SUZUKI

V-STROM 800

V-STROM 800

2025

*not all accessories shown

OVERVIEW

The 2025 Suzuki V-STROM 800 offers a perfect balance of comfort, capability, and versatility for adventure touring enthusiasts. Designed for a wide range of riding styles, from long-distance touring to everyday commuting, the V-STROM 800 combines the dependable engineering V-STROM riders expect with innovative features for enhanced performance and rider satisfaction. Powered by Suzuki's new-generation 776cc DOHC parallel-twin engine, it delivers smooth, controllable power at low speeds and an exhilarating rush at higher RPMs, all while producing a distinctive exhaust note reminiscent of its V-twin predecessors.

Built around a rugged steel backbone frame, the V-STROM 800's nimble chassis is paired with premium SHOWA SFF-BP inverted front forks and a rear shock with a convenient hand-operated preload adjuster for quick tuning. Radially mounted NISSIN brake calipers, advanced ABS with multiple modes, and custom-engineered Dunlop ADV tires ensure superb handling on pavement and the versatility to explore some unpaved roads. With the Suzuki Intelligent Ride System (S.I.R.S.) at your fingertips via a vibrant 5-inch TFT display, the V-Strom 800 offers cutting-edge electronic controls, including selectable ride modes, traction control, and a Bi-directional Quick Shift system. The V-Strom 800 is comfortable, practical, and ready for any road.

Candy Daring Red

2025

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V-STROM 800

KEY FEATURES

- Visually stunning, the V-STROM 800's angular bodywork retains Suzuki's distinctive Adventure "beak" and wears a bright Candy Daring Red color, topped with modern, subtle graphics.
- The compact 776cc parallel twin engine uses a 270-degree firing order for strong torque production and is equipped with Suzuki's exclusive Cross Balancer system for smooth operation.
- The V-STROM 800's narrow and nimble chassis legacy helps the rider's legs reach the ground with ease while balancing weight and rigidity for optimal handling on all types of roads.
- Engineered for touring comfort and everyday convenience the steel frame and sub-frame, and aluminum swingarm are supported by a SHOWA SFF-BP (Separate Function Fork – Big Piston) fork and a gas-charged shock absorber with a hand-operated remote rear spring preload adjuster.
- Created exclusively for the V-STROM 800 are Dunlop's D614 tires with a 19-inch front and a 17-inch rear that ride on cast-aluminum tubeless wheels with seven, distinctive, V-shaped spokes.
- The Suzuki Intelligent Ride System (S.I.R.S.) includes multi-mode Traction Control, rider-adjustable ABS** with two levels or sensitivity, and the convenient Easy Start and Low RPM Assist systems.
- Modern electronic rider aids include the Bi-directional Quick Shifter, Ride-by-Wire throttle, and a bright, color TFT instrument panel, plus the Mono-focus LED headlights which are vertically stacked with a position light below the effective, height-adjustable windscreen.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Panniers or Plastic Side and Top Cases, Fog Lamps, or other items so you can master each adventure.

ENGINE

- The 776cc parallel-twin DOHC engine delivers a superb balance of smooth controllable torque-rich power from low RPM and freely revs up to its peak power output.
- The 270-degree crankshaft configuration provides similar power delivery characteristics as the 90-degree V-twins used in other V-Strom models while producing a unique and exciting exhaust note.
- The spaced nature of the engine's power pulses enhances traction and contributes to strong power output at all road speeds, to help make the V-STROM 800 a joy to command.
- Suzuki Cross Balancer technology, patented by Suzuki, helps create a compact, lightweight design that delivers smooth operation.
- The pistons were developed using FEM (Infinite Element Method) analysis to maximize strength and minimize weight.
- The 84mm cylinder bores inside the aluminum die-cast cylinders are plated using Suzuki's Suzuki Composite Electrochemical Material (SCEM) process. Originally developed for racing and proven on the track, the SCEM cylinder promotes better heat dissipation, reduces friction, and helps provide a wear resistant seal to the pistons' rings.
- Dual, linked 42mm electronic throttle bodies provide an authentic response and feel to the rider's throttle operation.
- The V-STROM 800 employs two 10-hole, long-nose, 49 PSI (343kpa) high-pressure-feed fuel injectors that maximize fuel atomization for better combustion efficiency and helps reduce fuel consumption.
- The 6.0L air cleaner box shape and intake pipe lengths were created using computer-aided design to help maximize peak power output plus strong torque production at low engine speed. Positioned under the seat, the air box size and shape contribute to the V-STROM 800's slim and compact chassis.
- The stainless-steel 2-into-1 exhaust system uses a high flow, dual-stage catalytic converter inside the mid-pipe that helps satisfy worldwide emissions standards as a long, upswept muffler is attractive and well positioned for future accessory mounting.
- Use of long-reach iridium spark plugs helps cool the cylinder head and deliver a strong spark that helps combustion efficiency which can improve fuel economy.
- A large-capacity radiator effectively cools the V-STROM 800's parallel twin engine. A thermostatically controlled cooling fan helps stabilize coolant temperatures at low speed and stops.
- The unique cooling system inlet control thermostat valve helps maintain consistent engine temperature and smooths the idle speed during warm-up. This helps stabilize combustion and aids in reducing emissions.
- The V-STROM 800 is also equipped with a lightweight, compact liquid-cooled oil cooler that helps reduce lubrication temperatures in the engine.

2025

DRIVELINE

- The six-speed transmission features gear ratios that deliver exciting acceleration, whether shifting normally or when using the standard-equipment Bi-directional Quick Shift system to shift without clutch operation.
- The V-STROM 800's precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
  - A sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip to enable smooth downshifts. It also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever pull light and precise.
  - The large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has a superb friction-point feel.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

CHASSIS

- Designed around the compact parallel twin engine and constructed with rugged steel pipe, the V-STROM 800's backbone style frame was engineered to provide the strength needed for excellent straight-line stability and nimble handling when negotiating urban traffic or touring at highway speeds.
  - The engine is suspended and precisely fit to the frame to create a rigid chassis that also provides the compliance required for a variety of riding activities.
  - The removable steel sub-frame has a narrow seat rail width that results in a slim seat profile that helps riders maneuver the motorcycle with their legs.
  - The frame and engine package helps create rider-friendly chassis geometry with a short wheelbase and rake, low seat height, and a wide handlebar grip.
  - The engine's short length permits an ergonomic design that places the rider's hip point further forward than it would be on other Adventure motorcycles. This helps riders shift their weight forward to ride over rough terrain and when negotiating tight corners.
  - Compared to the V-STROM 800DE, the V-STROM 800 has a lower seat height (32.5 in.) and handlebar position that helps provide comfort on long rides.
- Matched to the V-STROM 800's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line performance and controlled cornering.
- The V-STROM 800's suspension's spring rate and damping force settings are tuned to maximize road performance and comfort.
- The V-STROM 800 is equipped with the advanced SHOWA SFF-BP (Separate Function Fork – Big Piston) inverted style fork that eliminates conventional damping cartridges in both fork legs to exclusively use the right fork leg as a large damping unit. This reduces weight and stabilizes the damping force characteristics to help cornering and straight-line performance for both sport and long-distance riding.
  - The top of the left fork leg has a front spring preload adjuster so the spring preload can be tuned to match the rider's preference or the riding conditions.
  - The fork's stroke is (150 mm) and the inner tube diameter is 43mm.
- Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to stabilize operation on sporty or long rides.
  - The shock absorber has a remote hydraulic preload adjuster so the spring rate may be adjusted quickly by hand when adding a passenger or cargo.
  - In addition to the spring preload adjuster, the shock absorber also features adjustable rebound damping force that can be tuned to match the conditions or rider's preference.
- The V-STROM 800 rides on 7-spoke cast aluminum wheels that feature a distinctive "V" shape on each of the spokes. For optimal performance on all types of roads, the front wheel is 19-inches in diameter with a 17-inch diameter wheel in the back.
- Engineered exclusively to the V-STROM 800 are the Dunlop D614F 110/80R19 front and D614 150/70R17 rear tires that feature a new tread pattern and custom-engineered internal structure.
  - The exclusive tread pattern on these tubeless tires helps provide sure traction and braking, as well as smooth handling, even when riding on unpaved roads. The tread also introduces a new silica compound that aids wet weather performance.
- The brake components on the V-STROM 800 are well-matched to the bike's suspension and cast aluminum wheels.
  - The new front brakes use a pair of strong, but lightweight four-piston NISSIN-supplied front brake calipers grasping 310mm diameter discs.
  - The front calipers are radially mounted to the cast aluminum axle holders at the bottom of each fork leg.
  - The rear brake combines a single-piston, slide-pin style NISSIN caliper with a 260mm disc, providing the rider precise braking control that aids low-speed maneuvering.
- Compact Anti-lock Brake System (ABS)** monitors wheel speed to match braking to available traction.
  - The rider can select from two levels of ABS sensitivity (see the Suzuki Intelligent Ride System (S.I.R.S.) section for more information).

Continued...

CHASSIS CONT.

- The V-STROM 800 has a wide tapered handlebar cast in strong yet flexible aluminum that allows it to flex and absorb shock. The handlebar's wide grip position helps provide good feedback to the rider.
- The front brake lever has an adjustment knob so the rider can quickly set it to a comfortable reach. The shifter and rear brake pedal can also be adjusted (with hand tools) to the rider's preference.
- The mirrors feature a design that complements the V-STROM 800's styling while providing an excellent view of objects behind the rider.
- The V-STROM 800's rubber-covered aluminum footpegs are designed for comfort when touring with a good grip to the rider's boots in all conditions. To help damp vibration, the rubber-covered steel passenger footpegs are attached to cast-aluminum brackets to achieve the right balance of comfort and support.
- Designed for durability and comfort, the one-piece seat is built upon a strong, but lightweight base that helps keep seat height reasonable. The seat bottom, dense foam, and slip-resistant cover stand up to rigorous use while still providing all-day touring comfort for the rider and a passenger.
- The fuel tank has a generous 5.3-gallon (20L) capacity but is shaped to be thin at the rear to flow into the slim seat, which aids the rider in touching the ground at stops.
  - The internal construction and cap of the fuel tank were engineered so the gasoline capacity is the same for both the 49-state and California versions.
- Developed through wind tunnel testing and CAE (computer-aided evaluation) analysis, the V-STROM 800's windscreen maximizes the rider's visibility while minimizing the impact of wind pressing on the rider's abdomen, chest, and shoulders.
  - The windscreen's mount provides for 3-step height adjustment that may be set in 0.6-inch (15mm) increments (using an included hex-tool).
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
  - The cargo section of the rack was designed to make installation of a Suzuki Genuine Accessory top case simple and secure.

STYLING & BODY

- When developing the V-STROM 800, Suzuki's design team chose to continue the heritage of the V-Strom series while presenting a thoroughly modern look in line with current trends, and blend in other features to push the motorcycle ahead of others in its category. And the total look must reflect the all-around capabilities of this extraordinary Adventure model.
- Retaining the prominent "beak" that was pioneered on Suzuki's legendary DR-Z Dakar racer and the large DualSport DR-Big, the lines of the body work are sharper with flatter surfaces to create a tough yet sophisticated look. Different colored panels feature angular lines that further amplify the V-STROM 800's modern, aggressive look.
- The body graphics are modernized and presented in a subtle manner to not detract from the motorcycle's overall appearance.
  - The "800" decals on the sides of the cowling pieces in front of the engine reflect the image of the competition numbers used on motocross and other competition motorcycles, while the "V-STROM" logo continues the motif introduced with the V-STROM 1050DE.
- The V-STROM 800 has a front fender mounted close to the front tire to reduce road dust and water from being thrown up on the motorcycle. The front edge of the fender acts as a fork guard for the fork's inner tubes.
- Mindfulness extends to the engine as the clutch cover and magneto cover have a bronze-like finish that complements the V-STROM 800's Candy Daring Red body color, while the SUZUKI name on the cover is in a contrasting color to bring attention to the modern engine.

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

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) helps V-STROM 800 riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. This makes the V-STROM 800 more predictable, and more enjoyable on a twisty road or touring down the highway, and it adds up to a more exciting, confident, and fun riding experience.
- The S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System (STCS) and the Bi-directional Quick Shift System (QS) that supports the rider in a variety of conditions.
  - The S.I.R.S. suite of rider aids also includes the Ride-by-Wire Electronic Throttle System, the Suzuki Easy Start, and Low RPM Assist systems for accurate and convenient motorcycle operation.
- **Suzuki Drive Mode Selector (S-DMS)**
  - **The S-DMS system** provides the rider a choice of three different engine power output modes. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
  - These three modes (A, B, and C) provide the rider a quick and effortless way to alter the V-STROM 800's power delivery characteristic to match his or her riding style, or adjust to changing weather, road or trail, and other conditions.
    - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, when enjoying a sporty run on a clean, winding road in clear weather.
    - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions, and to help make the bike controllable in everyday riding situations.
    - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode can be useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
  - Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the TFT instrument panel.
- **Suzuki Traction Control System (STCS)***
  - Suzuki debuted its first motorcycle Traction Control System* on the 2014 V-Strom 1000, and the four-mode system on the V-STROM 800 lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
  - The Traction Control System* continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
  - The rider can select one of four modes (1, 2, 3, and OFF). The three active modes differ in terms of rear wheel spin sensitivity.
    - **Mode 1** is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
    - **Mode 2** is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
    - **Mode 3** is the highest sensitivity level – the system engages traction control sooner than the other modes to virtually eliminate wheel spin and is for poor or slippery road conditions, like wet and cold gravel surfaces.
    - **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- **Bi-directional Quick Shift System (QS)**
  - This system allows the V-STROM 800 rider to shift up or down quickly and easily, without operating the clutch lever.
  - To help ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase RPM and match engine speed to the next lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
    - The bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
    - Performance of the V-STROM's SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
  - The shift sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- **Two-mode Anti-lock Brake System (ABS)****
  - Associated with S.I.R.S. is the V-STROM 800's ABS** system which allows riders to select between two levels of anti-lock brake activation sensitivity. ABS function and modes are displayed on the multifunction instrument panel.
    - ABS mode 1 provides minimal anti-lock brake intervention.
    - ABS mode 2 provides more anti-lock brake intervention than Mode 1.
  - The V-STROM 800 is equipped with a new generation Anti-lock Brake System (ABS) control unit that is more compact and lighter in weight than the units used in prior V-Strom models.
- **Ride-by-Wire Electronic Throttle System**
  - Suzuki's electronic throttle control system is the key to the V-STROM's faithful response to the rider's S.I.R.S. setting and throttle operation.
  - Throttle grip movement and sensor input is used by the ECM which activate instantaneous throttle plate movement in the two 42mm throttle bodies.
  - Mechanically uncomplicated, this electronic system provides the rider with a natural throttle feel while maximizing engine control when riding on trails or twisty roads.
- **The Suzuki Easy Start System**
  - Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. With any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.
- **Low RPM Assist System**
  - Low RPM Assist seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.
- **S.I.R.S. Supporting Technologies**
  - **Controller Area Network (CAN bus)**
    - Key to the operation of the S.I.R.S., the V-STROM 800 uses an interconnected information network instead of a conventional wiring harness.
    - Because it requires fewer wires, this CAN bus wiring lets the vehicle be lighter and simpler and provides a way for the advanced to have faster data transmission with the ECM.
    - The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.
  - **Engine Control Module (ECM)**
    - The 32-bit, dual-core ECM has a fast processor and specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STROM 800.

ELECTRICAL

- The V-STROM 800's instrument panel uses a full-color, 5-inch, TFT LCD screen.
- This high-quality instrument panel is set into the upper fairing above the handlebars, for good visibility and protection from road debris. The TFT panel, itself, features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
  - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level, or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
  - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
    - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
  - To the left, center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
  - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, plus the S-DMS and ABS settings.
  - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
  - The panel can also be configured to display large pop-up alerts and warnings. These alerts can present service reminders or advise of an operational issue.
- The main TFT panel is flanked by LED indicators, including:
  - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
  - Charging output is 375W @ 5,000 RPM.
- A USB-type accessory slot is conveniently located on the left side of the instrument panel dash. This fused slot can provide up to 5.0 VDC at a maximum current of 2.0A. The slot is ideal for powering a GPS unit or charging mobile devices.
- The handlebar switches are designed for intuitive operation (so the rider can maintain focus on the road).
  - The right handlebar switch includes a poly-function engine stop-on-start rocker switch and a hazard flasher switch.
  - The left handlebar switch was designed so selecting modes and making settings and adjustments for each of the advanced S.I.R.S. features simply involve operating the MODE button and the UP/DOWN switch (which recognizes long and short presses).
  - Headlight control is a flip of the finger – the left index finger to be precise. Set on the forward side of the left handlebar switch, the headlight control lever easily toggles between low beam, high beam, and flashing the high beam.
- The V-STROM 800's fairing features a stacked pair of hexagonal headlights that employ the bright, mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead.
  - The dual LED headlights are topped by a bright LED position light that improves the visibility of the motorcycle to other traffic while emphasizing the V-STROM's Suzuki Dakar Rally bike styling and heritage.
- The V-STROM 800 has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior generation V-Strom models.
- The rear tail and brake light is an LED type with a clear lens that offers higher visibility, low electrical draw, and excellent durability.

SUZUKI

V-STROM 800

ADDITIONAL

- Genuine Suzuki Accessories for the V-STROM 800 include side and top cases, engine guards, center stand, low- and high-profile seats, heated hand grips, fog lamps, and more.
  - Suzuki's rugged plastic side and top cases include locks that can be set by your Suzuki dealer to match the bike's ignition key for true, one key operation.
  - The Suzuki accessory aluminum side cases and top cases have a sturdy lock and latch system that use a unique style key that does not match the motorcycle's ignition key.
  - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-STROM 800.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** 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. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

SPECIFICATIONS

ENGINE

Engine:	776cc, 4-stroke, liquid-cooled, DOHC parallel-twin
Bore x Stroke:	84.0 mm x 70 mm (3.3 in. x 2.8 in.)
Compression Ratio:	12.8:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Force-fed circulation, wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	O-ring style chain, D.I.D. 525

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake/Trail:	26˚ / 124mm (4.9 in.)
Brake, Front:	Nissin, radially mounted 4-piston calipers, dual 310mm discs,two-mode adjustable ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, two-mode adjustable ABS-equipped
Tire, Front:	110/80R19M/C (59V), tubeless type
Tire, Rear:	150/70R17 M/C (69V), tubeless type
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	Long-reach Iridium type x 2
Headlight:	Mono-focus LED x 2
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2,255 mm (88.8 in.)
Overall Width:	905 mm (35.6 in.)
Overall Height:	1,355 mm (53.3 in.)
Wheelbase:	1,515 mm (59.6 in.)
Ground Clearance:	185 mm (7.3 in.)
Seat Height:	825 mm (32.5 in.)
Curb Weight:	223 kg (492 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty *Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).*