



SUZUKI

Way of Life!

V-Strom 650XT ABS



Adventure, In All Directions

The ultimate tackle to Do-It-All. The tool that never lets you down. Think of a task, a challenge, an adventure. The answer to every thought. V-Strom 650XT ABS.

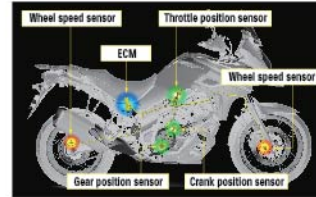
V-Strom 650XT
ABS



Champion Yellow No.2 (YU1)



645cm³ DOHC V-twin engine



Advanced Traction Control System



Multi-functional instrument panel



New Graphics

Specifications

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin	
Engine Displacement	645 cm³	
Bore x Stroke	81.0 mm x 62.6 mm	
Compression Ratio	11.2 : 1	
Transmission	6-speed constant mesh	
Overall Length	2275 mm	
Overall Width	910 mm	
Overall Height	1405 mm	
Wheelbase	1560 mm	
Ground Clearance	170 mm	
Seat Height	835 mm	
Kerb Mass	216 kg	
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Brakes	Front	Disc, twin
	Rear	Disc
Tyres	Front	110/80R19M/C 59V, tubeless
	Rear	150/70R17M/C 69V, tubeless
Ignition Type	Electronic ignition (transistorized)	
Fuel Tank	20.0 L	

Colours



Pearl Glacier White (YWW)

■ The four-stroke, DOHC 645cm³ 90-degree V-twin engine with its latest update has boosted torque in the low to mid rpm range, an ideal and attractive advancement to enhance the character of the V-Strom and the multiple situations it will be used in.

■ To meet emissions requirements and to also achieve higher performance and fuel efficiency, the pistons have a tin plating and an additional resin coat on the skirts for largely improved friction saving and durability. Special L-shaped piston rings are also installed to enhance sealing performance and blow-by gas reduction.

■ Inheriting the dual spark technology, the adopted high-ignition nickel spark plugs with slim electrodes are positioned to be closer to the centre of the combustion chamber, resulting in combustion efficiency and an increase in power throughout the rev range.

■ The exhaust pipe exclusively designed for the V-Strom 650 is set longer than the SV650 while with a larger diameter compared to the previous model, resulting in increased power and a strong mid-range unique to the V-Strom.

■ Conventional starter switches were needed to be pressed by the rider until the engine started, but the new V-Strom 650 has adopted the Suzuki Easy Start System enabling the engine to start with one

push of the button. A computerized ECM checks the status and disengages the starter motor immediately after start, enabling a secure and stress-free start-up.

■ The V-Strom 650 now also features the 3 mode (2 modes and off) traction control system already proven on the V-Strom 1000. Simple to use and effective in difficult road conditions, this advanced system is designed to prevent spin due to excessive throttle, to control and support riders in various conditions they are likely to face in long distance tours.

■ The lightweight frame with superior rigidity and balance provides steady handling and maneuverability while keeping the chassis slim, enabling the rider to easily reach the ground.

■ The front fork with a stroke of 150mm, the conventional forks have a flexible and forgiving nature for various riding situations.

■ The rear suspension equipped with a spring preload adjuster knob on the right side of the frame, adjustments are possible without any tools in the case of riding with a passenger or with heavy luggage.

■ The light weight Bosch ABS is unchanged from the previous model, helping avoiding wheel lock when excessive braking force is applied.

■ The instruments include an analogue tachometer and a brightness-adjustable LCD speedometer. Newly designed LCD readouts include an odometer, dual trip meters, gear position, coolant and air temperatures, battery voltage, range on remaining fuel, average fuel consumption, instantaneous fuel consumption, traction control mode, a fuel gauge and clock.

■ By adopting the vertical configuration headlight unit from the 1000, the low-beam is also lit when on high-beam providing a broad illuminated area, supporting the rider on night runs. An approximate 290g weight saving has also been achieved.

■ Rear LED combination lights are also shared with the 1000, a highly visible, durable, light weight (minus 50g) component with up to date design.

■ The windscreen design has been decided through extensive wind-tunnel testing in intention to provide a comfortable protected area and has succeeded in reducing wind baffle and turbulence. Rather than producing a totally wind-free zone, the wind screen is designed to channel some wind into the protected area to make the border between the un-protected area a blur. This allows the rider to move more freely while benefiting from the wind screen and has improved the comfort.

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■ Always wear a helmet, eye protection and protective clothing. ■ Enjoy riding safely.
■ Read your Owner's Manual carefully. ■ Never ride under the influence of alcohol or other drugs.

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* 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 grip.

* ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering.

