. This structure forms a stronger, more rigid mount to the forks that is better capable of withstanding a pounding on gravel roads and other unpaved surfaces. An added aesthetic benefit of this construction is that it allows the vertical skirt sections to be colour matched to the body parts.

*Patent application under process.

V-STROM 1050DE front fender

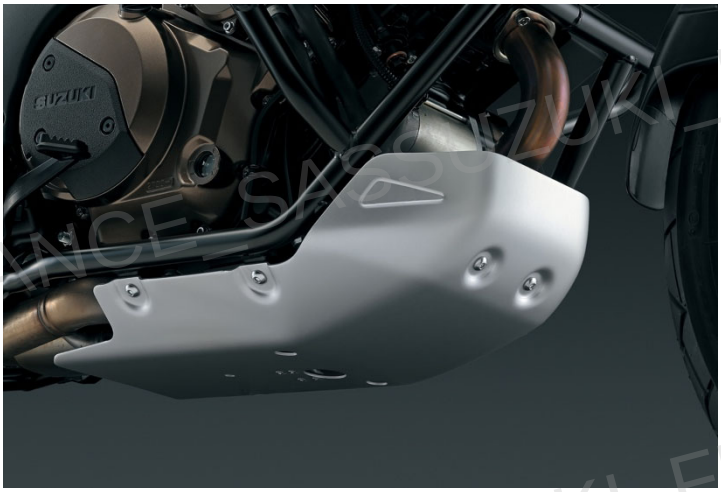
Accessory bar

By helping protect the frame and other vulnerable parts in the event the bike is dropped, the standard-equipment accessory bar lends the rider greater confidence when riding on gravel or flat dirt. It is also useful for mounting the separately sold fog lamp set or other accessories.

V-STROM 1050DE accessory bar

Aluminium engine protector and dedicated stands NEW

V-STROM 1050DE adopts a rugged looking aluminium engine protector to match its tough image, as well as new side and centre stands designed to match the taller ground clearance of the V-STROM 1050DE's custom chassis geometry.



V-STROM 1050DE engine protector

Optimisations Specific to the V-STROM 1050

Aluminium tapered handlebars

The V-STROM 1050 continues to employ the proven aluminium tapered handlebars of its predecessor. They are shaped to be comfortable, engineered to offer positive control whether riding on paved roads or on gravel or flat dirt, and to offer the right degree of rigidity.

V-STROM 1050 handlebars

Cast aluminium wheels and adventure tyres

The V-STROM 1050 rides on 10-spoke cast aluminium wheels shod with Bridgestone Battlax Adventure A41 radial tyres. The 110/80R19 front and 150/70R17 rear tyres contribute to nimble handling and positive grip, while providing a smooth ride and greater comfort when touring for long distances.

V-STROM 1050 front

V-STROM 1050 rear

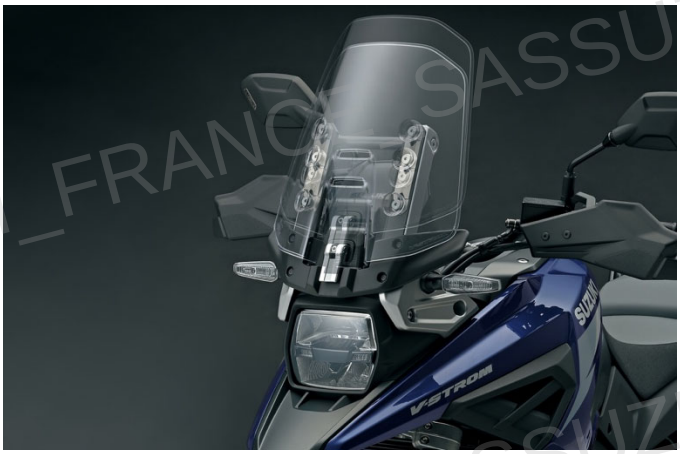
Seats designed for comfort and performance

The rider and pillion seats are designed to achieve a comfortable upright riding position that reduces fatigue, even when touring for long distances. The height of the V-STROM 1050 rider seat can be adjusted upward by up to 20mm. Adjustment is performed using the included tool and the height riser stored beneath the pillion seat.

V-STROM 1050 seat

Height-adjustable windscreen

The height-adjustable windscreen for the V-STROM 1050 helps reduce fatigue on long rides by cutting wind noise and preventing buffeting. With its shape and size defined by extensive wind tunnel testing, the screen can be adjusted by hand using a quick release handle toward the front to choose from one of 11 positions that cover a 50mm vertical range.



V-STROM 1050 windscreen

Footpegs

The V-STROM 1050 is fitted with rubber-covered aluminium footpegs that are designed to withstand whatever punishment adventure riding dishes out, while at the same time providing comfort when touring for long distances.

V-STROM 1050 footpegs

Under cover

The V-STROM 1050 is fitted with a plastic under cover that matches its tough yet refined image.

V-STROM 1050 under cover

5-inch colour TFT LCD Multi-information display NEW

A custom new 5-inch full-colour TFT LCD multi-function instrument panel features a clearly legible display of a rich variety of information.
Not only does it keep the rider fully aware of all the bike's systems and settings, it also supplies critical real-time operating status information. The look is one of high quality that helps instil pride of ownership.

Day mode

Night mode

Pop-up display

LCD readouts include:

- Speedometer
- Tachometer
- Riding range
- Cruise control setting
- Cruise control resume speed
- Hill hold control setting
- Odometer
- Dual trip meter
- Gear position
- Water temperature
- Ambient temperature
- Freeze indicator
- Engine rpm indicator
- Average fuel consumption (1&2)
- Instant fuel consumption
- SDMS mode
- ABS mode
- ABS rear off(1050DE only)
- Traction control mode
- Quick Shift (ON/OFF)
- Fuel gauge
- 12-hour clock
- Voltmeter
- Service reminder

The LCD now adds a function to display pop-up large alerts and warnings.

The tachometer also serves as programmable engine rpm indicator. It blinks when the engine speed reaches the preset rpm entered by the rider. (It can be set in 250rpm increments within a range from 4000rpm to 9250rpm.)

LED indicators flanking the display include the left turn signal indicator, MIL (Malfunction Indication Light), neutral indicator, master warning indicator, high-beam indicator, right turn signal indicator, TC (Traction Control) indicator, low oil pressure warning indicator, ABS indicator, low voltage warning indicator, and coolant temperature warning indicator. All are designed for easy recognition.

The screen features a custom display with exclusive graphics, including blue background lines that add extra flavour and convey the appeal and spirit of the Suzuki brand identity. It also offers manual or automatic switching settings for the day (white) and night (black) display modes that maximize visibility at any hour and in any riding situation.

LED lighting

Vertically stacked LED headlights provide the rider with a clear view of the road ahead. Compact LED position lights, LED turn signals and LED tail light ensure clear visibility and practical durability.

V-STROM 1050DE
LED headlights (off)

V-STROM 1050DE
LED headlights (high&low)

V-STROM 1050DE
LED headlights (low)

V-STROM 1050DE LED turn signals and
LED tail light (off)

V-STROM 1050DE LED turn signals and
LED tail light (on)

USB port and 12V DC outlet

A USB port built into the left side of the meter cluster supplies power for recharging smartphones and other electronic devices. There is also a 12V DC outlet under the seat that can also be used to charge or power a variety of devices.

* Using the USB port while the engine is idling or stopped may drain the battery. Be aware of battery drain when using the USB port.
* Failure to observe the following items when handling the USB port may result in damage to the motorcycle or connected devices.

- Do not connect any electronic device other than a mobile phone.
- Do not use when washing the motorcycle or when it is raining.

* Pull out the USB cable and attach the cap.

V-STROM 1050DE USB port

V-STROM 1050DE DC outlet

Handlebar switches designed for intuitive operation

The ergonomic switch layout maximises operating ease and efficiency, allowing the rider to access controls while remaining focused on the road ahead. Selecting modes and making settings and adjustments for each of the advanced electronic control systems of S.I.R.S. simply involves operating the MODE and UP/DOWN switches, (which recognizes long and short presses), on the left handlebar. While this is also true for the cruise control settings, the cruise control function is engaged or resumed using a dedicated button on the right handlebar.

V-STROM 1050DE Left handlebar switches

V-STROM 1050DE Right handlebar switches

The 2022 V-STROM 1050/DE design concept is; “Design is in our DNA”

Suzuki has always strived to create unique styling expressions that stay true to our design ethos. One such example is the “beak” first introduced to the world in 1988 on the DR-Z 800 desert racer. It represented a radical new expression and a worthy reflection of the Suzuki design DNA we continue to treasure and evolve within our design department. That is the spirit behind our setting “Design is in our DNA” as the design concept for the V-STROM 1050/DE.

The DR-Z made history when Suzuki entered it in the 1988 Paris-Dakar Rally. The unique new concept it introduced to the rally scene remains familiar today to all true motorcycle enthusiasts, and the design is still beloved by many. The DR-Z was compact, light and looked tough as nails. Without doubt, one of its most striking design elements had to be the prominent “beak” out front.

The design of the 2022 V-STROM 1050/DE remains true to the heritage of this design DNA, even as it aims to further refine its modern interpretation of the legendary DR-Z enduro racer. Features, including the prominent beak, feature straighter, sharper lines that achieve a tough yet sophisticated look. Overall, the styling marks an evolution of Suzuki design DNA for its sports adventure tourer that looks even more aggressive, tougher and more advanced.

Image sketch

Beak design

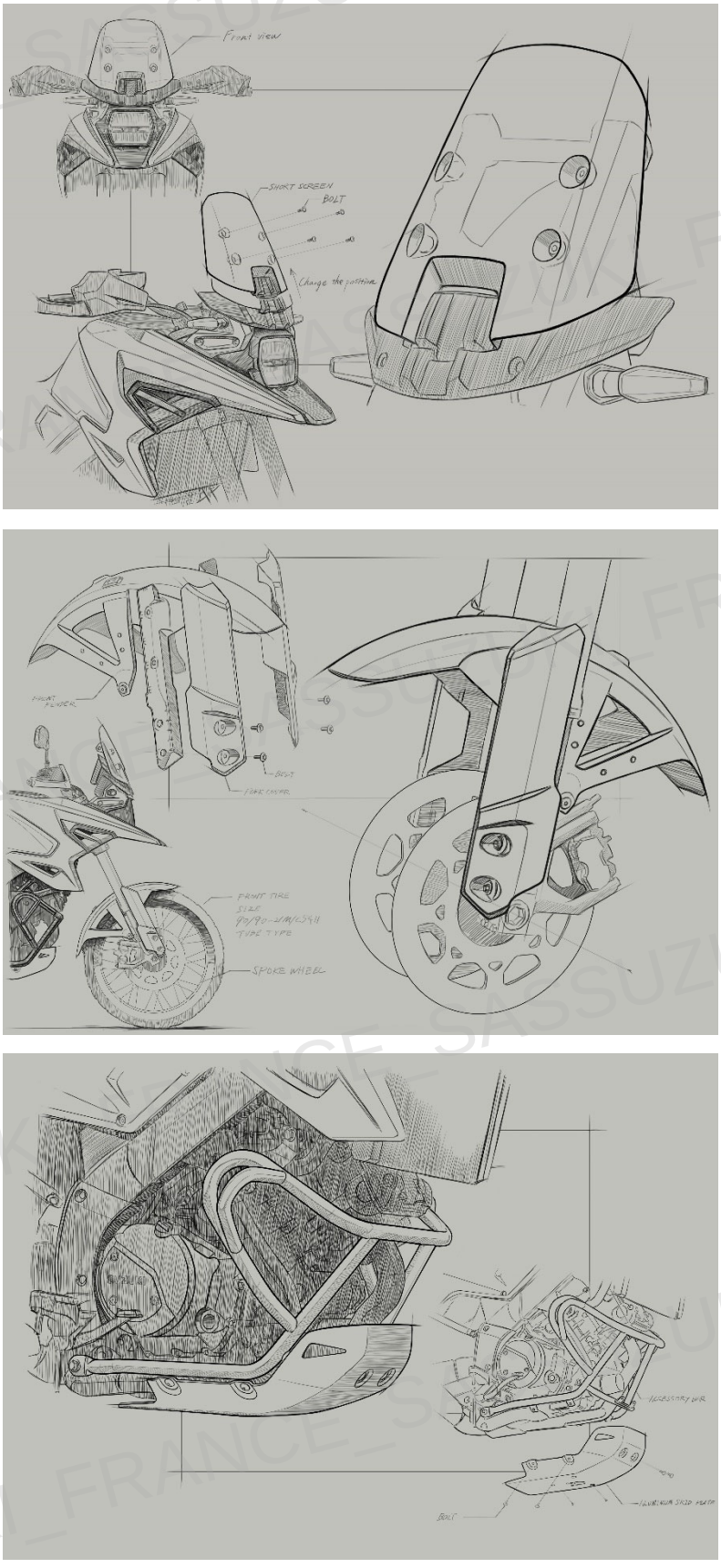


Image sketch

Attractive two-tone body colours

The body colour line-up for the V-STROM 1050/DE features attractive colour combinations and uses a play on gloss-against-mat finishes to lend modern, trendy appeal. (The one exception is the V-STROM 1050DE's gloss-on-gloss finish of Pearl Vigor Blue / Pearl Brilliant White.)

The V-STROM 1050 offers a selection of four two-tone body colours, with coordinated wheel colours to match each selection. All four aim to establish a chic new image that distinguishes the model as a cool long-distance sports adventure tourer.
Glass Sparkle Black / Metallic Mat Black No. 2 (KGL), Glass Mat Mechanical Gray / Mat Black No. 2 (CB8), Candy Daring Red / Metallic Mat Black No. 2 (BNR), and Metallic Reflective Blue / Metallic Mat Black No. 2 (CGG): These four combinations feature popular Suzuki colours that highlight the beauty of the panel surfaces.

The V-STROM 1050DE offers a selection of three two-tone body colours. The wheel and seat colours are coordinated to match.
Champion Yellow No. 2 / Metallic Mat Sword Silver (CD8): The mat silver plays off the visual connection to aluminium to add a bright sense of performance and high-tech engineering. It combines with the yellow to put a modern spin on colour of the DR-Z.
Pearl Vigor Blue / Pearl Brilliant White (JWN): A modern interpretation of the colour used on the DR800S Big production dual-sport model.
Glass Sparkle Black / Metallic Mat Black No. 2 (KGL): A popular Suzuki colour combination that highlights the beauty of the panel surfaces and blends well with the brownish tone of the smoked windscreen to add an air of luxury.

Body graphics

Decals for the V-STROM 1050 are designed to appear as the wings of a phoenix-like apparition, while the stripes used on the V-STROM 1050DE express speed and a sense of forward motion.

V-STROM 1050

V-STROM 1050DE

Genuine Accessories

Since the launch of the first-generation V-Strom 1000, Suzuki has offered a wide assortment of genuine accessories designed to stir the rider's adventurous spirit. With more than 30 items available for the new V-STROM 1050/DE, the latest line-up further expands the rider's world of adventure touring by enhancing comfort, utility,protection and looks. Included in the collection is a full line-up of top and side cases in a variety of sizes, materials, and colours to suit the rider's needs and preferences.

1. Low seat

V-STROM 1050DE V-STROM 1050

For those who want lower seat, this accessory replaces the original-equipment seat with one that is 30 mm lower.

2. Grip heater

V-STROM 1050DE V-STROM 1050

Heats the entire surface of the grips and offers three different level settings to keep hands warm when riding in cold weather.

3. Screen adjust kit

V-STROM 1050DE

This allows the rider to adjust the high screen to different height positions depending on riding conditions (extendable up to 50 mm/11 different positions). In combination with high screen.

4. High screen

V-STROM 1050DE

This optional high screen is designed to offer a significantly higher level of wind protection that enhances comfort on long rides. (80mm taller than the standard screen).

5. Aluminium top case (Silver /38L)

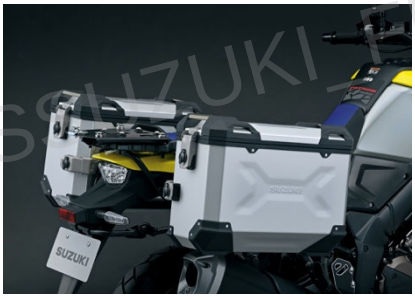
V-STROM 1050DE V-STROM 1050

Aluminium top case embossed with the Suzuki logo. Available in silver (anodized) and black (powder coated). Maximum load 3kg and case capacity 38L. Please use this item in the speed less than 130km/h.

6. Top case carrier set

V-STROM 1050DE V-STROM 1050

Top case carrier set is designed only for installing aluminium top case. Do not use for other purpose.



7. Aluminium side case set (Silver)

V-STROM 1050DE V-STROM 1050

Aluminium side case set embossed with the Suzuki logo. Available in silver (anodized) and black (powder coated). Maximum load 3kg and case capacity 37L each. Please use this item in the speed less than 130km/h.

8. Side case bracket

V-STROM 1050DE V-STROM 1050

Required for installation of aluminium side case set.

9. Tank bag (large)

V-STROM 1050DE V-STROM 1050

Made of durable nylon with volume expandable from 11L to15L. Maximum load 2.5kg. Please use this item in the speed less than 130km/h.

10. Ring for tank bag
V-STROM 1050DE V-STROM 1050
Required for installing tank bag.

11. Mirror extension
V-STROM 1050DE V-STROM 1050
To improve rear visibility, mirror can be raised 51mm higher than standard and is adjustable up to 40 mm sideways. Spacer set required for installation.

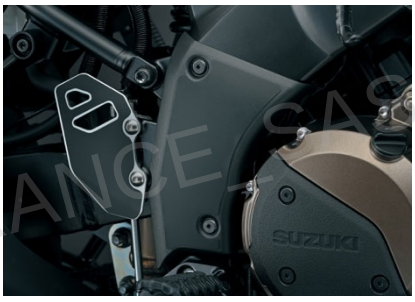
12. LED fog lamp
V-STROM 1050DE V-STROM 1050
Bright LED fog lamps are firmly attached to the accessory bar.

13. Fuel tank pad
V-STROM 1050DE V-STROM 1050
For tank cover scratch protection, featuring V STROM logo.

14. Tank protection foil (transparent)
V-STROM 1050DE V-STROM 1050
Protects against tank scratches.

15. Side cover protection foil
V-STROM 1050DE V-STROM 1050
Protects side frame cover from scratches.

16. Heel plate protection foil
V-STROM 1050DE V-STROM 1050
Protects heel plate from scratches.



17. Frame cover protection sticker
V-STROM 1050DE V-STROM 1050
Protects frame cover from scratches.

18. Large footrest
V-STROM 1050DE V-STROM 1050
Improves riding comfort and adjustable up to 10mm in front and back.
3 positions with height up to 20mm.
* Picture shown : For V-STROM 1050.

19. Plastic top case 35L

V-STROM 1050DE V-STROM 1050

Gives a typical V-STROM look with a plastic 35L top case, with one-key system using the ignition key for locking/unlocking. Maximum load 5kg and case capacity 35L. Please use this item in the speed less than 130km/h.

20. Top case carrier set

V-STROM 1050DE V-STROM 1050

Top case carrier set is designed only for installing plastic top case 35L. Do not use for other purpose.

21. Plastic side case set

V-STROM 1050DE V-STROM 1050

Uses one–key system with the ignition key for locking/unlocking. Maximum load 5kg each and case capacity 26L (right) and 29L (left). In combination with bracket and lock set. Please use this item in the speed less than 130km/h.

22. Side case lower bracket

V-STROM 1050DE V-STROM 1050

Required for installing plastic side case set.

23. Cushion pad for top case 35L

V-STROM 1050DE V-STROM 1050

Improves riding comfort for the passenger . To be installed on plastic top case 35L.

24. Plastic top case 56L

V-STROM 1050DE V-STROM 1050

Newly adopted plastic top case with embossed S logo. Lock and key included. (Cannot be used with side case set.) Maximum load 3kg and case capacity 56L. Please use this item in the speed less than 130km/h.

25. Top case carrier set

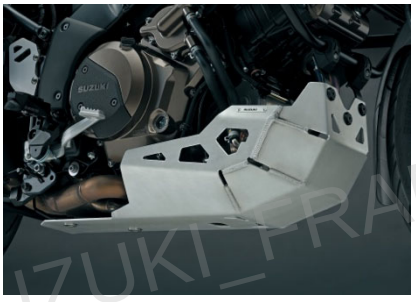
V-STROM 1050DE V-STROM 1050

Top case carrier set is designed only for installing plastic top case 56L. Do not use for other purpose.

26. Accessory bar

V-STROM 1050

Black powder coated bar fits the stylish body colours to give V-STROM a unique touring look. Required for installing LED fog lamp and skid plate.



27. Aluminium skid plate (Silver)

V-STROM 1050

A tough–looking plate with Suzuki logo. Available in a choice of black or silver.
In combination with accessory bar.

28. Rim decals

V-STROM 1050

Decals to provide another look around your V-STROM wheels. Generated with V-STROM logo. Available in two colours Red and Grey. Set of 6 decals per wheel.

29. Sticker set SUZUKI

V-STROM 1050DE V-STROM 1050

Gives more appealing look in front with SUZUKI logo.

Note: SUZUKI MOTOR CORPORATION reserves the right to change the design or discontinue any Suzuki Genuine Accessories at any time without notice. Some Suzuki Genuine Accessories might not be compatible with local standards or statutory requirements. Please check with your local AUTHORIZED SUZUKI DEALER for details at the time of ordering.

V-STROM 1050

CGG (Metallic Reflective Blue / Metallic Mat Black No. 2)

CB8 (Glass Mat Mechanical Gray / Metallic Mat Black No. 2)

BNR (Candy Daring Red / Metallic Mat Black No. 2)

KGL (Glass Sparkle Black / Metallic Mat Black No. 2)

V-STROM 1050DE

CD8 (Champion Yellow No. 2 / Metallic Mat Sword Silver)

JWN (Pearl Vigor Blue / Pearl Brilliant White)

KGL (Glass Sparkle Black / Metallic Mat Black No.2)

		V -STROM 1050	V-STROM 1050DE
Overall length		2,265 mm (89.2 in)	2,390 mm (94.1 in)
Overall width		940 mm (37.0 in)	960 mm (37.8 in)
Overall height		1,515 mm (59.6 in)	1,505 mm (59.3 in)
Wheelbase		1,555 mm (61.2 in)	1,595 mm (62.8 in)
Ground clearance		165 mm (6.5 in)	190 mm (7.5 in)
Seat height		855 mm (33.7 in)	880 mm (34.6 in)
Curb mass		242kg (534lbs)	252kg (554lbs)
Engine type		4-stroke, liquid-cooled, DOHC, 90° V-twin	
Bore x stroke		100.0 mm x 66.0 mm (3.937 in. x 2.598 in.)	
Engine displacement		1,037cm^3 (63.3 cu. In.)	
Compression ratio		11.5:1	
Fuel system		Fuel injection	
Starter system		Electric	
Lubrication system		Wet sump	
Transmission		6-speed constant mesh	
Suspension	Front	Inverted telescopic, coil spring, oil damped	
	Rear	Link type, coil spring, oil damped	
Rake / trail		25°40’ / 110 mm (4.33 in.)	27° 30’/ 126 mm (4.96 in)
Brakes	Front	Disc, twin	
	Rear	Disc	
Tires	Front	110/80R19M/C 59V tubeless	90/90-21M/C 54H tube type
	Rear	150/70R17M/C 69V tubeless	150/70R17M/C 69H tubeless
Ignition system		Electronic ignition (transistorized)	
Fuel tank capacity		20.0 L (5.3 US gal / 4.4 Imp gal)	

* European Spec. shown