

V-Strom 650/XT

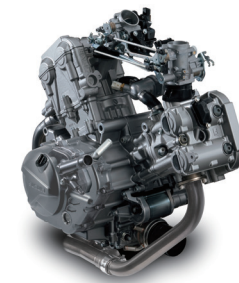
The ultimate tackle to Do-It-All. The tool that never lets you down. Think of a task, a challenge, an adventure. The answer to every thought. V-Strom 650.

Adventure, in All Directions



V-Strom 650XT

(1)



Sophisticated V-Twin Performance (1)

The 645 cm³ DOHC V-twin is a masterpiece of Suzuki engineering. For the V-Strom 650, this unit has been tuned for ample low to mid-range torque for practical use while maintaining an exhilarating top-end. The unit has undergone a rebuild-installing technology to achieve a higher output in a broad area of the rev-range while keeping the unique V-twin character. With low fuel consumption combined with the large 20L fuel tank, the riding rage between fill-ups are at the top in this class, relieving the rider from the stress of frequent refueling. The further evolved engine has succeeded in emphasizing the attractions of the V-Strom 650 character.

Rich Information to Support Multiple Tasks (2)

The V-Strom 650 shows rich information on the instrument cluster that incorporates a large analog tachometer and digital readouts for the gear position and speedometer. The digital section below displays the odometer, twin-trip meter, clock, fuel level, coolant temperature, ambient temperature, battery voltage, range on remaining fuel, average and instantaneous fuel consumptions, and traction-control modes. The remaining fuel range continues to display after the fuel gauge shows empty. Instantly recognizable LEDs provide freeze, high-beam, neutral, malfunction indicator lamp (MIL), ABS, traction-control mode, and water-temperature indicators.



(3)



(4)



Advanced Traction Control System

The V-Strom 650/XT is equipped with the favored traction control system. This system continuously monitors the front and rear wheel speeds, throttle position, crank position, and gear position with various sensors, and controls the engine output by managing the ignition timing and air delivery. The traction control system can be switched to either of two modes, or turned off. Mode one allows modest rear wheel spin for more advanced, exhilarating riding, while mode two activates traction control at the slightest loss of rear-wheel grip to give you greater confidence on slippery surfaces. The choice of modes can be quickly and easily made by selecting the traction control mode from the left switch cluster.

DC Outlet (3)

With the adopted instrument cluster, the V-Strom 650 has gained a 12V DC outlet positioned directly below the instruments to use a satellite navigation system or recharge a mobile device.

Three-way adjustable wind-screen (4)

The windscreen has been extended 9 mm upwards to reduce the windblast and buffering to the body. By making the boundary between the protective area and the not-protective area a blur, the rider will be able to move more freely due to less turbulence and feel a natural wind flow. The adjustable preset three positions are also available.

Low RPM Assist

By adopting the Low RPM assist system, the concern of an unexpected engine stall has been relieved. This system will automatically raise the idle speed when engaging the clutch or when riding at low rpms, assisting frequent clutch work in congested town rides and preventing sudden and unexpected engine stall when running in the low rpm range.

Suzuki Easy Start System

The V-Strom 650 has adopted the Suzuki Easy Start System, enabling the engine to start with one push of the button. A computerized ECM checks the status and disengages the starter motor immediately after start.

Slimmer Tank, with a 20L Capacity

The slimmer tank holds a capacity of 20L, realizing a long riding range. The frame covers which were positioned directly underneath the seat on the previous model have been slimmed down, allowing the rider to reach straight down to the ground.

The V-Strom Family

With the design concept "Design is in our DNA", the V-Strom 650 has a solid and smart look, in kin to its 1037cm³ brother bringing the V-Strom family together. Suzuki's original "Beak" style has been further emphasized by making it a straight line from the tip to the top of the tank. The heritage and history of Suzuki's adventure models are further expressed, giving the owners pride of ownership. Champion yellow is a symbolic color for the V-Strom series, relating to the off-road racing scene of Suzuki and providing owners with an active and challenging adventure feel.

BIG Heritage, BIG Adventures.

Inheriting the Beak from the original DR-BIG, the V-Strom soars high, out of the city, over the mountains, and over all borders. The heritage from DR BIG, is ready to support your adventures, either BIG or daily.



THE MASTER OF ADVENTURE

No matter what your intention is, the V-Strom 650 will measure up. No matter how demanding your adventure is, the V-Strom 650 will respond to your expectations. Sometimes offering excitement, sometimes just quietly doing it's job. V-Strom 650, truly, a masterpiece.



Image shown V-Strom 650XT with optional accessories.



V-Strom 650XT

Colours



Champion Yellow No.2 (YU1)



Metallic Oort Gray No.3 (QEB)



Pearl Brilliant White (YUH)



Candy Daring Red / Glass Sparkle Black (AV4)

V-Strom 650

Colours



Metallic Oort Gray No.3 (QEB)



Pearl Brilliant White (YUH)



Candy Daring Red (YYG)



SDTV



SCEM



SAIS



EURO5



ABS



TCS



EASY START



ASSIST



LOW RPM