SUZUKI

V-STROM 1050
V-STROM 1050 XT

Press information

November 2019

Contents

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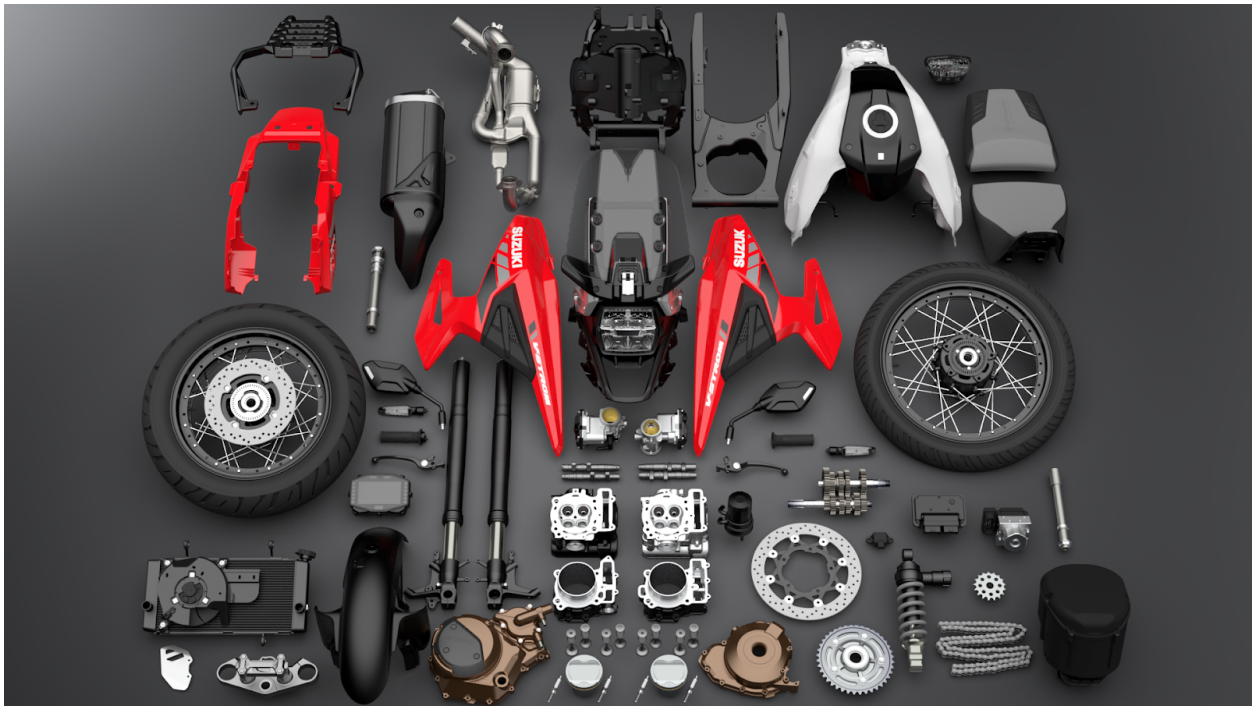
1. History of the V-Strom series
2. Product concept
3. Main features of the V-Strom 1050XT and V-Strom 1050
4. Engine and performance
5. Chassis design
6. Electronics
7. Utility
8. Styling design
9. Genuine accessories
10. Colour variations
11. Specifications



1. History of the V-Strom series

The V-Strom series began in 2002 with the launch of the V-Strom 1000 - a new generation of sports adventure tourer. Its engine, based on Suzuki's water-cooled, four-stroke, 90° V-Twin, DOHC, four-valve unit, featured revised low and medium speed characteristics and was fitted into a lightweight aluminium twin-spar frame. It was equipped with a half-fairing that offered superior protection against the elements when riding. The model name combines V, from V-Twin, and Strom, short for a stream of storm.

The V-Strom 1000 won many fans as an all-round tourer that offered high sports performance together with the distinctive output characteristics that only a V-Twin can provide. In 2004 the V-Strom 650 was added to the range. It was redesigned in 2012, and updated again in 2017.

2002 V-Strom 1000

2004 V-Strom 650

The V-Strom 1000 was redesigned in 2013. The bore was increased from 98mm to 100mm, and the displacement increased from 996cc to 1037cc. It got Suzuki's latest electronic control system, and Suzuki's first traction control system. The distinctive styling featured a beak design that incorporated elements of both the legendary DR-Z desert racer and the production DR-BIG. The beak design was first introduced by Suzuki. It has since become a feature of later V-Strom models, including the V-Strom 650, V-Strom 1000, and smaller V-Strom 250, which was launched in 2017. The beak was given sharper styling for the 2020 V-Strom 1050, continuing that heritage.

2013 V-Strom 1000

2018 V-Strom 1000XT

2. Product concept

The product concept for the 2020 V-Strom 1050 and V-Strom 1050XT is ‘The Master of Adventure’. Riders want to be able to ride anywhere, and this adventure-tourer was designed with riders’ hopes and dreams in mind.

V-Strom holds a reputation as being one of the most well-rounded range of motorcycles on the market, and the new V-Strom 1050 and V-Strom 1050XT had to build on that reputation, but deliver more: more comfort, more refinement, more ease of use, more desirability, and more performance. As a result they needed an improved V-Twin engine - improving performance, maintaining character, and bold bodywork that harks back to Suzuki’s heritage. The V-Strom 1050XT’s comprehensive suite of electronics centre around Suzuki’s new Intelligent Ride System (SIRS) making it one of the most sophisticated Suzukis ever built.

The brief came in response to market research and customer demands. Now, the new V-Strom 1050 and V-Strom 1050XT deliver superior comfort and improved performance across the board. There’s a more comfortable riding position, and a suite of electronics that further aid rider comfort and convenience while boosting performance. On the V-Strom 1050XT Suzuki installed the latest six-direction, three-axis IMU to make use of highly accurate data monitoring, to better control systems such the Motion Track Brake System, the hill hold control system, and the slope-dependent control system. At the heart, there’s an engine that delivers more power while retaining its much-renowned character and personality.

3. Main features of the V-Strom 1050XT and V-Strom 1050

Engine and performance

- Proven 1037cc V-Twin engine is Euro 5-compliant while boosting power and maintaining low fuel consumption UPDATE
- V-Twin engine delivers strong torque in the low-to-mid rpm range and higher peak power in the higher rpm range UPDATE
- Dual spark plug technology for high combustion efficiency

Electronics

- Suzuki Intelligent Ride System (SIRS) to increase rider usability and convenience NEW
  - Cruise control system NEW XT ONLY
  - Motion track brake system and combined brake system UPDATE XT ONLY
  - Hill hold control system NEW XT ONLY
  - Slope-dependent control system NEW XT ONLY
  - Load-dependent control system NEW XT ONLY
  - Ride-by-wire electronic throttle system NEW
  - Traction control system (three modes plus off mode) UPDATE
  - Suzuki Drive Mode Selector (SDMS) NEW
  - Suzuki easy start system
  - Low RPM assist system UPDATE

Chassis

- Lightweight aluminium twin-spar frame provides high maneuverability
- Comfortable and upright riding position for long touring
- Fully adjustable 43mm KYB inverted front forks

Utility

- Smart and easy to attach/detach integrated three-luggage system (optional) UPDATE
- Newly shaped comfortable two-tone seat with adjustable height UPDATE XT ONLY
- Clear and easy-to-read multi-function-instrument cluster UPDATE
- USB port located on the left side of the instrument cluster NEW
- 12V DC outlet under the seat UPDATE XT ONLY
- Height adjustable windscreen NEW XT ONLY

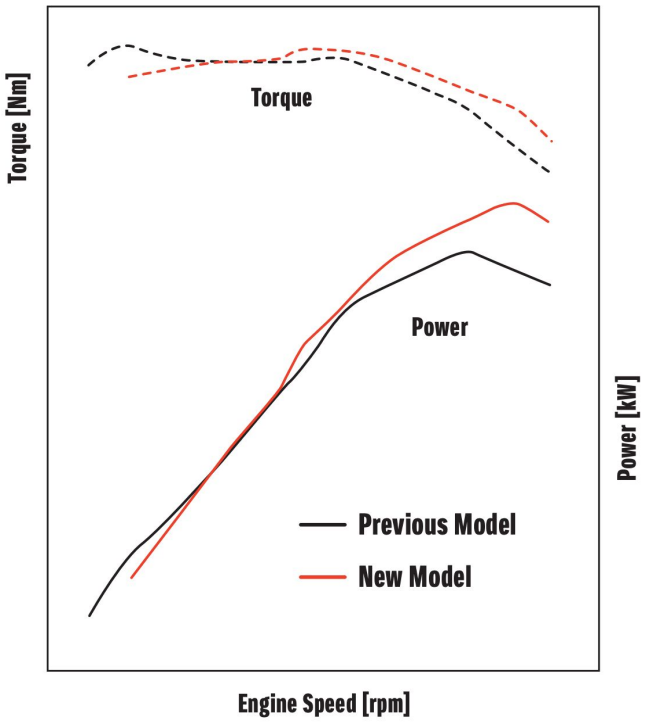
Styling

- The styling design concept is ‘Design is in our DNA’ which is inspired by the legendary DR-Z desert racer NEW
- Distinctive new LED headlight and LED rear combination lights NEW
- Aluminium tapered handlebar UPDATE
- A rich variety of genuine accessories UPDATE

4. Engine and performance

Acclaimed Suzuki V-Twin engine UPDATE

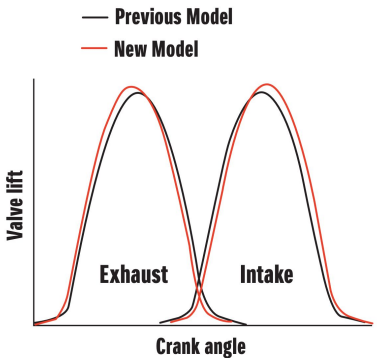
The liquid-cooled, DOHC, 1037cc 90° V-Twin engine has further evolved. It meets new Euro 5 emissions control standards while achieving high power and maintaining low fuel consumption. The engine delivers a deep rumble in the low rpm range, strong and linear torque in the mid-range, and a maximum horsepower in the high rpm range with a smooth run up. This refined engine will support the rider, with them able to enjoy various situations such as city riding, rural roads, winding passes, flat dirt roads, and highways.



Model	New V-Strom 1050 and V-Strom 1050XT	Previous V-Strom 1000
Engine type	4-stroke DOHC V-Twin	4-stroke DOHC V-Twin
Cooling system	Liquid-cooled	Liquid-cooled
Bore x Stroke (mm)	100mm x 66mm	100mm x 66mm
Displacement (cc)	1037cc	1037cc
Maximum output (kW)	107.4PS (79.0kW) / 8,500rpm	100.6PS (74.0kW) / 8,000rpm
Maximum torque (Nm)	100.0Nm / 6,000rpm	101.0Nm / 4,000rpm
Emissions level in WMTC mode	Euro5	Euro4
Fuel consumption / range	57.65mpg in WMTC / 253 miles	57.65mpg in WMTC / 253 miles

Camshafts and cam-timing UPDATE

- Both the intake and exhaust cam profiles are changed to increase the lift duration and the cam-timing has been set with less overlap. This provides better combustion efficiency and contributes to higher power output and low fuel consumption.

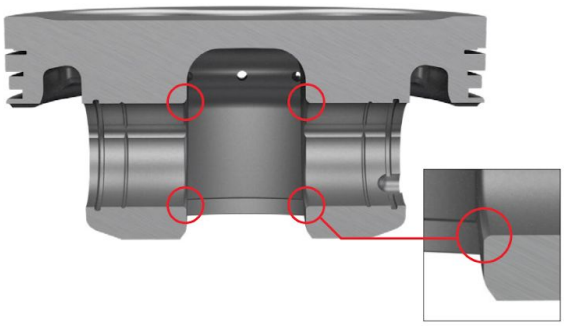


Piston and piston rings

- The 100mm bore, forged pistons are highly rigid yet lightweight. The piston heads are anodised to enhance durability. The three-ring-type piston rings reduce combustion gas blowout as much as possible, and efficiently transmit combustion pressure to the connecting rods and crankshafts.

- Conical matching with the wrist pin hole changes the distribution of load on the hole. This reduces stress on the piston crown, thereby improving durability.

Piston and piston rings



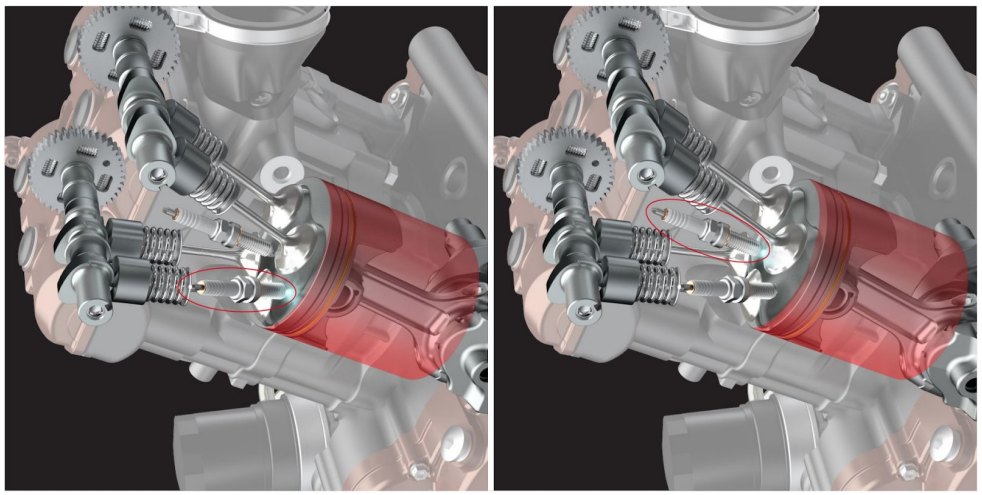
Conical matching

Dual spark plugs per cylinder

- Each cylinder head is equipped with two iridium spark plugs. The ignition timing, controlled independently, contributes to high combustion efficiency, higher power output, a more linear throttle response, easier engine startup and a more stable idle.

- The primary plug is located in the center of the combustion chamber and the secondary plug on the side. The primary plug is used for all rpm ranges, resulting in increased top end power. The secondary plug is mainly used to improve combustion at low rpm and help obtain smoother output characteristics. This combustion efficiency also helps to improve fuel economy.

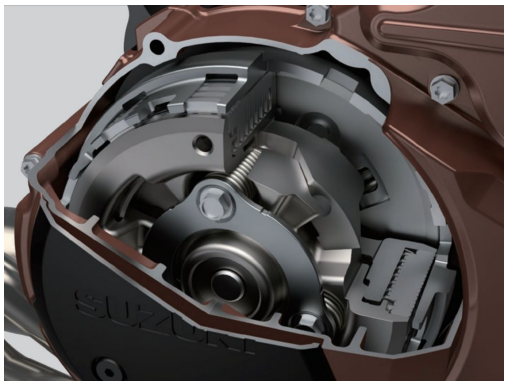
- Two ignition coils per cylinder enable independent control of the ignition timing, resulting in strong low rpm output and low emissions.



Suzuki Clutch Assist System

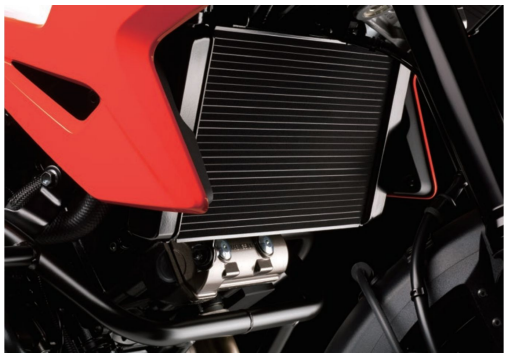
- The Suzuki Clutch Assist System (SCAS) works as an assist clutch to make the lever easier to pull while transmitting power output, reducing rider fatigue.

- SCAS works as a slipper clutch on downshifts, affording a certain degree of clutch slip to enable smoother downshifts.



Radiator UPDATE

- The new radiator has increased cooling capacity by 15%.

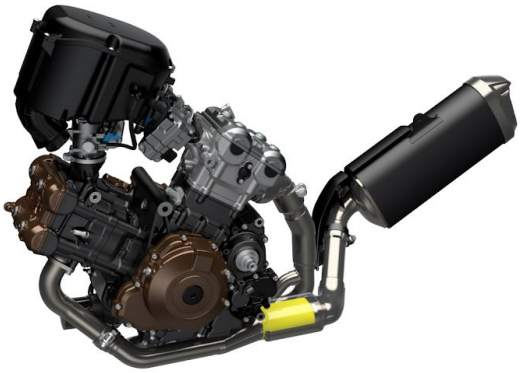


Liquid-cooled oil cooler NEW

- The new V-Strom 1050 and V-Strom 1050XT uses a new liquid-cooled oil cooler. Located where the oil filter is attached, it takes up less space and is both lightweight and compact. The liquid-cooled oil cooler provides flawless lubrication for a more powerful engine.

Exhaust system UPDATE

- A large-volume catalyser further reduces emissions of hydrocarbons, carbon monoxide, and nitrogen oxides, thereby enabling the V-Strom 1050 to meet the Euro 5 regulations.



5. Chassis Design

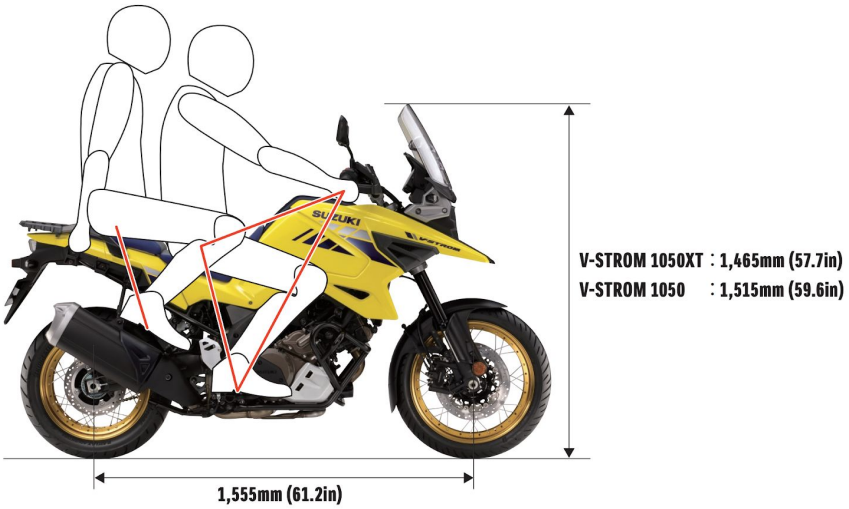
A lightweight and compact chassis is as important as the V-Twin engine when it comes to defining the V-Stom 1050 and V-Strom 1050XT's character. Slim - even with a practical 20-litre fuel tank - it allows the rider to easily place their feet on the floor when stationary. It's design also results in an agile-yet-stable adventure bike, which can cover motorway miles with ease while also comfortably negotiating twisty mountain passes and hairpin bends.

Frame and swingarm

- The lightweight, cast aluminium twin-spar frame optimises rigidity for both stability and handling performance. The swingarm is also aluminium.

- The chassis design can handle load, a pillion or luggage, while maintaining its performance credentials of straight line stability, high mechanical grip, and natural response when cornering.

Dimensions and ergonomics



- Plenty of leg room and upright handlebars offer a relaxed riding position for long touring with less fatigue.

- High stability thanks to the 1,555mm wheelbase.

Newly-shaped separate seat with height adjustment UPDATE XT ONLY

- A new seat is height-adjustable on the V-Strom 1050XT, allowing riders to tailor their bike to suit. There are two positions, ranging from 850-870mm. The seat is also well-cushioned for comfort, while maintaining support.

- Almost no clearance is created with the fuel tank when set at the high position, maintaining the continuity of the styling.

- The V-Strom 1050 seat height is 855mm. A higher and lower accessory option is available for both the 1050 and 1050XT.

Inverted front forks

- With an inner tube diameter of 43mm, the spring preload and compression/rebound damping of the KYB inverted forks can be adjusted, allowing the suspension to be set based on the preference of the rider and usage conditions.

- The forks offer smooth operation and stable damping characteristics, making them suitable for use across a range of terrains, roads, and riding styles.

Radially-mounted front brake calipers

- The Tokico monobloc front brake calipers are mounted radially and offer strong braking performance and control.

- Features two 310mm floating discs, 5mm thick and made from stainless steel.

- The rear brake has a 38mm single piston pin-slide caliper and 260mm disc.

Rear suspension

- The bottom link type mono-shock KYB rear suspension uses a mechanism with adjustable fluid pressure and spring preload. The preload can be adjusted for tandem riding or riding with a load, without the need for tools - simply turn the dial by hand.

- The rebound damping can also be adjusted.

Wheels and tyres UPDATE

- The V-Strom 1050XT uses DID aluminium wire-spoked rims, while the V-Strom 1050 is equipped with 10-spoke aluminium cast wheels.

- The rims are 2.50inch (front) and 4.00inch (rear) wide on both models.

- Bridgestone Battlax Adventure A41 tyres are standard equipped with a 110/80R19 radial tyre on the front and 150/70R17 on the rear.

Aluminium tapered handlebar UPDATE

- The new models are equipped with aluminium tapered handlebars. The shape enhances the off-road style.

- They are made from aluminium to reduce weight maintaining rigidity.

- The weight-saving is 368g (V-Strom 1050) and 292g (V-Strom 1050XT).

Footrests NEW

- The footrests have been designed to make it easier to stand on dirt, and are wider than the previous model.

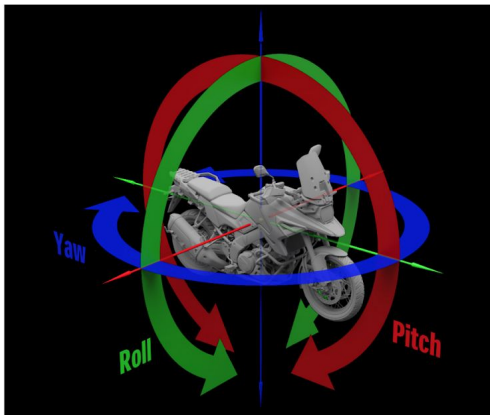
- The footrests are made of tough steel. The design provides a tough and functional image in-keeping with the overall style.

6. Electronics

Inertial measurement unit (IMU) UPDATE XT ONLY

- A new high-performance six-direction inertial measurement unit (IMU) from Bosch combines a three-axis angle-rate sensor (gyrometer) and a three-axis acceleration sensor in a single compact unit. This allows it to monitor pitch, roll, and yaw based on angle rate and acceleration.

- Systems that use vehicle posture information obtained from the IMU include motion track brake system, hill hold control system and slope-dependent control system.



Controller Area Network (CAN) NEW XT ONLY

- The V-Strom 1050XT now uses CAN (Controller Area Network) technology.

- CAN is an interconnected information network instead of standard wiring. This latest style of wiring makes it possible for the vehicle to be lighter and simpler, and makes it easier to perform network control for the electronic control systems.

- The benefit is that it requires fewer wires than standard wiring, offers faster data transmission, and allows the ECM to communicate with each other and share a large amount of information, providing a single location for diagnosing and processing errors throughout the entire network.

Ride-by-wire electronic throttle control system NEW

- A new ride-by-wire throttle system is simpler, lighter, and more compact than the previous mechanical throttle, with a larger-bore throttle body (49mm compared to 45mm of the previous model). The completely electronically-controlled throttle body uses no mechanical cables. The throttle body is independently installed to both the front and rear cylinders. Each throttle body has a single butterfly valve, allowing each to be opened and closed using its own independent motor for precise control.

- When the rider operates the throttle, electronic signals from the accelerator position sensor, gear position sensor, and crank position sensor are transmitted over ride-by-wire. The ECM processes a range of data including the accelerator position, crank position, gear position, engine speed, front and rear wheel speed, and the level of oxygen concentration in exhaust gas (using the O_2 sensor in the exhaust pipe), in order to control the optimal air delivery by managing the throttle valve.

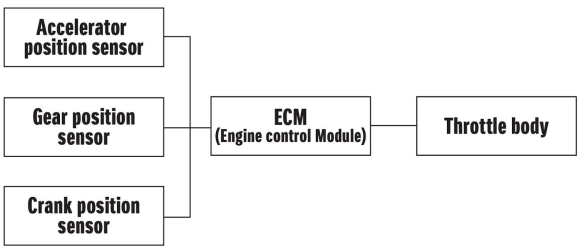
- When riding at extremely low speeds, the new system contributes to a more stable idle. It provides linear throttle response while maximising emission control.

- Each cylinder has one injector located on the intake manifold, downstream from the throttle valve (on the engine side). The V-Strom 1050 and V-Strom 1050XT uses 10-hole injectors. This promotes fuel atomisation and improves combustion efficiency.

- The ride-by-wire electronic throttle control system offers a light feeling of control that is natural and linear like a conventional throttle.

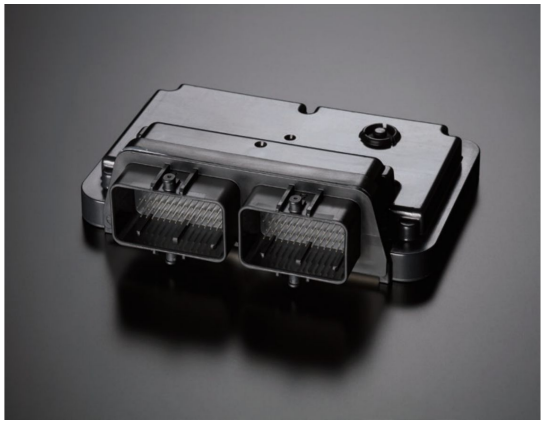
- The throttle grips (grip rubber and throttle tube) are separate from the sensor, allowing them to be easily replaced with heated grips.

Ride-by-wire control system overview diagram



Low RPM assist UPDATE

- The low RPM assist system monitors and automatically raises the idle speed when taking off from a stop or when riding slowly. The system makes it easier for the rider to pull away from a standstill or maneuver in heavy traffic or through a crowded car park. The ride-by-wire throttle system enables more precise control at low speeds.



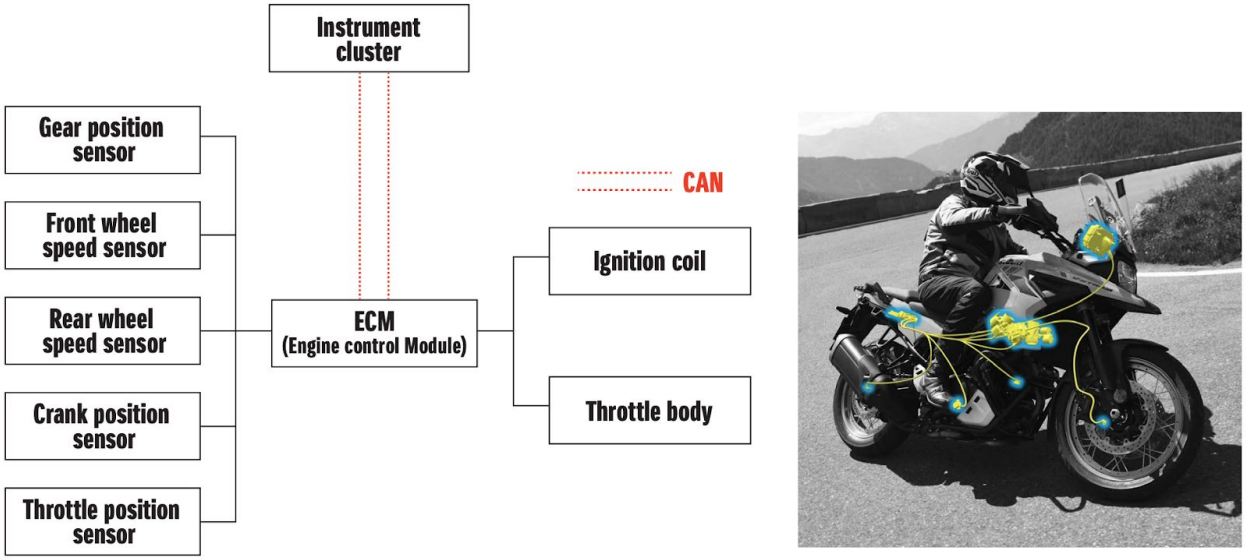
ECM UPDATE

- The newly-programmed ECM (engine control module) provides start-of-the-art engine management and has optimised settings to meet Euro 5 regulations.

Suzuki Easy Start System UPDATE

- The Suzuki Easy Start System allows the rider to easily start the engine with a single press of the starter button.

Traction control system UPDATE



The new V-Strom 1050 and V-Strom 105XT feature an updated traction control system to allow the rider be in control with more confidence in diverse conditions, with less stress and fatigue. The traction control modes are increased to three modes, plus off.

- The traction control system continuously monitors the front and rear wheel speed sensors, throttle position, crank position, and gear position. When wheelspin is detected the system quickly controls power output by managing ignition timing and air delivery.

- The rider can select from three modes, plus off. Mode one, two, and three differ in the timing and level of interventions. Mode one is for sport riding with minimal intervention. Mode three is for wet or cold conditions, with maximum traction control. Mode two offers a balance that is ideal for city riding on regular road conditions.

- The mode select switch is located on the left handlebars, allowing the rider to operate it when the throttle is fully closed.

- The system controls power output smoothly and naturally, as to not interfere with sport riding even when the system is working.

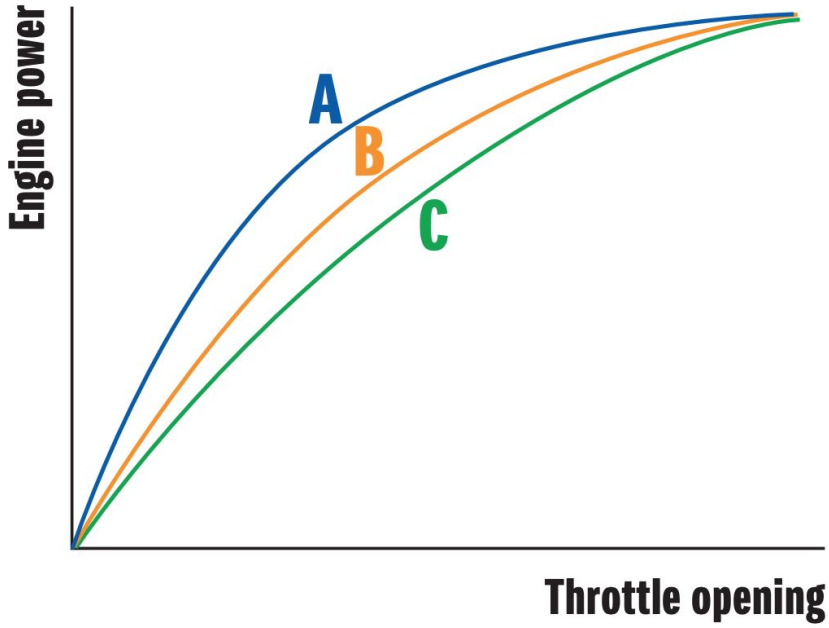
Note: The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

Suzuki Drive Mode Selector (SDMS) NEW

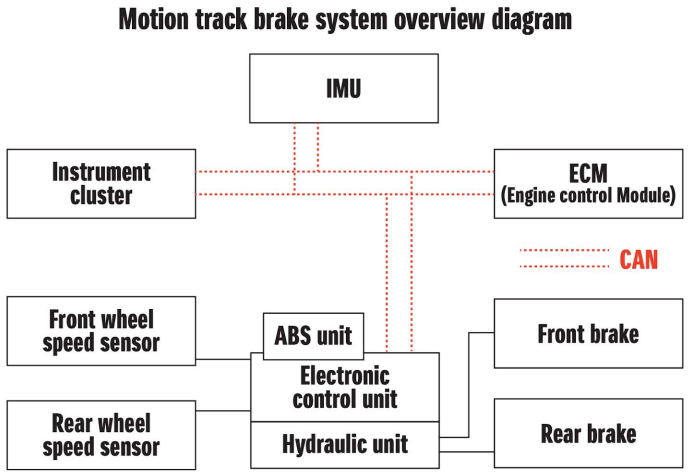
- Suzuki Drive Mode Selector is a system that allows the rider to select from three different output modes (A, B, and C).

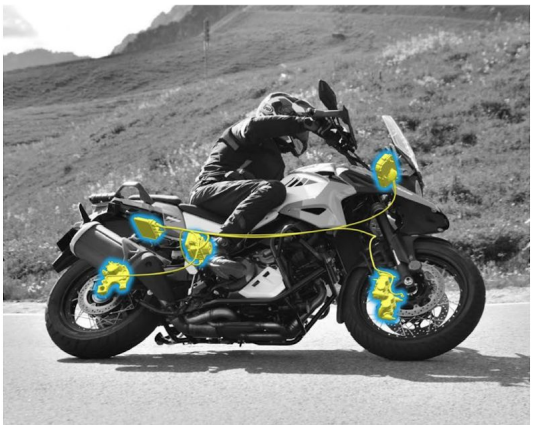
- A mode - Provides direct throttle response.
- B mode - Provides softer throttle response.
- C mode - Provides softest response of the three modes.

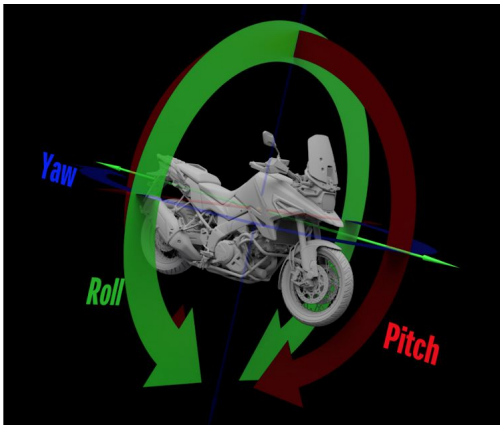
- SDMS also works in conjunction with the traction control system.



Motion track brake system and combined brake system UPDATE XT ONLY







- The motion track brake system combines information on the posture of the vehicle from six-directions, along a three-axis Inertial Measurement Unit (IMU) with the front and rear wheel speeds. This makes it possible for the ABS to activate both in a straight line and when leaning. When the lever or pedal is operated the system instantly assesses the need of ABS operation. When judging the need of operation, ABS unit decreases braking pressure, and continues to control the increase/decrease of the pressure according to the traction available.

- Combined Brake System automatically applies pressure to the rear brake to help stabilise the vehicle when the front brake pressure rises to a certain degree.

- The motion track brake system not only monitors and calculates the slip rate calculated from both wheels speed, but also controls and combines the combined brake system with the ABS unit.

- This supports situations such as sudden braking in corners and supports the rider to continue cornering on the intended line.

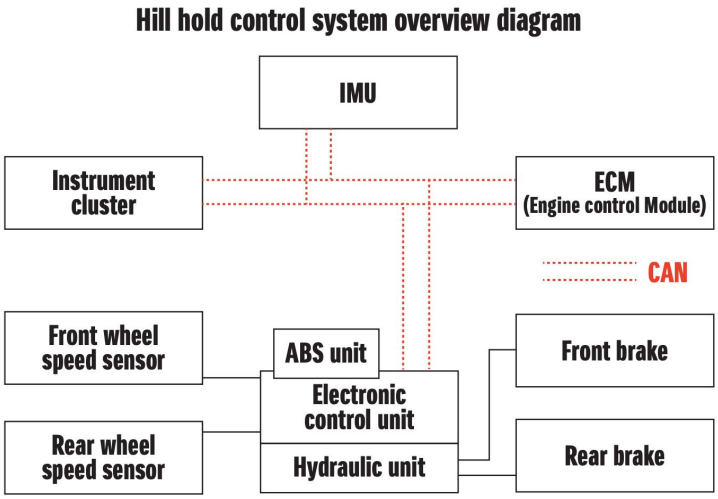
- The combined brake system optimises pressure to the rear brake to help stabilise the vehicle during cornering.

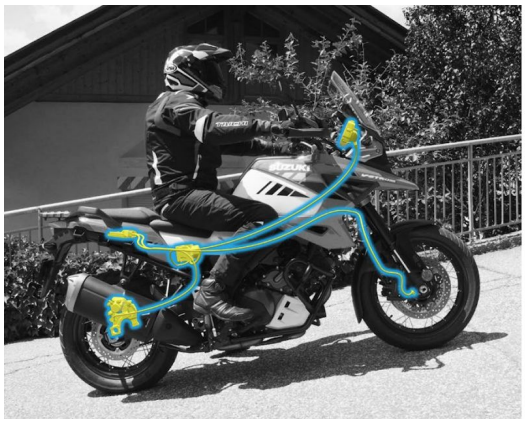
- The amount of kickback from the ABS unit to the lever and pedal is extremely minimal.

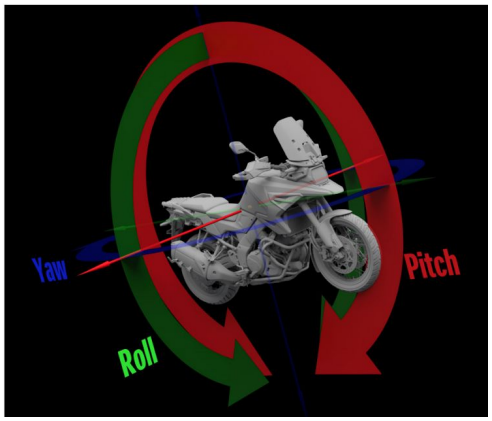
- This system allows the rider to select two levels of ABS intervention. Mode one gives minimal intervention. Mode two gives more intervention than mode one, depending on the rider's preference or surface.

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

Hill hold control system NEW XT ONLY





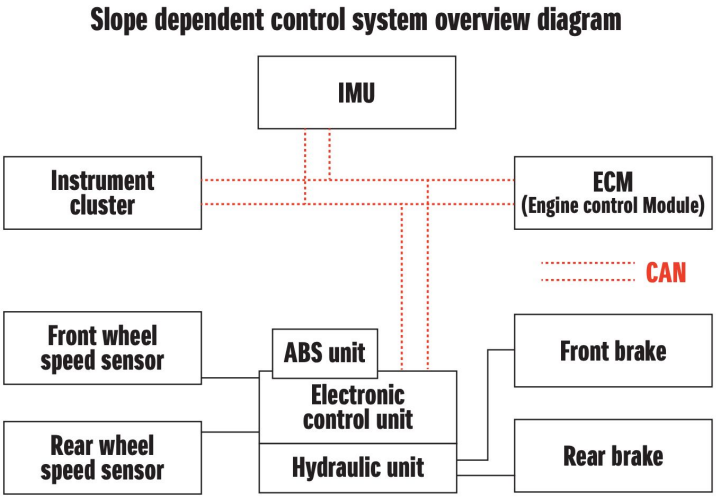


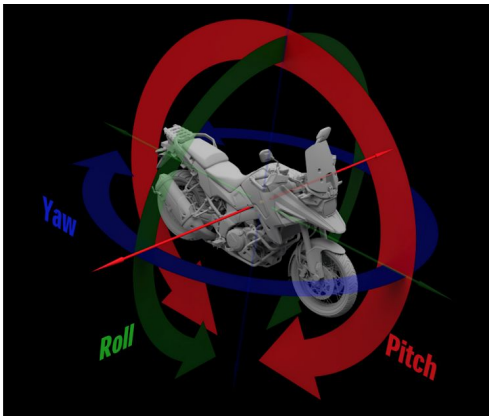
- When stopped on an upward slope and the brake is applied, the IMU automatically operates the rear brake for 30 seconds, to prevent the vehicle from backing down the hill even if the rider releases the brake lever. Instead they can focus on a smooth start.

- When the rider releases the brake lever or pedal, the ECU detects the rider's intention to start, thereby releasing the brake smoothly. The rider can also release the brake by quickly gripping the front brake lever twice.

- A switch on the left handlebar can also be used to turn the system off.
    - Operating conditions (when hill hold is on):
        - When stopped completely on an incline.
        - When the gear is not in the “N” position.
        - When the side stand is stowed.
        - When the brakes are applied.

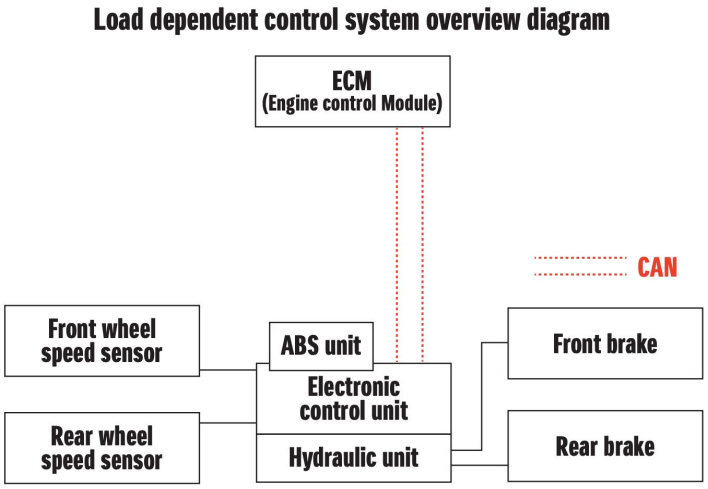
Slope-dependent control system NEW XT ONLY





- The IMU constantly monitors the posture of the vehicle even when the vehicle is traveling downhill. When the rider operates the brake lever or pedal on a downhill, the electronic control unit controls brake pressure to prevent rear wheel lift.

Load-dependent control system NEW XT ONLY



- This system supports optimal braking in response to load conditions. The ABS unit constantly learns changes in the braking deceleration through the input of hydraulic pressure as the load increases or decreases when riding with a load or in tandem.

- The braking distance changes depending on load conditions. For instance, the braking deceleration will increase when loaded or in tandem even with the same brake pressure.

- The system learns changes of braking deceleration. When it detects that the braking deceleration changes from the previous braking, the brake pressure is compensated. So, the rider can feel stable braking performance regardless of load changes.

- The system remembers the optimal relationship between the deceleration conditions and brake hydraulic pressure.

Note: The braking distance will be changed depend on road conditions.

Cruise control system NEW XT ONLY

Left hand switchgear

Cruise control system switch

- The newly-equipped cruise control system maintains the set speed without the rider having to operate the throttle - a feature for long-distance touring that helps reduce rider fatigue. The new model features new technologies such as ride-by-wire throttle system and a newly-programmed ECM, which result in an easy-to-use cruise control. Cruising speed can be set from 30mph to 100mph, in fourth gear or above.

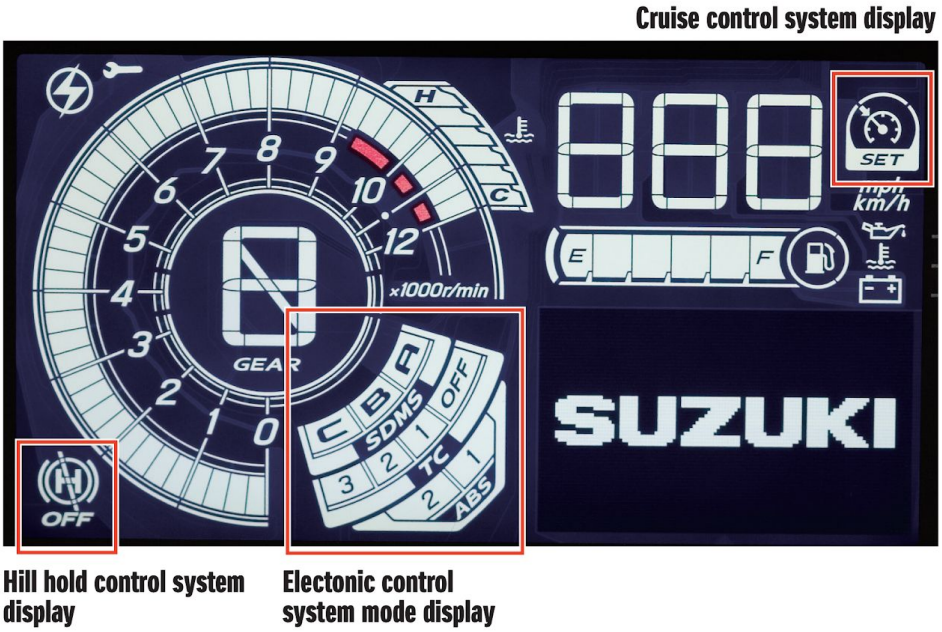
- A switch on the right handlebar can be pressed to put cruise control system into standby, and a selector switch (up/down) on the left handlebars allows the rider to adjust the speed.

- Cruise control is canceled under certain conditions, such as when the rider applies the brakes, grabs the clutch lever, shifts gears, when the throttle grip is further pulled back from the fully closed position, when the vehicle speed is below 30mph, in third gear or below, or when the tyres spin.

- After it is canceled, the rider can quickly resume the speed when it was cancelled by pressing the ‘RES’ button.

7. Utility

Multi-function instrument cluster UPDATE



Note: All lights and indicators are illuminated in the photo for illustrative purposes.

- The V-Strom 1050XT and V-Strom 1050 full-LCD instrument panel is lightweight and compact. Thanks to its full-LCD design, much more information is now available to the rider.

- It is easy to read in both the daytime and at night.

- Included in the display are the speedometer, tachometer (full pixel digital display), gear position indicator, odometer, trip meter (A, B), instantaneous fuel consumption, average fuel consumption, riding range, fuel level indicator, engine coolant temperature indicator, ambient air temperature indicator, clock, voltage meter, service reminder, SDMS mode, traction control mode, ABS mode, cruise control indicator light, hill hold indicator, engine rpm indicator light, freeze indicator light*, turn signal indicator light, high beam indicator light, traction control indicator light, ABS indicator light, neutral indicator.

*The freeze indicator starts blinking when the ambient temperature falls below 3°C. It continues to blink for 30 seconds then remains lit until the ambient temperature rises above 5°C.

- SDMS (mode), traction control (mode), and ABS (mode) are all concentrated on the bottom right of the tachometer to allow the rider to check which modes have been selected at a glance.

- The operation status of cruise control is located in the upper right of the speed display, allowing the rider to easily check the set speed.

- A full pixel digital tachometer is included along with a numerical indicator to make it easier for the rider to check the speed.

- The gear position is indicated with a large number in the center of the tachometer. This makes it easy for the rider to see the relationship between the engine speed and gear.

- The speed is indicated as a number on the upper right. It can be switched between km/h and mph.

- The clock and ambient temperature are always displayed. High beam, turn signals, warnings, and other indications use LEDs.

Control switch and control mode display UPDATE

- The left handlebar switch is used to display the function and choose each mode.

- All of this is done with only two simple switches: an up and down switch that recognises short and long presses, and a mode switch.

- The select switch operates the following functions: Suzuki Drive Mode Selector (SDMS), traction control system, ABS mode and instrument panel operation.

MODE Switching modes

Suzuki Drive Mode Selector (SDMS) mode

Suzuki Drive Mode Selector (SDMS)
By operating the select switch on the left handlebar, Suzuki Drive Mode Selector (SDMS) allows selection of one of three modes (A mode, B mode, and C mode) of engine power characteristics, according to running conditions and the rider's preference. By pressing the select switch down, the indicator changes in the order of A→B→C. By pressing the select switch up, the indicator change in the order of C→B→A.

Traction control system mode

Traction control system
The traction control system can be turned off or can be set to one of three sensitivity settings (mode one to mode three). The traction control indicator light (TC) blinks when the system is controlling engine power output. By pressing the select switch down, the indicator changes from off→1→2→3. By pressing the select switch up, the indicator changes from mode 3→2→1→off.

ABS mode

ABS mode NEW XT ONLY
By operating the select switch on the left handlebar, the ABS mode allows selecting from two modes (mode one, and mode two) of intervention. By holding down for more than one and a half seconds the indicator changes in the order of 2→1. Holding down again, the indicator changes in the order of 1→2.

Cruise control system

Off status (light off)

Cruise control system mode

Vehicle speed set

Cruise control system
The cruise control can be put into standby when a switch on the right handlebar is pressed.

The cruise control is set when SET is pressed on the left handle switch.

The vehicle speed can be changed using the up/down button.

Headlights and turn signals NEW

- The headlight produces bright light that clearly illuminates road surfaces for excellent visibility.

- The headlight unit is lightweight for excellent balance with the overall weight of the bike.

- V-Strom 1050XT has LED turn signals, making them lighter and brighter. V-Strom 1050 has conventional bulb turn signals.


Headlight (Position light)


Headlight (High beam)


Headlight (Low beam)

12V DC outlet XT ONLY

- A 12V DC outlet is located underneath the pillion seat, and can be used to power or charge a range of electronic devices.

USB port NEW

- A USB port is located on the left side of the instrument cluster and can be used as a power source for a smartphone, satnav, or similar device.

Engine cowling, knuckle covers, engine bars, and centre stand UPDATE XT ONLY

- The lower cowling is manufactured from aluminium with a satin finish and alumite-treated. The engine bars and knuckle covers enhance the adventure styling of the machine while offering added protection.

- The knuckle covers also offer added weather protection for the rider from wind and rain, as well as protection from flying stones.

- The standard fitment centre stand is light and brings added convenience and practicality for use during maintenance, loading, or parking on loose surface.

Height-adjustable windscreen UPDATE XT ONLY

- The windscreen design has also been updated to match the updated overall styling of the machine. The shape and size were settled on after extensive wind tunnel testing. The height can be adjusted to suit the rider's stature or preferences.

- The screen can be finely adjusted with a 50mm vertical range to one of 11 levels. The V-Strom 1050 screen can be adjusted with a tool to one of three settings.

- The V-Strom 1050XT screen is adjusted by hand using a quick release handle toward the front, lower section of the screen, with no tools required.

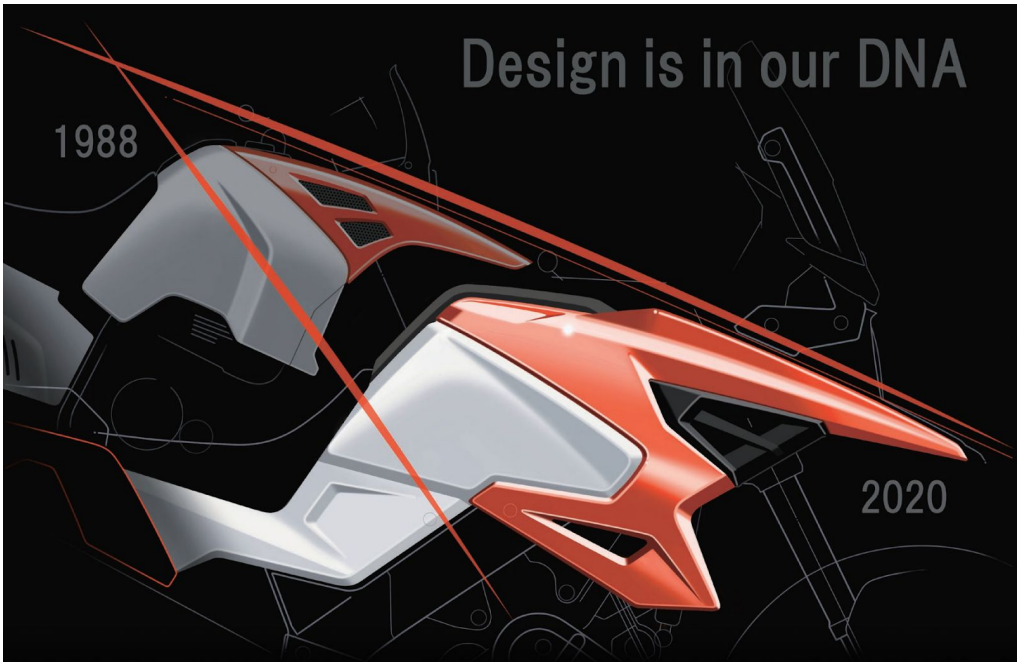
- The cast aluminium screen brace is strong but designed to be aesthetically pleasing also. The bar behind the screen can be used to mount accessories.

Windscreen (side view)

Windscreen (oblique view)

Wind tunnel test

8. Styling design



Design concept

- To emphasise the distinctive styling design cues of the DR-Z and DR-BIG, the beak is highlighted to further create the association with Suzuki's rich heritage. The beak was first used by Suzuki before it became popular with competitors.

- The V-Strom 1050 and V-Strom 10XT carry this DNA but also evolve it further with a more aggressive and bold image.

The parts used on the V-Strom 1050XT and V-Strom 1050 NEW

- Careful thought went into the finishing touches of the new V-Strom 1050XT and V-Strom 1050. Redesigned knuckle covers come with a rough texture. The same texture is found around the seat and instrument panel.

- The cylinder heads, clutch cover, magneto cover, and water pump case are finished in a bronze colour, to contrast against the black engine body.

Distinctive new headlights, tail lights, and turn signals NEW

- A new headlight for the V-Strom range comes as a vertically-stacked LED unit.
- LEDs are used for the rear combination lights, both the tail light and brake light.
- The design provides a clean look as well as high visibility.
- For the V-Strom 1050XT, the tail lights are given a clear finish for a more premium look.


Mirrors UPDATE

- The V-Strom 1050XT uses a new, more detailed design for its mirrors. The V-Strom 1050 uses the existing design.

9. Genuine accessories

1. Centre stand*

2. Low seat

3. Grip heater

4. LED fog lamp set

5. Knuckle cover*

6. Accessory bars

7. Aluminium top case

8. Aluminium side case set

9. Tank bag

10. LED turn signal*

11. Aluminium chain guard

12. Side stand extender

*standard on V-Strom 1050XT

10. Colour variations

V-Strom 1050XT

Pearl brilliant white / glass blaze orange

Champion yellow

V-Strom 1050

Glass sparkle black / pearl brilliant white

Glass sparkle black / solid iron grey

11. Specifications

	V-Strom 1050XT	V-Strom 1050
Overall length	2265mm (89.2”)	2265mm (89.2”)
Overall width	940mm (37”)	870mm (34.3”)
Overall height	1465mm (57.7”)	1515mm (59.6”)
Wheelbase	1555mm (61.2”)	1555mm (61.2”)
Ground clearance	160mm (6.3”)	165mm (6.5”)
Seat height	850-870mm (33.5 - 34.3”)	855mm (33.7”)
Kerb mass	247kg (544.6lbs)	236kg (520.4lbs)
Engine type	Four-stroke, liquid-cooled, DOHC 90° V-Twin	Four-stroke, liquid-cooled, DOHC 90° V-Twin
Bore x stroke	100mm x 66mm (3.9” x 2.6”)	100mm x 66mm (3.9” x 2.6”)
Displacement	1037cc	1037cc
Compression ratio	11.5 : 1	11.5 : 1
Power	107.4PS (79.0kW) / 8,500rpm	107.4PS (79.0kW) / 8,500rpm
Torque	100.0Nm / 6,000rpm	100.0Nm / 6,000rpm
Fuel system	Fuel injection	Fuel injection
Starter system	Electric	Electric
Lubrication	Wet sump	Wet sump
Transmission	Six-speed constant mesh	Six-speed constant mesh
Primary ratio	1.838 (57/31)	1.838 (57/31)
Final ratio	2.411 (41/17)	2.411 (41/17)
Suspension (front)	Inverted telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped
Suspension (rear)	Link type, coil spring, oil damped	Link type, coil spring, oil damped

Rake / trail	25° 30’ / 109mm (4.29”)	25° 30’ / 109mm (4.29”)
Brakes (front / rear)	Disc (twin) / disc (single)	Disc (twin) / disc (single)
Tyres (front)	110/80/R19M/C 59V	110/80/R19M/C 59V
Tyres (rear)	150/70/R17M/C 69V	150/70/R17M/C 69V
Ignition system	Electronic ignition	Electronic ignition
Fuel capacity	20 litres	20 litres
Fuel consumption / range	57.65mpg in WMTC / 253 miles	57.65mpg in WMTC / 253 miles
CO_2	TBC	TBC
Oil capacity	3.5 litres	3.5 litres
Service intervals	Every 12 months or 7,500 miles*	Every 12 months or 7,500 miles*

*Following two month / 600 mile first service.