Genuine Accessories

Suzuki offers a rich line-up of genuine accessories designed to expand your world of adventure touring with options that further enhance comfort, utility, and protection.

This photo includes optional accessories, which will be not applicable in India.

Aluminum Top Case (38L)

Aluminum Side Case Set (37L each)

Accessory Bar

High Screen

Center Stand

Aluminum Skid Plate (Silver)

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Standard and optional equipment available may vary for individual markets. Please enquire at your dealers, as specifications and illustrations may refer to models not available in your region. Suzuki Motorcycle India Private Limited reserves the right to change, without notice, prices, colours, materials, equipment, specifications and models, and also to discontinue models. All photographs in this leaflet were taken with relevant permission. These images have been shot outside India. Images of the vehicles without saree guard on public roads are composite photos.

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SUZUKI

V-STROM 800 DE

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Adventure is its Purpose

The new V-STROM 800DE was born to bring a sense of adventure and riding pleasure into your every day, on every outing. Perhaps you wish to commute to work or run an errand in town. Perhaps you want to head out for the day and enjoy an exhilarating ride on the highway or through some winding mountain roads. Or, maybe you are eager to take a long trip, camp out, and explore some natural scenery. Whatever your purpose, the all-round capabilities of the V-STROM 800DE are engineered to faithfully respond to your command and deliver a satisfying riding experience wherever you decide to go.

Purposeful Performance

A Compact, Powerful and Versatile New Engine

The V-STROM 800DE is powered by Suzuki's brand-new parallel twin 776cm³ engine. It features a long-stroke configuration that delivers a fine balance of smooth, controllable power and free-revving performance you will enjoy whether riding around town to commute or heading out to tour for long distances. It also results in the engine demonstrating tenacious staying power at extremely low speeds, making it easy to control the V-STROM 800DE on forest roads and trails when you get the desire to venture beyond where the pavement ends and explore your surroundings further.

The engine's new parallel twin layout brings the distinct advantage of its compact front-to-rear size. This contributes to achieving optimum weight distribution and chassis geometry, both for traversing gravel roads and trails, and for long-distance touring. At the same time, it helps position the hip point forward and provide you with an optimal riding position.

Suzuki chose a 270-degree crankshaft for the twin engine because its ignition timing contributes to delivering a smooth ride with plenty of torque, positive traction, as well as a pleasing rumble and sound similar to that of a V-twin.

The new engine and its smooth throttle response will fill your personal adventuring experience with fun and pleasure, even when carrying a passenger and luggage.

776cm³, 4-stroke, 2-cylinder, Liquid-cooled, DOHC, Parallel Twin Engine

Suzuki Cross Balancer

All modern parallel twin engines with a 270-degree crank layout employ a primary balancer to suppress vibration. Suzuki has created a new biaxial primary balancer, that is the first on a production motorcycle, to position its two balancers at 90° to the crankshaft.*1 This patented*2 mechanism excels at realizing a smoother ride, while its design makes it possible to create a lighter powerplant that is more compact from front to rear.

*1 According to Suzuki's in-house research
*2 Patent granted for biaxial primary balancer that positions its two balancers at 90° to the crankshaft.

Exhaust System

The 2-into-1 exhaust system produces a pleasing note and maximizes power output, whether enjoying a high-speed run or heading down camp trails at low rpm. Better yet, its two-stage catalytic converter helps satisfy Euro 5 emissions standards. The upswept muffler is not only striking to look at, but is also designed to not interfere with the V-STROM 800DE's long suspension travel.

Suzuki Intelligent Ride System (S.I.R.S.)

The advanced electronic systems of the **Suzuki Intelligent Ride System (S.I.R.S.)** were developed to assist and help you optimize performance characteristics to match your changing riding needs and preferences. By making the V-STROM 800DE feel more controllable, predictable, and less tiring to operate, these systems help you ride with greater confidence, whether touring for long distances, carrying gear, or leaving paved roads behind to explore rural trails.

Suzuki Drive Mode Selector (SDMS)

Freely choose among three different power output characteristic modes to best match varying riding conditions or your preferences. While all three ultimately deliver maximum engine output, finer control over the level of throttle response and torque characteristics, especially when turning the throttle grip between a slightly open position to when it reaches the top of the mid-speed range under acceleration, empowers you to ride with greater confidence and pleasure.

Power delivery image by mode

Mode A (Active)	Delivers the sharpest throttle response as you open the throttle. Torque characteristics are finely tuned to deliver exciting acceleration as the throttle is opened.
Mode B (Basic)	Features softer throttle response and a more linear power delivery curve as you open the throttle. Settings are tuned to help make the bike more controllable and a good fit for everyday riding.
Mode C (Comfort)	Offers yet softer throttle response and more gentle torque characteristics. This mode is useful when riding on wet or slippery surfaces.

Two-mode ABS

The Anti-lock Brake System (ABS) contributes to more stable braking by helping prevent the wheels from locking up, even under hard braking. There are two mode settings. Mode 1 provides minimal intervention, so is well suited to riding on gravel roads. Mode 2 is ideal for city riding and regular road conditions.

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

Rear ABS Cancel Mode

The rider can use the Rear ABS Cancel mode to switch off the Rear ABS and get the preferred controllability of braking on gravel or other unpaved surfaces.

Note: Rear ABS Cancel mode is not designed for on-road riding.

Suzuki Traction Control System (STCS)

Designed to help prevent the rear wheel from slipping, this system reduces stress and fatigue while instilling greater confidence in controlling your ride. You can select from a total of four modes to control how quickly the system takes effect and how proactive it is in limiting wheel spin, or you can opt to run with it turned off.

Note: 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.

G (Gravel) mode

In addition to the three on-road traction control modes (+ OFF), the V-STROM 800DE features G (Gravel) mode, a setting that retards ignition timing and allows a limited amount of tire slip when riding on unpaved surfaces. As a result, the bike remains controllable and you still get the consistent power output you want to explore unpaved roads and country trails with greater confidence.

Note: Because G mode allows a certain amount of rear tire slip, it is not suitable for use on paved surfaces.

Amount of intervention by mode

Bi-directional Quick Shift System

This standard-equipment feature lets you shift up or down without operating the clutch lever while in motion. When activated, the system delivers clean upshifts with smooth acceleration. Downshifts are also quick and easy, thanks in part to automatic blipping and engine braking working together harmoniously. The gear shift linkage system load rate is optimized to provide a solid, satisfying click with each shift that assures you the gearbox has responded immediately to your action.

Suzuki Traction Control System Image

Ride-by-wire Electronic Throttle System

This cable-free system leverages the onboard ECM to finely control the relationship between throttle action and engine output characteristics. Individual settings are tuned to optimize output characteristics to match throttle grip action, particularly when first opening the throttle. This improves controllability and provides faithful response, especially when riding on gravel roads.

Low RPM Assist

By ensuring smoother and easier starts, this function helps you control the bike more easily in stop-and-go traffic. It uses TI-ISC (Throttle-body Integrated Idle Speed Control) to help maintain engine idle speed as you release the clutch lever to launch from a standing start, or ride at low speeds.

Suzuki Easy Start System

One quick press of a button lets you start the engine. As a function used on every outing, Easy Start makes your riding experience all the more pleasurable and convenient.

Chassis and Electric Design

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Engineering with Purpose

The V-STROM 800DE is a top-performing adventure tourer that is equally adept in daily on-road use and at high speed touring as it is when exploring gravel roads and country trails.

Every aspect of the chassis is designed to promote great handling and control in a wide range of real-world riding conditions, and to place priority on comfort and minimizing fatigue on long rides, even when carrying a passenger and loaded with gear. The robust steel frame, uniquely shaped lightweight aluminum swingarm, 21-inch front tire, wire-spoke wheels, and Hitachi Astemo (SHOWA) suspension with enough travel to ably handle gravel are engineered to comprise a package that provides the strength needed for negotiating rougher trails, contributes to nimble yet stable handling, and delivers reassuring straight-line stability at all speeds.

While its styling stays true to its V-STROM heritage and the Suzuki design ethos of creating unique styling expressions, the V-STROM 800DE offers the appeal of a thoroughly modern new look. Its sharp new "beak" is positioned higher and farther away from the front wheel to visually convey its ability to take you beyond where the pavement ends. Its distinctive hexagonal LED headlight assembly accentuate the front end's slim, light, and compact appearance.

Image sketch

Chassis Geometry Optimized for Adventure Touring

The chassis geometry features a long wheelbase, long rake, tall ground clearance and a wide handlebar grip. The purpose is to provide maximum stability and controllability when riding on unpaved surfaces, and to offer a riding position that effectively distributes weight to the front and rear. This enables you to easily shift your weight and control the bike when traversing trails and other unpaved surfaces, or when negotiating tight corners at speed. It also enhances handling stability when carrying a passenger and with the top and side cases mounted on your V-STROM 800DE.

21-inch Front Tire

Comfort and Protection

The solid-mount seat is designed for comfort on long touring runs and to stand up well to input when exploring unpaved roads and trails. At the same time, it allows you freedom of movement and affords your passenger plenty of space, even when the optional top and side cases are mounted. The short windscreen maximizes visibility and protection when exploring country trails or gravel roads, and it offers 3-step height adjustment. Wide steel footpegs covered in rubber with a textured surface offer greater stability when standing and help prevent your boots from slipping. The rear carrier with integrated passenger grab bars is handy for carrying extra gear or mounting a genuine accessory top case. Standard-equipment knuckle covers protect your hands from the elements and objects such as flying stones. And a plastic under cover protects the engine when exploring rougher terrain while heightening the appeal of the V-STROM 800DE's adventure styling.
Additional comfort and convenience comes from knowing that the 20L fuel tank capacity extends your riding range between stops to refuel.

Height Adjustable Wind Screen*

Knuckle Cover

Plastic under cover

20L Fuel Tank

Purposeful Electrical Design

Color TFT LCD Multi-information Display

The V-STROM 800DE adopts a custom 5-inch color TFT LCD multifunction instrument panel. Clearly legible high-quality information displays keep you fully aware of all the bike's systems and settings, and supply vital real-time operating status information. The tachometer does double duty as a programmable rpm indicator light that blinks when the engine reaches a preset speed, and the LCD now adds a function that lets you display large pop-up alerts and warnings. Manual or automatic switching settings for the day (white) and night (black) display modes let you maximize visibility at any hour and in any riding situation.

Night Mode

Distinctive LED Lighting

The vertically stacked pair of distinctive hexagonal LED headlights provide you with a clear view of the road ahead, while at the same time adding distinctive flair to the face of the V-STROM 800DE. Compact LED position light, LED turn signals and an LED taillight ensure clear visibility and practical durability.

Handy USB Port

A USB port built into the left side of the multifunction instrument panel provide up to 5V output voltage and 2A maximum current.

* Using the USB port while the engine is idling or stopped may drain the battery. Be aware of battery drain when using the USB port.
* Do not use when washing the motorcycle or when it is raining.
* Attach the cap when the USB port is not in use.

LED Headlights and LED Turn Signals
*All lights are illuminated in the photo for illustrative purpose.

LED Position Light

LED Rear Combination Light

USB Port

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Do it with Purpose

No matter what your purpose may be,
no matter where your journey takes you,
the V-STROM 800DE delivers the performance,
the comfort, the convenience and all the fun
to make you the master of every new adventure.

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COLOR VARIATIONS

Champion Yellow No.2 (YU1)

Glass Mat Mechanical Gray (QT7)

Glass Sparkle Black (YVB)

SPECIFICATIONS

Overall length		2,345 mm (92.3 in.)
Overall width		975 mm (38.4 in.)
Overall height		1,310 mm (51.6 in.)
Wheelbase		1,570 mm (61.8 in.)
Ground clearance		220 mm (8.7 in.)
Seat height		855 mm (33.7 in.)
Kerb weight		232 kg
Engine type		4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine displacement		776 cm^3 (47.4 cu. in.)
Bore x stroke		84.0 mm x 70.0 mm (3.3 in. x 2.8 in.)
Compression ratio		12.8 : 1
Fuel system		Fuel injection
Starter system		Electric
Lubrication system		Forced feed circulation, Wet sump
Transmission		Manual 6-speed
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / trail		28° / 114 mm (4.5 in.)
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	90/90-21M/C 54H cross ply with tube
	Rear	150/70R17M/C 69H, radial with tube
Ignition system		Electronic ignition (transistorized)
Fuel tank capacity		20 L
Oil capacity (overhaul)		3.9 L
CO_2 emissions		104 g/km

Actual fuel consumption and CO_2 emissions may differ owing to conditions such as the weather, road, rider behavior and maintenance.