



**V-STR0M 800DE**  
Adventure

## V-STR0M 800DE ADVENTURE



*\*not all accessories shown*

## OVERVIEW

The 2026 Suzuki V-STR0M 800DE Adventure leads the mid-size Adventure motorcycle category with unparalleled dirt and touring capability. Equipped for long-distance exploration, it combines the robust power of a new-generation 776cc DOHC parallel-twin engine with the highest ground clearance of any V-STR0M, thanks to its fully adjustable long-travel suspension. Spoke-style wheels, including a 21-inch front wrapped in the latest Dunlop ADV tires, enhance off-road performance, making this V-STR0M Adventure ready for any journey.

Unique to the Adventure model 800DE variant is an included aluminum skid plate, rugged accessory bars and black-anodized 37L aluminum side cases. Built on a rugged steel backbone frame, the 800DE Adventure is nimble and steady across varied terrains, with user-friendly features like remote-adjustable rear suspension and panniers for carrying essential gear. Advanced technology comes standard with the Suzuki Intelligent Ride System (S.I.R.S.), including GRAVEL Traction Control\*, switchable rear ABS\*\*, and a 5-inch TFT instrument panel for seamless control. From its Dakar Rally-inspired styling to its comfortable ergonomics and powerful engine, the V-STR0M 800DE Adventure invites you to push boundaries and embrace every adventure with confidence.



Glass Sparkle Black

## KEY FEATURES

- Functional and distinctive, the V-STRIM 800DE Adventure's angular bodywork retains Suzuki's distinctive Adventure "beak" and Glass Sparkle Black body work finished with modern, subtle graphics, and rides on spoke-style wheels with black anodized rims.
- 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 steel frame and sub-frame, and aluminum swingarm are supported by the longest suspension travel and highest ground clearance of any V-STRIM model, plus a 21-inch spoke-style front wheel brings true off-road capability.
- Developed for off-road and adventure-touring convenience, the SHOWA-supplied inverted style fork has adjustable spring preload plus both compression and rebound damping force adjustment so the suspension may be tuned to match the rider's preference or the riding conditions.
- Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to help stabilize operation, plus a remote hydraulic preload adjuster so the spring rate may be adjusted quickly by hand when adding a passenger or cargo.
- The Suzuki Intelligent Ride System (S.I.R.S.) includes Traction Control with a trail-oriented GRAVEL mode plus rider-adjustable ABS\*\* with two levels of sensitivity plus the ability to switch off the rear wheel ABS when riding off-road.
- Other modern electronic features 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 a trim, height-adjustable windscreen.
- The V-STRIM 800DE Adventure is equipped with quick-release black-anodized 37L aluminum panniers, plus a rugged accessory bar and aluminum skid pan for true off-road touring capability.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Top Case (that matches the panniers), 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-STRIM 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 extremely low speeds, making the V-STRIM 800DE easier to ride on forest roads and trails.
- Suzuki Cross Balancer technology, patented by Suzuki and used for the first time on a production motorcycle, 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 84 mm 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 helps promote better heat dissipation, reduces friction, and helps provide a wear resistant seal to the pistons' rings.
- Dual, linked 42 mm electronic throttle bodies provide an authentic response and feel to the rider's throttle operation.
- The V-STRIM 800DE Adventure employs two 10-hole, long-nose, 49 PSI (343 kpa) 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-STRIM 800DE'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-STRIM 800DE Adventure's parallel twin. 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-STRIM 800DE Adventure is also equipped with a lightweight, compact liquid-cooled oil cooler that helps reduce lubrication temperatures for smooth and reliable engine operation.

## 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-STRIM 800DE Adventure'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 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, increasing plate pressure under acceleration, but always keeps the clutch lever pull light and precise.
  - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has 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-STRIM 800DE Adventure's backbone style frame was engineered to help provide the foundational strength required for excellent straight-line performance and nimble handling when negotiating rugged trails 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 adventures.
  - 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 an off-road friendly chassis geometry with a long wheelbase and rake, tall ground clearance, 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.
- Matched to the V-STRIM 800DE Adventure's chassis geometry and long suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line and cornering performance.
- Developed exclusively for the V-STRIM 800DE and 800DE Adventure, the front fork and single-shock rear suspensions' spring rate and damping force settings were tuned to maximize performance and comfort when riding on all surfaces, on- or off-road.
  - With a long 8.7-inch (220 mm) front fork suspension stroke and 8.7-inch (220 mm) of rear wheel travel, this chassis has the most suspension travel ever available on a V-STRIM model.
  - The long travel suspension and the compact chassis net 8.7-inches (220 mm) of ground clearance, the most of any V-STRIM model.
    - The side stand (and optional center stand) was designed to match the motorcycle's tall ground clearance.
- The SHOWA-supplied inverted style fork has adjustable spring preload plus both compression and rebound damping force adjustment so the suspension may be tuned to match the rider's preference or the riding conditions.
  - The fork inner tube diameter is 43 mm.
- Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to help reduce heat during rigorous 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 compression and rebound damping force that can be tuned to match the conditions or rider preference.
- The V-STRIM 800DE Adventure rides on sturdy spoke-style wheels and is equipped with a 21-inch front wheel for good performance off road. The rear 17-inch wheel accepts larger tires for good ride compliance. Both wheels feature blue-anodized aluminum rims laced with stainless steel spokes that absorb shock from irregular road surfaces well.
- The 90/90-21 front and 150/70R17 rear Dunlop TRAILMAX MIXTOUR tires feature a new semi-block tread pattern with long, straight diagonal grooves to provide traction off-road while reducing sounds when riding on paved roads.
  - The aggressive looking tread features wider, deeper grooves exclusive to the V-STRIM 800DE and 800DE Adventure that help achieve optimal balance between on-road handling and longevity, and good grip and nimble handling on un-paved trails.
  - The wheels are a strong, tube-type design to provide the tires ample support for riding on paved and un-paved surfaces.

## CHASSIS CONT.

- Suzuki selected brake components best suited to the V-STRIM 800DE Adventure's suspension and spoke-style wheels for riding on the road or out on the trail.
  - The front brakes use a pair of strong, but lightweight dual-piston NISSIN-supplied front brake calipers grasping 310 mm diameter discs.
  - The front calipers are axial mounted to provide ample clearance to the front wheel's spokes while allowing for strong and light axle holders at the bottom of each fork leg.
  - The rear brake combines a single-piston, slide-pin style NISSIN caliper with a 260 mm disc, providing the rider the braking feel 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 and can elect to switch off the rear wheel's ABS function for off-road use (see the Suzuki Intelligent Ride System (S.I.R.S.) section for more information).
- The V-STRIM 800DE Adventure has a wide tapered handlebar cast in strong yet flexible aluminum that allows it to flex and absorb shock when riding on unpaved surfaces. In addition, the wider grip position helps provide comfort particularly when standing on the foot pegs to negotiate rough terrain.
  - In addition to the practical purpose of helping shield the rider's hands from the elements as well as flying stones, the standard equipment hand guards signal the V-STRIM 800DE Adventure's touring capability.
- The front brake lever has an adjustment knob so the rider may quickly set it to a comfortable reach. The shifter and rear brake pedal may also be adjusted to the rider's preference.
- The mirrors feature a design that complements the V-STRIM 800DE Adventure's styling while proving an excellent view of objects behind the rider.
- Wide steel footrests help the rider comfortably maneuver the V-STRIM 800DE Adventure 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.
- Designed for performance 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 with new, distinctive stitching stands up to rigorous use while still providing all-day touring comfort for the rider plus 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.
- The modest windscreen is designed to maximize the rider's visibility when riding on roads or trails. Developed through wind tunnel testing, the windscreen deflects wind blast and sounds away from the rider.
  - The windscreen's mount provides for 3-step height adjustment that may be set in 0.6-inch (15 mm) 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.
- A standard item is the mesh guard that protects the radiator from flying stones and other debris when riding on the trail.
- A strong, tubular accessory bar not only provides a sturdy mounting point for accessories like LED fog lights but helps shield the engine covers.
- The V-STRIM 800DE Adventure has a durable aluminum under cover. This thick aluminum "skid plate" provides additional engine and exhaust protection when riding over rocks and rough terrain.
- Included are Suzuki's ADV-style, 37-liter aluminum panniers that attach to powder-coated, stainless-steel carriers.
- The panniers have a black-anodized finish that corroborates the world-traveler appearance of the V-STRIM 800DE Adventure.
- Fashioned out of 1.5mm thick aluminum plates with super-strong, no-pierce rivet technology, these rugged panniers offer several features, including hinged lids that stay in place when open, internal, and external tie-down points, plus keyed stainless-steel latches, and quick-release hardware.
- Built to be water resistant with rubber-sealing lids, these panniers have powder-coated interiors that avoid transferring aluminum stains to cargo.

## STYLING & BODY

- When developing the styling for the V-STRIM 800DE and 800DE Adventure, Suzuki's design team chose to continue the heritage of the V-STRIM 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 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. The body's individual panels feature angular lines that further amplify the V-STRIM 800DE Adventure'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 "DE" decals on the sides of the cowl pieces in front of the engine reflect the image of the competition numbers used on motocross and other competition motorcycles, while the "V-STRIM" logo continues the motif introduced with the V-STRIM 1050DE and 1050DE Adventure.
- The V-STRIM 800DE Adventure uses a three-piece front fender assembly that combines the effectiveness of a conventional V-STRIM 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.
- Diligence extends to the engine as the clutch cover and magneto cover have a bronze-like finish that complements the V-STRIM 800DE Adventure's Glass Sparkle Black body color, while the SUZUKI name on the cover is in a contrasting color to bring attention to the new, fully 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-STRIM 800DE Adventure riders optimize performance characteristics to best suit their riding style, level of experience, and the riding conditions. This makes the V-STRIM 800DE Adventure more predictable and more enjoyable out on the trail, 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 straightforward way to alter the V-STRIM 800DE Adventure'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, helping the rider enjoy the motorcycle 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 is 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-STRIM 1000, and the five-mode system on the V-STRIM 800DE Adventure 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 five modes (1, 2, 3, Gravel, 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.
      - The Gravel mode is available only on the V-STRIM 800DE models and should not be used when riding on paved roads.
    - **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.



# SUZUKI INTELLIGENT RIDE SYSTEM CONT.

## • Bi-directional Quick Shift System (QS)

- This system allows the V-STRIM 800DE rider to shift up or down quickly and easily, without operating the clutch or throttle.
- 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-STRIM's SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.

## • Two-mode Anti-lock Brake System (ABS)\*\*

- Associated with S.I.R.S. is the V-STRIM 800DE Adventure'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.
- Available only on the V-STRIM 800DE models, the rider can deactivate the rear wheel ABS for riding on gravel and unpaved roads.
  - ABS activation for the front wheel cannot be switched off – it is always active.
- The V-STRIM 800DE Adventure 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-STRIM models.

## • Ride-by-Wire Electronic Throttle System

- Suzuki's electronic throttle control system is the key to the V-STRIM'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 42 mm throttle bodies.
- Mechanically uncomplicated, this electronic system provides the rider 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. 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.

## • S.I.R.S. Supporting Technologies

### - Controller Area Network (CAN bus)

- Key to the operation of the S.I.R.S., the V-STRIM 800DE 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 components 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 new programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STRIM 800DE Adventure.

## ELECTRICAL

- The V-STRUM 800DE Adventure's instrument panel uses a full-color, 5-inch TFT 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 TFT display with adjustable backlighting delivers a wide range of useful information, keeping the rider fully aware of 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:
  - In the 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 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, the 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 trail or 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-STRUM 800DE Adventure'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-STRUM's Suzuki Dakar Rally bike styling and heritage.
- The V-STRUM 800DE Adventure 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 superior visibility, low electrical draw, and excellent durability.





## ADDITIONAL

- Genuine Suzuki Accessories for the V-STROM 800DE Adventure include top cases, center stand, aluminum engine and frame protectors, low- and high-profile seats, LED fog lights, heated hand grips, and more.
  - 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 V-STROM 800DE Adventure's standard side cases and accessory aluminum top cases have a sturdy lock and latch system that use a distinctive 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 800DE Adventure.
- 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](http://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 rely overly 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
Transmission:	6-speed constant mesh
Final Drive:	O-ring style chain, D.I.D. 525 x 126 links

### CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake/Trail:	26° / 114 mm (4.5 in.)
Brake, Front:	Nissin, radially mounted 4-piston calipers, dual 310 mm discs, two-mode adjustable ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, two-mode adjustable ABS-equipped
Tire, Front:	90/90-21M/C (54H), tube-type
Tire, Rear:	150/70R17 M/C (69H), tube-type
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

### ELECTRICAL

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

### DIMENSIONS

Overall Length:	2345 mm (92.3 in.)
Overall Width:	975 mm (38.4 in.) <i>Does not include dimension changes with Adventure accessories installed.</i>
Overall Height:	1310 mm (51.6 in.)
Wheelbase:	1570 mm (61.8 in.)
Ground Clearance:	220 mm (8.7 in.)
Seat Height:	855 mm (33.7 in.)
Curb Weight:	230 kg (507 lb.) <i>Does not include dimension changes with Adventure accessories installed.</i>

### 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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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Take an MSF skills course. For the street course nearest you, call 1-800-446-9227. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2026 V-STROM 800DE Adventure limited warranty covers a period of 12 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it is easy to afford and equip the machine that is perfect for you. Visit [Suzukicycles.com](http://Suzukicycles.com) for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks.