



V-STR0M 1050 DE

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**not all accessories shown*

OVERVIEW

The 2026 Suzuki V-STR0M 1050DE takes the trusted sports adventure touring platform and adds rugged, off-road-ready features to help riders conquer diverse terrain. At its core is the reliable 1037cc V-twin engine, now paired with a chassis designed for off-road exploration. With more ground clearance, 21-inch front and 17-inch rear spoke-style wheels wrapped in Dunlop Adventure tires, and long-travel suspension, the 1050DE is equipped to explore gravel roads and dirt trails.

Enhanced by the Suzuki Intelligent Ride System (S.I.R.S.), the 1050DE offers advanced features like traction control with a Gravel Mode for loose surfaces, the ability to deactivate rear ABS**, and a 5-inch color TFT display to manage settings on the go. Rugged design elements, including an off-road unique front fender, aluminum engine protector, and accessory bar, emphasize its all-terrain focus. For riders who demand off-road capability alongside on-road comfort, the V-STR0M 1050DE stands as the definitive choice.



Pearl Tech White /
Glass Sparkle Black

2026

2026

KEY FEATURES

- Finished in a bright Pearl Tech White / Glass Sparkle Black color combination with blue and black accents, the V-STRUM 1050DE's ADV-themed styling retains Suzuki's original rally-beak look, paying homage to past Suzuki Dakar Rally bikes and the DR-Big large-displacement DualSport.
- Versatile enough for any ride, the 1037cc, V-twin engine produces more horsepower than ever before, retaining its strong pull in the lower-rpm range and good fuel efficiency while complying with worldwide emissions standards.
- Ready to go off-pavement, the Suzuki Intelligent Ride System (S.I.R.S.) includes a bi-directional quick shift system, and a unique Gravel (G) mode in the Suzuki Traction Control* System that provides controlled rear wheel spin on unpaved roads.
- Ready to roll on pavement too, the V-STRUM 1050DE has electronic cruise control, a clutchless quick shift system, and an ergonomically comfortable riding position behind a height-adjustable windshield you can set by hand.
- Precise data from the multi-direction IMU is key to the adjustable Motion Track Anti-lock** & Combined Brake System that provides ABS** function as the DE leans into corners. The DE also has the option to switch off the rear ABS**.
- The 5-inch color TFT LCD multi-function instrument panel features a display that is clearly legible at nighttime or in bright sun. A USB port to the side of the instrument panel supplies power for smartphones or other accessories like a GPS.
- The V-STRUM's narrow and nimble chassis legacy continues with a durable, twin-spar aluminum frame coupled to a long, rigid swingarm that supports a long suspension that helps provide more ground clearance.
- The long, fully adjustable, inverted fork holds radially mounted four-piston brake calipers that grasp dual brake rotors mounted to a 21-inch spoke-style front wheel carrying a Dunlop TRAILMAX MIXTOUR Adventure tire.
- 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 liquid-cooled, DOHC, 1037cc, 90-degree, V-twin engine delivers more horsepower than the prior V-Strom 1000 with the same level of torque and fuel economy while helping achieve worldwide emissions compliance.
- The perfect primary balance provided by the 90-degree V-twin design negates the need for any balancer shafts or rubber mounting, as the engine has smooth power pulses.
- The large-bore, high-compression pistons were engineered with the use of FEM analysis to achieve ideal rigidity, weight, and improved durability.
- These pistons move within Suzuki Composite Electrochemical Material (SCEM)-plated cylinder bores that are integrated into the upper crankcase for low weight, increased durability, reduced friction, and excellent heat dissipation.
- Both the exhaust and intake camshafts have increased valve lift timing with less overlap to boost engine power while helping reduce fuel consumption.
- The V-STROM 1050DE employs hollow sodium-filled exhaust valves. These valves help reduce temperature in the combustion chamber which can improve flow efficiency and durability.
- The Ride-by-Wire electronic throttle system takes advantage of the bike's powerful 32-bit ECM to control the action of the throttle valves with more finely tuned settings that better balance the relationship between throttle action and engine output characteristics.
 - The throttle grip return force is precisely calibrated to provide a smooth feel and feedback to the rider.
 - Suzuki's electronic throttle system is simpler and more compact than a mechanical throttle. Each cylinder is fed by a large, 49 mm electronic-controlled throttle body with a single butterfly valve that is opened and closed by its own independent motor for precise throttle control.
 - Since the Ride-by-Wire system does not use mechanical cables, the throttle feel to the rider is smooth and linear. With no cables connected to the throttle grip, the installation of a Suzuki accessory heated grip set is simplified.
- The V-STROM's electronic throttle system precisely maintains a stable engine idle under all conditions.
 - This precise idle control is key to the V-STROM's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.
- Each cylinder has a 10-hole fuel injector, located downstream of the throttle body on the intake manifold, which creates good fuel atomization for superior combustion efficiency and low fuel consumption.
- The air cleaner box uses specially designed, elongated intake funnels to boost torque at lower engine speeds to help achieve the V-Twin engine's unique power characteristics.
- The transistorized digital ignition system independently fires the dual spark plugs in each cylinder head for more complete combustion by igniting the mixture at the ideal moment.
 - Twin iridium-type spark plugs are used in the Dual Spark Plug System to deliver a more condensed and hotter spark, yet they last longer than conventional plugs.
- The single-silencer exhaust configuration reduces weight and has a low center of gravity to aid handling, maneuverability, and luggage mounting.
 - The V-STROM's exhaust uses a compact, higher-efficiency catalyzer to achieve an effective level of emission control while providing good flow to match the engine's performance.
- Matched to the efficient exhaust, the Suzuki Pulsed Secondary Air Injection (PAIR) system injects fresh air into the exhaust ports to satisfy a variety of US and international emission standards without sacrificing performance.
- The V-STROM's radiator has approximately 15% increased cooling capacity (compared to the prior generation V-Strom 1000) to accommodate high engine output. Coolant temperature is reduced via a thermostatically controlled cooling fan.
- A liquid-cooled oil cooler is located where the oil filter is attached to the engine. This compact, lightweight cooler takes up less space than a conventional oil cooler while reducing lubrication oil temperature.
- A durable bronze finish paint is applied to the cylinder head covers, clutch cover, magneto cover, and water pump case for a striking contrast with the black crankcase.
- Replaceable plastic shields protect engine parts, such as the clutch cover, from scuffs from the rider's boots.

TRANSMISSION & DRIVELINE

- Compared to the prior generation V-STROM, the six-speed, close-ratio transmission has higher gear ratios in first and sixth gear that smooth the shift action into second and higher gears. This also increases the sensation of acceleration to the rider when opening the throttle. These gear ratios are key to the smooth operation of the Bi-directional Quick Shift system.
- The Suzuki Clutch Assist System (SCAS) manages the transmission's output. 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, making the clutch lever pull light and precise.
- Riding on durable steel sprockets, a durable O-ring style drive chain (RK525 x 120L) that is longer than the chain used on the V-STROM 1050 contains lubrication pre-packed between the pins and rollers for quiet, dependable operation.

ADVANCED ELECTRONIC SUPPORT

- Inertial Measurement Unit (IMU)
 - Essential to Suzuki Intelligent Ride System (S.I.R.S.) operation, the V-STRUM 1050DE's IMU measures six directions of movement along three axes (as compared to the five directions measured by the prior V-Strum 1000). The IMU detects pitch, roll, and yaw movement based on the motorcycle's position, movement, and acceleration.
 - This high-performance six-direction IMU, supplied by Bosch, combines a three-axis angular rate sensor (gyrometer) and a three-axis acceleration sensor in a single compact unit.
- CAN (Controller Area Network) Technology
 - Also key to the operation of the S.I.R.S., the V-STRUM 1050DE uses an interconnected information network instead of a conventional wiring harness.
 - Because it requires fewer wires, this CAN-wiring lets the vehicle be lighter and simpler and provides a way for the advanced components – such as the cruise control – to have faster data transmission with the ECM.
 - The CAN-wiring also provides a single connection point for diagnosing any errors that may occur throughout the entire network.
- Engine Control Module (ECM)
 - The 32-bit ECM has a fast processor with model-specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STRUM 1050DE.
- ABS Control Unit
 - The V-STRUM 1050DE is equipped with an advanced Anti-lock Brake System (ABS) control unit that is more compact and lighter in weight than the prior unit.
 - Working in conjunction with the IMU, the ABS control unit is key to the operation of the Motion Track Brake System, Slope Dependent Control System, Load Dependent Control System, and Hill Hold Control System.

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

- The 2026 V-STRUM 1050DE uses a unique version of the Suzuki Intelligent Ride System (S.I.R.S.) that includes the Motion Track Anti-lock** and Combination Brake System, Hill Hold Control System, Slope Dependent Control System, and Load Dependent Control System that assists braking performance in a variety of conditions.
 - Only available on the V-STRUM 1050DE and 1050DE Adventure models is an additional Gravel (G) mode in the Suzuki Traction Control System* that retards ignition timing to help the rider better negotiate gravel roads by allowing some slip when riding on unpaved surfaces.
 - Also unique to the V-STRUM 1050DE/Adventure models is the ability to switch off the rear ABS.
 - The S.I.R.S. suite also includes the Suzuki Drive Mode Selector (S-DMS), Cruise Control and Bi-Directional Quick Shift systems. Each element of S.I.R.S. provides V-STRUM 1050DE riders stress-free use and convenience while riding.
- Cruise Control System
 - The standard cruise control system maintains the selected road speed without the rider having to hold the throttle open – a welcome feature for long-distance riding that can help reduce rider fatigue.
 - The V-STRUM 1050DE's array of features and technology, such as the Ride-by-Wire throttle system and 32-bit ECM, permit the addition of this easy-to-use cruise control.
 - More advanced than the system used on the prior V-STRUM 1050XT, cruising speed can be set when riding in second gear or higher at engine speeds between 2,000 to 7,000 RPM.
 - A button on the right handlebar control can be pressed to put cruise control into standby, and a rocker-style selector switch on the left handlebar control lets the rider set the cruising speed, adjust the speed up or down, or resume to the preset speed. Cruise control function icons and indicators are located on the TFT instrument panel.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- The Bi-directional Quick Shift System (QS) allows the V-STRUM 1050DE rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To 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-STRUM's SCAS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - A unique, gear position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- Suzuki Drive Mode Selector (S-DMS)
 - The V-STRUM 1050DE includes a three-mode S-DMS system that lets the rider select the engine's power delivery characteristic to match riding ability and conditions. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
 - A Mode – provides sharp throttle response.
 - B Mode – provides a moderate throttle response.
 - C Mode – provides the softest throttle response of the three modes.
- Motion Track Anti-lock & Combination Brake System (ABS)
 - The Motion Track Anti-lock** and Combination Brake System combines IMU-measured, spatial information of the motorcycle's posture in conjunction with front and rear wheel speeds. This allows the ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
 - V-STRUM 1050DE riders can select between two levels of ABS 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.
 - Available only on the V-STRUM DE and DE Adventure models, the rider can switch off the rear ABS.
 - ABS activation for the front wheel cannot be switched off – it is always active.
- Traction Control System
 - Suzuki debuted its first motorcycle Traction Control System* on the 2014 V-Strom 1000, and the five-mode system on the V-STRUM 1050DE 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, G and OFF). The four 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.
 - Gravel mode (G) is an additional traction control setting that reduces ignition timing to help the rider better negotiate gravel roads by allowing some slip when riding on unpaved surfaces.
 - OFF disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- Hill Hold Control System
 - When stopping upward on a hill and applying the brakes, this system automatically operates the rear brake for around 30 seconds to help prevent the motorcycle from rolling back down the hill even if the rider releases the brake lever or pedal. This allows the rider to focus on a smoother takeoff when on the hillside.
 - When the rider releases the brake lever or foot pedal, the ECM detects the rider's intention to ride forward and releases the rear brake pressure smoothly.
 - The rider can also disengage the Hill Hold System by squeezing the front brake lever twice or using the left handlebar control and the instrument panel with the system off.
- Slope Dependent Control System
 - The Slope Dependent Control System constantly monitors the posture of the vehicle even when the vehicle is traveling downhill. When the rider operates a brake lever or pedal when riding downhill, the electronic control unit adjusts brake pressure to help prevent rear wheel lift.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- Load Dependent Control System
 - This system helps the rider to achieve optimal braking in response to the load on the motorcycle (passenger and/or cargo).
 - Through continual measurement of IMU information and hydraulic brake pressure, the system constantly learns about braking deceleration as the load's weight increases or decreases when riding with cargo or a passenger.
 - The system retains this information to improve braking performance by adjusting rear brake hydraulic pressure as the load on the motorcycle increases.
- The Suzuki Easy Start System
 - Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. In any weather conditions or 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.

CHASSIS

- For the V-STRUM 1050 models, Suzuki created a variation of the V-STRUM's proven chassis architecture to offer riders a choice of optimization geared toward their intended use or riding preferences.
 - Specifically, the V-STRUM 1050 continues its great all-around adventure touring setup with a focus on comfort and riding pleasure for long-distance on-road outings.
 - In contrast, the V-STRUM 1050DE/Adventure models aim to provide even better performance and control for those who wish to spend more of their time exploring gravel roads and flat dirt trails.
 - The V-STRUM 1050DE and 1050DE Adventure models receive their own dedicated chassis geometry with a longer wheelbase, longer rake, more ground clearance, and a wider handlebar grip. The purpose is to improve handling on unpaved surfaces and to provide a comfortable riding position that effectively distributes weight to the front and rear.
- The V-STRUM 1050DE has trim, distinctive styling that incorporates elements of both Suzuki's legendary DR-Z Dakar racer and the large DualSport DR-Big. Since its introduction by Suzuki, the characteristic off-road beak design has become an integral feature of a modern Adventure-style motorcycle.
- Augmented by Pearl Tech White / Glass Sparkle Black bodywork with complementary blue and black graphics, the V-STRUM's beak flows into a vertically stacked LED headlight with a unique rectangular shape, then upward to a sporty windscreen. The headlight effectively illuminates the road surfaces and surrounding areas, so the rider has an excellent view of what is ahead.
- The V-STRUM 1050DE receives a unique, smaller, and shorter windscreen designed to maximize visibility when riding on dirt trails and on gravel roads. Over three inches (80 mm) shorter and slightly narrower than the V-STRUM 1050 windscreen, it has been evaluated to confirm reduced wind buffeting to the rider's helmet.
 - The height of the windscreen is adjustable using basic hand tools. Suzuki accessory kits to add a higher windscreen or quick-release height adjustment are available.
- A mounting bar just below the rider's eye level is part of the windscreen mount, providing a good place to position accessories like a GPS for navigation.
- Compared to the V-STRUM 1050, the 1050DE has a 1.57-inch wider (40 mm overall, 20 mm per side) tapered aluminum handlebar. Cast in thicker tubing from a softer grade of aluminum than the V-STRUM 1050 handlebar, this construction allows more flex when riding on unpaved surfaces and better shock absorption for greater comfort. In addition, the wider grip position provides enhanced control, particularly when standing on the foot pegs to negotiate rough terrain.
- Both the clutch and front brake levers have adjustment knobs so the rider can quickly set them to a comfortable reach. The shifter and rear brake pedal can also be adjusted to the rider's preference.
- The mirrors feature a design that complements the V-STRUM 1050DE's styling while proving an excellent view of objects behind the rider.
- Wide steel footrests help the rider comfortably maneuver the V-STRUM 1050DE on diverse types of roads. Rubber inserts damp vibration but can be removed so the rider's boots can have even more grip of the pegs.
- The slender chassis, thanks to the narrow V-twin engine design, fuel tank and trim seat, helps the rider's legs reach the ground more easily than other models in the V-STRUM 1050DE's category.
- The fuel tank has a generous 5.3-gallon capacity, and its shape and protective cover have been designed for a slim tank-and-seat junction for rider comfort.
- A sizable portion of the V-STRUM legacy is its durable, twin-spar aluminum frame that balances weight and rigidity for optimal handling on all types of roads.
 - The V-STRUM 1050DE's aluminum alloy frame incorporates cast sections along with extruded sections that deliver the proper amount of suppleness and strength to the chassis.
- Compared to the V-STRUM 1050, the 1050DE has a different sub-frame with stronger seat rails and battery and rear fender brackets that better withstand the shocks from riding on unpaved surfaces.

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CHASSIS CONT.

- The rider's seat features a fixed-height design with a specialized pan shape that increases rigidity while reducing weight by 1.5 lbs. (706 g, a 37% reduction in mass) from the V-STROM 1050's seat.
 - Designed for durability, this seat tolerates loads when riding on unpaved surfaces, as well as to weight shifts as the rider changes position.
 - The rider and pillion seats provide comfortable upright riding positions that reduce fatigue, even when riding for long distances. The sides of both seats are covered with high-grip texture material to help the rider and passenger stay connected to the motorcycle.
- The 43 mm KYB inverted front fork delivers a controlled, yet plush ride in diverse conditions. The fork legs have adjustable spring preload plus compression and rebound-damping force adjusters.
 - The front and rear suspension spring rates, damping force valving, and piston settings were custom-tuned for the V-STROM 1050DE to maximize performance and comfort when riding on unpaved surfaces.
 - This front suspension has a generous 6.7 in. (170 mm) fork stroke. This is a fork stroke increase of 0.4 in. (10 mm) over the prior V-STROM 1050XT model.
- The V-STROM 1050DE uses a three-piece front fender assembly that combines the effectiveness of a conventional V-STROM fender with the protection of fork guards like those used on an MX bike.
 - This Suzuki-unique structure yields a stronger connection to the fork legs that can better withstand the shocks encountered when riding on unpaved surfaces.
 - An added aesthetic benefit of this front fender assembly is the fork guards are color-coordinated to other body parts.
- Movement of the cast aluminum swingarm is controlled by a single rear shock with remote, hydraulic spring preload adjustment so adjusting for cargo or a passenger takes just seconds. The single-shock, link-style rear suspension also features rebound-damping force adjustment.
 - The V-STROM 1050DE has a longer version of the proven V-STROM 1050 swingarm. To retain nimble handling, this swingarm has the same vertical and lateral rigidity with 10% increased torsional rigidity that complements the V-STROM 1050DE's chassis geometry and longer wheelbase, resulting in good straight-line performance.
 - The rear suspension has a considerable 6.6 in. (168 mm) rear wheel travel. This is 0.3 in. (8 mm) more than the prior V-STROM 1050XT rear wheel travel.
- Because of the suspension dimensions, front wheel diameter, and chassis geometry, the V-STROM 1050DE ground clearance is 1.0 higher than the V-STROM 1050. This helps the motorcycle ride over uneven terrain without touching the bottom of the frame to the ground.
 - Ground clearance V-STROM 1050DE 7.5 in. (190 mm)
 - Ground clearance V-STROM 1050 6.5 in. (165 mm)
- Radial-mounted Tokico four-piston front brake calipers are mated with 310 mm floating-mount dual discs. These calipers and the single rear caliper are connected to the Motion Track Anti-lock** and Combination Brake System.
- The rear brake combines a 260 mm outer diameter disc with a NISSIN-supplied single-piston caliper that provides fine braking control at all road speeds.
- The V-STROM 1050DE rides on spoke-style wheels and adopts a 21-inch aluminum, tube-type front rim that is better suited for riding on unpaved surfaces (the rear wheel is a tubeless type).
 - The 90/90-21 Dunlop TRAILMAX MIXTOUR tire in the front and 150/70R17 Dunlop TRAILMAX MIXTOUR tire in the rear feature a semi-block pattern and an internal structure designed exclusively for the V-STROM 1050DE.
 - A specific version of these adventure tires was developed for the V-STROM 1050DE to provide solid performance on the road, as well as good grip and nimble handling when exploring gravel roads and dirt trails.
- Because of the V-STROM 1050DE's higher stance chassis, it is equipped with longer, model-specific side- and center-stands. The sturdy center-stand is a standard feature that aids the rider when servicing the motorcycle or loading luggage.
- A large, resin luggage rack incorporates passenger grab handles while providing a flat and level platform for cargo or the mounting of Suzuki accessory top cases.
- Ready for mounting auxiliary lights, or reducing damage in a tip-over, a sturdy accessory bar is mounted to the V-STROM 1050DE.
- Especially designed for off-pavement use, the engine protector (skid pad) is constructed of 3 mm (0.12 in.) aluminum plate that shields the front and bottom of the frame, exhaust header, and engine from trail debris.

ELECTRICAL

- The V-STRUM 1050DE's instrument panel has a 5-inch, full-color TFT LCD screen. This TFT display was the first of its kind on a Suzuki Adventure motorcycle.
- This high-quality instrument panel is set into the upper fairing above the handlebars, for good visibility and protection from road debris. The TFT display, 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 display provides operational information in an easily recognizable way:
 - The left side of the display has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,250 RPM red line.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift-light.
 - To the left, center of the display 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 display shows the clock and S.I.R.S. feature information such as Traction Control, plus the S-DMS and ABS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the display can show coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
- The main TFT display 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, three-phase stator with an open-style regulator/rectifier that reduces mechanical drag and heat while producing higher output at lower engine speeds. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
- A USB-type accessory slot is conveniently located to the left of the instrument panel. 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.
- A SAE 12-volt, 36W DC socket is located under the passenger seat (electrical accessory wattage should not exceed 12W when the engine is operated at low speeds). This convenient outlet can be used to charge or power a range of electrical devices.
- The V-STRUM 1050DE's fairing features a stacked, rectangular LED headlight for excellent road and trail illumination while matching Suzuki's Dakar Rally bike styling.
- The V-STRUM 1050DE has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior generation V-STRUM 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.



ADDITIONAL

- A wide variety of Suzuki Genuine Accessories for V-STROM 1050DE owners are available, including aluminum or plastic luggage, heated grips, low-profile seats, accessory bar, auxiliary lights, tank bags, body & chassis protectors, graphics kits & rim decals, and a wide selection of Suzuki logo apparel.
 - Suzuki's rugged accessory 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 1050DE.
- 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.*

V-STROM 1050 DE

SPECIFICATIONS

ENGINE

Engine:	1037cc (63.3 cu. in.), 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.)
Compression Ratio:	11.5:1
Fuel System:	Fuel injection, Ride-by-Wire equipped
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	6-speed constant mesh
Final Drive:	RK-supplied O-ring type drive chain (525 x 120L)

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake / Trail:	27° 30' / 126 mm (4.96 in.)
Brake, Front:	Tokico, 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Nissin, 2-piston, single disc, ABS-equipped
Tire, Front:	90/90-21 M/C (54H), tube type
Tire, Rear:	150/70R17 M/C (69H), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	LED
Tail Light:	LED

DIMENSIONS

Overall Length:	2390 mm (94.1 in.)
Overall Width:	960 mm (37.8 in.)
Overall Height:	1505 mm (59.3 in.)
Wheelbase:	1595 mm (62.8 in.)
Ground Clearance:	190 mm (7.5 in.)
Seat Height:	880 mm (34.6 in.)
Curb Weight:	252 kg (554 lb.)

WARRANTY

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