

A rider wearing a white and yellow helmet and a black and yellow jacket is riding a Suzuki V-Strom 1000XT motorcycle on a road. The motorcycle is black and yellow, with 'V-Strom' and the Suzuki logo visible on the fuel tank. The background is a blurred landscape, suggesting motion.

V-STROM 1000XT

V-Strom 1000XT
ABS



CHAMPION YELLOW NO. 2



V-STROM 1000XT

You've got the power and torque, anywhere, anytime. Slim and light, the legendary V-Twin engine will always provide the necessary amount of drive no matter what the situation. The grunt and power of the 1,037cc motor makes every ride a truly great one.

The XT Cross-Touring variant comes fitted with wire-spoked wheels and tapered handlebars as standard.

\$16,990 RIDE AWAY

KEY FEATURES



The powerful and versatile 90-degree DOHC V-twin originated as a 996cm³ unit, and underwent a major rebuild changing various components and rising the capacity to 1037cm³ in 2014, further maturing this attractive engine to match the demands of a sports adventure tourer. The strong, rider-friendly nature of this V-twin engine gives effortless acceleration irrelevant to the riding situation or the presence of a pillion rider. The 74kW (101ps) maximum output at 8,000rpm will promise the rider with an exciting riding experience, while with the optimally weighted magneto and flywheel helps to produce a thick layer of torque of 101Nm as low as 4,000rpm, resulting in a tremendously usable character allowing the rider to always have the required output and not needing to downshift when overtaking on motorways. Furthermore, the engine's advanced electronic control systems and the attempt to reduce various mechanical losses, achieve a low fuel consumption. Inheriting these characters from the previous model, the unit is now Euro4 standard without missing any of its appeals resulting in cleaner performance.



Inheriting the favored traction control system from the previous model, this system enables the rider to control the throttle with more confidence in difficult riding situations such as gravel roads, two-up riding or with a heavy load to minimise the stress and/or fatigue on long distance rides. The traction control system continuously monitors the front and rear wheel speeds, throttle position, crank position, and gear position with various sensors, and controls the engine output by managing the ignition timing and air delivery. The traction control system can be switched to either of two modes, or off. Modes 1 and 2 differ in the timing and levels of intervention. Mode 1 has a lower level of intervention applied at a later timing allowing a certain degree of rear wheelspin, not to interrupt a sporty ride. Mode 2 has a higher level of intervention applied at an instant, controlling and preventing the slightest amount of spin, more actively supporting the rider in situations such as in the rain or on slippery road surfaces. The choice can be quickly and easily made by selecting the traction control mode from the left switch cluster and confirming it with a glance at the instruments.



The radial mounted four piston mono-block Tokico brake calipers and twin 310mm diameter discs on the front, and a 260mm diameter single disc with a single piston caliper on the rear, provide strong and controllable braking performance. The Bosch ABS system has been upgraded to the "Motion Track Brake System" by installing a 5-Axis Inertial Measurement Unit (IMU), and by combining the information of the posture of the vehicle with the front and rear wheel speeds, realising optimal vehicle stability not only in straight-line braking but also when braking while cornering. This new sophisticated system instantly assesses the need of ABS appliance when the lever or pedal is operated by calculating the posture of the vehicle and wheel speeds. When judging the need of appliance, the ABS unit will decrease in braking pressure, and will continue to control the increase/decrease of braking pressure at an advanced level according to the traction available. With advanced ABS control, appliance of the ABS is smooth with minimum kickback to the pedal/lever resulting in a stress and panic free ride. Also a new feature is the Combination Brake which automatically applies pressure to the rear brake when the front brake pressure rises to a certain pressure. This technology, combined with the Motion Track Brake System, will support the rider to trace the intended line to a certain extent in situations such as sudden/excessive braking in corners, efficiently reducing the speed and stabilising the vehicle even when at various lean angles.



By adding the new design concept "Tough Gear" to the existing "Wild and Smart", the new V-Strom 1000 sports an updated look, mainly in the upper cowling, in kin to its 645cm³ brother bringing the V-Strom family together. Suzuki's original "Beak" style has been further emphasised by making it a straight line from the tip to the top of the tank, expressing the DNA from the DR-BIG and the desert racer DR-Z. The heritage and history of Suzuki's adventure models are further expressed, giving the owners pride of ownership. The newly designed double stitched seat has a sense of quality, and the tandem area is parallel with the rear carrier providing a large flat space to securely strap large baggage when needed.

KEY FEATURES

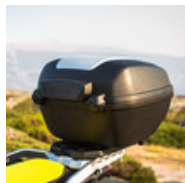


SPECIFICATIONS

ENGINE	4-STROKE, DOHC, 90° V-TWIN, LIQUID-COOLED
STARTER	ELECTRIC
TRANSMISSION	6-SPEED CONSTANT MESH WITH CLUTCH ASSIST
FRONT SUSPENSION	43MM KAYABA INVERTED FULLY ADJUSTABLE FRONT FORKS
REAR SUSPENSION	LINK TYPE, ADJUSTABLE SPRING PRELOAD
FRONT BRAKES	TOKICO 4-PISTON MONOBLOC CALIPERS, DUAL 310MM DISCS WITH ABS
REAR BRAKES	NISSIN SINGLE-PISTON CALIPER, 260MM DISC WITH ABS
FUEL CAPACITY	20 LITRES
COLOURS	CHAMPION YELLOW NO. 2 / GLASS SPARKLE BLACK / PEARL GLACIER WHITE
WARRANTY	2 YEAR UNLIMITED KILOMETRE
SEAT HEIGHT	850 MM
LENGTH	2280 MM
WIDTH	930 MM
HEIGHT	1470 MM
WET WEIGHT	233 KG
WHEELBASE	1555 MM
MODEL CODE	DL1000XAL8

850 MM / 2280 MM / 930 MM / 1470 MM / 233 KG / 1555 MM
SEAT HEIGHT LENGTH WIDTH HEIGHT WET WEIGHT WHEELBASE

ACCESSORIES



35 LITRE TOP CASE BACKREST PAD

Part No: 990D0-TC25L-005

Price: **\$225.00**


ADJUSTABLE WIDE FOOTREST SET

Part No: 990D0-28K10

Price: **\$259.00**


ECSTAR R7000 10W40 SEMI SYNTHETIC 1-LITRE

Part No: 99000-R7000-01L

Price: **\$19.95**


ECSTAR R7000 10W40 SEMI SYNTHETIC 4-LITRE

Part No: 99000-R7000-04L

Price: **\$69.95**


ECSTAR R9000 10W40 FULL SYNTHETIC 1-LITRE

Part No: 99000-R9000-01L

Price: **\$27.95**


ECSTAR R9000 10W40 FULL SYNTHETIC 4-LITRE

Part No: 99000-R9000-04L

Price: **\$99.95**


FIRST AID KIT - LARGE

Part No: 990AA-02010-003

Price: **\$126.82**

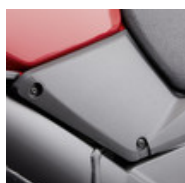

FIRST AID KIT - SMALL

Part No: 990AA-02010-006

Price: **\$50.00**


LED INDICATOR SET

Part No: 99000-99008-140

Price: **\$299.00**


LOWER TANK COVER PROTECTION DECAL

Part No: 990D0-31J04-PAD

Price: **\$22.00**


MIRROR EXTENSION SET

Part No: 990D0-11JME-010

Price: **\$139.00**


OPTIONAL MAP CASE TO SUIT LARGE TANK BAG

Part No: 990D0-04605

Price: **\$55.00**


REAR SERVICE STAND

Part No: 990D0-STAND-015

Price: **\$199.00**


SUZUKI DRY HIP BAG

Part No: 990F0-DRYHB-001

Price: **\$63.68**


SUZUKI DRY ROLL BAG 35L

Part No: 990F0-DRYDB-002

Price: **\$139.41**


TANK BAG - LARGE

Part No: 990D0-04600-GSX

Price: **\$490.00**


TANK BAG - SMALL

Part No: 990D0-04300-GSX

Price: **\$290.00**


TOP CASE - 35 LITRE

Part No: 990D0-31JT2-SET

Price: **\$1190.00**