



Way of Life!

2014

V-Strom 1000
ABS

Distinctive vertical headlight configuration mirrors the infamous Hayabusa and GSX-R

The new single-muffler layout provides a lower center of gravity

Suzuki's traction control system

Tokico 4-piston monoblock front brake calipers with 310mm floating-mount dual discs

1037 cc, Fuel-injected, 90-degree, V-twin engine

V-Strom 1000 ABS Features

Suzuki's traction control system continuously monitors the front and rear wheel speeds, the throttle position sensor, the crank position sensor, and the gear position sensor. It quickly reduces engine output when it detects wheel spin. It controls the engine output by managing the ignition timing and air delivery every 4 milliseconds.



The rider can select three modes (1, 2, and off). Modes 1 and 2 differ in terms of sensitivity. Mode 1 has lower sensitivity; it allows a certain degree of rear wheel spin. Mode 2 has higher sensitivity; the system effects traction control sooner. *NOTE: 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.*



A redesigned 1037cc, 90-degree V-twin engine is designed to get you where you want to go. Whether it is around town, on the open highway, or down the road less traveled.

The light and compact Anti-Lock brake system (ABS)* system monitors the wheel speed as much as 50 times per wheel rotation and matches the stopping power to the available traction. **The ABS is a supplemental device for brake operation, not a device for shortening stopping distance. Always remember to reduce speed sufficiently before approaching curves.*

Fuel injection by Suzuki's original Suzuki Dual Throttle Valve (SDTV) system enables smooth power delivery and optimal combustion efficiency.

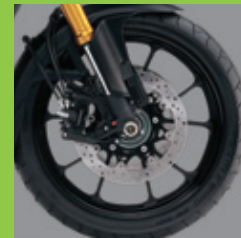
Increased cooling capacity has eliminated the oil cooler and as a net result, weight saving.

The new single-muffler layout provides a lower center of gravity which reduces weight and increases handling and maneuverability.



Redesigned main frame and subframe increases rigidity balance for greater stability and handling. It's also 13% lighter than the previous model.

Dial adjustable rear shock helps ensure a smooth and comfortable ride even with a passenger and a full compartment of luggage.



Tokico 4-piston monoblock front brake calipers with 310mm floating-mount dual discs are now equipped with the new V-Strom for a stronger braking performance.

Newly designed Enkei wheels are a lightweight 10-spoke cast aluminum.

The newly developed 9-way adjustable windscreen has been designed through extensive wind-tunnel testing.

A 12V DC outlet is located below the instrument panel is for ease of use and is ideal for powering a navigation unit or charging your mobile device.

The seat is shaped for comfort and the sidewalls have a high-grip texture.

The seat height has also been lowered compared to previous years so riders can easily put their feet on the ground.

12-month limited warranty.



Red



Kahki

V-STROM 1000 ABS SPECIFICATIONS

| | |
|--------------------|---|
| Engine | 1037cc, 4-stroke, liquid-cooled, DOHC, 90-degree V-twin |
| Fuel System | Suzuki fuel injection |
| Ignition | Electronic ignition (transistorized) |
| Starter | Electric |
| Transmission | 6-speed constant mesh |
| Final Drive | Chain drive |
| Suspension Front | Inverted telescopic, coil spring, oil damped |
| Suspension Rear | Link type, coil spring, oil damped |
| Brakes Front | Disc brake, twin |
| Brakes Rear | Disc |
| Tires Front | 110/80R-19 M/C 59V, tubeless |
| Tires Rear | 150/70R-17 M/C 69V, tubeless |
| Overall Length | 2285 mm |
| Overall Width | 865 mm |
| Wheelbase | 1555 mm |
| Ground Clearance | 165 mm |
| Seat Height | N/A |
| Curb Weight | 228 kg |
| Fuel Tank Capacity | 20.0 L |