SUZUKI

V-STROM 1050

V-STROM 1050

2026

OVERVIEW

The 2026 Suzuki V-STROM 1050 continues its heritage as the ultimate sports adventure tourer, designed to excel on paved roads and long-distance journeys. Powered by a proven 1037cc V-twin engine, the V-STROM 1050 combines comfort, performance, and advanced technology for riders who seek dependable versatility. With cast aluminum 19-inch front and 17-inch rear wheels, a large touring windscreen with height adjustability, and ergonomics built for long days in the saddle, this motorcycle is ideal for commuting, sport touring, or extended adventures.

Equipped with the Suzuki Intelligent Ride System (S.I.R.S.), the V-STROM 1050 provides features like cruise control, a Bi-directional Quick Shift system, and a 5-inch full-color TFT display that keeps vital information front and center. Its clean, purposeful design and innovative electronics enhance the connection between rider and machine, offering a satisfying ride whether you are navigating city streets or cruising across state lines.

Glass Sparkle Black /
Metallic Matte Black No.2

2026

KEY FEATURES

- Finished with the popular Glass Sparkle Black / Metallic Matte Black No.2 paint scheme, the bodywork pays homage to the iconic Suzuki DR-Big DAKAR-beak look for true adventure style.
- Perfect for the long haul, the 1037cc, V-twin engine produces more horsepower than ever before, retaining its strong pull in the lower-rpm range while delivering good fuel economy while complying with worldwide emissions standards.
- This V-STROM is travel ready with standard Cruise Control, a Bi-directional Quick Shifter, Motion Track Anti-lock** & Combined Brake System. The windshield is hand adjustable to several heights, and the seat height can be raised or lowered for comfort or to help your boots touch the ground at stops.
- Poised to support any riding mission, the Suzuki Intelligent Ride System (S.I.R.S.) includes a Drive Model Selector, Advanced Traction Control*, and a Bi-directional Quick Shift system, Precise data from the multi-direction IMU is key to the adjustable Motion Track Anti-lock** and Combined Brake System that allows ABS** activation when the bike is leaning into a corner.
- A full-color, 5-inch 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-STROM's narrow and nimble chassis legacy continues with a durable, twin-spar aluminum frame that helps the rider's legs reach the ground with ease while balancing weight and rigidity for optimal handling on all types of roads.
- The fully adjustable, inverted fork holds radially mounted four-piston brake calipers that grasp dual brake rotors mounted to a 19-inch cast-aluminum front wheel as the 17-inch rear wheel rides in an aluminum swingarm controlled by a link-style shock absorber with a hand-operated, hydraulic spring preload adjuster.
- 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 with the same level of torque and fuel economy as the prior generation V-Strom to help 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 reducing fuel consumption.
- The V-STROM 1050 was the first Suzuki motorcycle to employ hollow sodium-filled exhaust valves. These valves help reduce temperature in the combustion chamber, improving flow efficiency and durability.
- The Ride-by-Wire electronic throttle system uses the powerful 32-bit ECM to control the action of the throttle valves with finely tuned settings that 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.
  - Overall, Suzuki's electronic throttle system is simpler and more compact than a mechanical throttle. Each cylinder is fed by a large, 49 mm electronically 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, and 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 increased cooling capacity (compared to prior generation V-Strom 1000) to accommodate high engine output. Coolant temperature is stabilized 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, the RK-supplied O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

ADVANCED ELECTRONIC SUPPORT

- Inertial Measurement Unit (IMU)
  - Essential to Suzuki Intelligent Ride System (S.I.R.S.) operation, the V-STROM 1050's IMU measures six directions of movement along three axes (as compared to the five directions measured by the prior V-Strom 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
  - Vital to the operation of the S.I.R.S. suite, the V-STROM 1050 employs 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-STROM 1050.
- ABS Control Unit
  - The V-STROM 1050 is equipped with an advanced Anti-lock Brake System (ABS) control unit that is more compact and lighter than the prior component.
  - 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-STROM 1050's Suzuki Intelligent Ride System (S.I.R.S.) includes the Motion Track Anti-lock** & 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.
  - The S.I.R.S. suite also includes the Suzuki Drive Mode Selector (S-DMS), new Cruise Control and Bi-Directional Quick Shift systems, and Traction Control System*. Each element of S.I.R.S. provides V-STROM 1050 riders with stress-free use and convenience during long-distance tours, commuting, or pleasure 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 reduce rider fatigue.
  - The V-STROM 1050's array of features and technology, such as the Ride-by-Wire throttle system and 32-bit ECM, permits the addition of this easy-to-use cruise control.
  - More advanced than the system used on the prior V-STROM 1050XT, cruising speed can be set when riding in 2nd gear or higher at engine speed of 2,000 to 7,000 RPM.
  - A button on the right handlebar control can be pressed to put cruise control on 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.
- The Bi-directional Quick Shift System (QS) allows the V-STROM 1050 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-STROM'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-STROM 1050 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.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- Motion Track Anti-lock & Combination Brake System (ABS)
  - The Motion Track Anti-lock** and Combination Brake System combine IMU-measured, spatial information of the motorcycle's posture in conjunction with the 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-STROM 1050 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.
    - The ABS system 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 four-mode system on the 2026 V-STROM 1050 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 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.
- 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 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 prevent rear wheel lift.
- 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 Star 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-STROM 1050 models, Suzuki created a new version of the proven aluminum, frame chassis architecture to offer riders a choice geared toward their intended use or riding preferences.
  - Specifically, the V-STROM 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-STROM 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-STROM 1050 has the 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 a new black and gray body colorway, the V-STROM's beak flows into a vertically stacked LED headlight with a unique rectangular shape. The headlight effectively illuminates the road surfaces and surrounding areas, so the rider has an excellent view of what is ahead.
- The height-adjustable windscreen was developed through extensive wind-tunnel testing to reduce wind noise and buffeting to the rider. The windscreen can be adjusted by hand to 11 different positions within a two-inch height range.
- 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.
- The high-rise, large diameter tapered aluminum handlebar provides the rider with good steering control while promoting a distinctive off-road appearance. The lightweight, high-strength handlebar also damps vibration to the rider.
- 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' design complements the V-STROM's styling while proving an excellent view of objects behind the rider.
- Wide, aluminum footrests with thick rubber pads dampen vibration while helping the rider comfortably maneuver the V-STROM 1050 on different types of roads.
- 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.
- 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.
- The height of the V-STROM 1050 rider seat can be adjusted upward an additional 0.8 in. (20 mm) from its standard 33.7 in. (855 mm) seat height. Adjustment is performed using an included tool and height riser that are stored beneath the pillion seat.
  - The rider and pillion seats provide comfortable upright riding positions that reduce fatigue, even when touring for long distances.
  - The sides of the plush, two-up seat are covered with high-grip texture material to help the rider stay connected to the motorcycle.
- A significant portion of the V-STROM legacy is its durable, twin-spar aluminum frame that balances weight and rigidity for optimal handling on all types of roads.
- The 43 mm KYB inverted front fork provides a sporty, yet plush ride in diverse conditions. The fork legs have adjustable spring preload plus compression and rebound-damping force adjusters.
- 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.
- Radial-mounted Tokico four-piston front brake calipers are mated with 310 mm floating-mount dual discs. These effective calipers 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 help provide fine braking control at all road speeds.
- The lightweight 10-spoke cast aluminum wheels (manufactured for Suzuki by Enkei) combine nimble handling with sporty looks.
  - These wheels are shod with Bridgestone Battlax Adventure A41 radial tires that deliver nimble handling and positive grip, while providing a smooth ride and compliance when touring for long distances.
- 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.
- A sure-footed center-stand is a standard feature on the V-STROM 1050 to help the rider when servicing the motorcycle or loading luggage.
- A durable under cover (cowl) protects the oil filter, exhaust header, and engine from road debris while enhancing the motorcycle's image.

ELECTRICAL

- The V-STROM's instrument panel uses a 5-inch, full-color TFT LCD screen. The V-STROM 1050's 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 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 displays 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 shows 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-STROM 1050's fairing features a stacked, rectangular LED headlight for excellent road and trail illumination while matching Suzuki's Dakar Rally bike styling.
- The V-STROM 1050 has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior V-Strom 1000 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

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ADDITIONAL

- A wide variety of Genuine Suzuki Accessories for V-STROM 1050 owners are available, including aluminum or plastic side and top cases, heated grips, low-profile seats, accessory bar, auxiliary lights, tank bags, body & chassis protectors, graphics kits & rim decals, and a large 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 different 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 1050.
- 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. Neither can it prevent the front wheel from losing its 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:	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:	Chain, O-ring type, RK525SMOZ8, 116 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake / Trail:	25° 40' / 110 mm (4.33 in.)
Brake, Front:	Tokico, 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Nissin, 2-piston, single disc, ABS-equipped
Tire, Front:	110/80R19 M/C (59V), tubeless
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:	2265 mm (89.2 in.)
Overall Width:	940 mm (37.0 in.)
Overall Height:	1515 mm (59.6 in.)
Wheelbase:	1555 mm (61.2 in.)
Ground Clearance:	165 mm (6.5 in.)
Seat Height:	855 ~ 875 mm (33.7 ~ 33.4 in.) *depending on seat height setting*
Curb Weight:	242 kg (534 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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