



V-STR0M 800DE

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\*not all accessories shown

## OVERVIEW

The 2025 Suzuki V-STR0M 800DE continues to be the benchmark as the most dirt-capable V-STR0M, offering true all-terrain performance in the mid-size Adventure category. Powered by Suzuki's new-generation 776cc DOHC parallel-twin engine, this adventure bike is engineered for riders seeking a balance of versatility, off-road capability, and reliability. Its 270-degree crankshaft and exclusive Suzuki Cross Balancer deliver a smooth and torque-rich riding experience, ideal for those ready to take on paved roads—or dirt trails—on their journey.

Built on a rugged steel backbone frame, the V-STR0M 800DE boasts the highest ground clearance in the V-STR0M lineup, supported by fully adjustable long-travel suspension and spoke-style wheels, including a 21-inch front wrapped in advanced Dunlop ADV tires. The advanced Suzuki Intelligent Ride System (S.I.R.S.) provides comprehensive electronic control, including a unique GRAVEL Traction Control\* mode and switchable rear ABS\*\* for off-road riding. With its ergonomic handlebar, supportive seat, wide footpegs, and distinctive Dakar Rally-inspired beak, the V-STR0M 800DE ensures riders can conquer their next adventure in comfort and style. Whether navigating rugged trails or cruising scenic highways, this V-STR0M is built to advance your off-road skills and elevate your riding confidence.



Glass Sparkel Black



Champion Yellow No. 2

## KEY FEATURES

- Visually stunning, the V-STRIM 800DE's angular bodywork retains Suzuki's distinctive Adventure "beak" and is available in popular Champion Yellow No. 2 or Glass Sparkle Black colors, topped with modern, subtle graphics.
- 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 capability and everyday 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.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Panniers and Top Cases, 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 was used for the first time on a production motorcycle in the V-STRIM 800DE, 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 84mm 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 promotes better heat dissipation, reduces friction, and helps provide a wear resistant seal to the pistons' rings.
- Dual, linked 42mm electronic throttle bodies provide an authentic response and feel to the rider's throttle operation.
- The V-STRIM 800DE employs two 10-hole, long-nose, 49 PSI (343kpa) 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'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 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-STRUM 800DE'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 transmission's output is managed by the Suzuki Clutch Assist System (SCAS). 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 a 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-STRUM 800DE'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-STRUM 800DE'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-STRUM 800DE, 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 (220mm) front fork suspension stroke and 8.7-inch (220mm) of rear wheel travel, this chassis has the most suspension travel ever available on a V-STRUM model.
  - The long travel suspension and the compact chassis net 8.7-inches (220mm) of ground clearance, the most of any V-STRUM 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 43mm.
  - 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-STRUM 800DE rides on sturdy spoke-style wheels and is equipped with a 21-inch front wheel for greater stability and better control off pavement. The rear 17-inch wheel has a 150mm wide tire for better grip and 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 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-STRUM 800DE 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.
- Suzuki selected brake components best suited to the V-STRUM 800DE's suspension and spoke-style wheels to provide confident stopping power whether 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 310mm 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 260mm disc, providing the rider the braking feel that aids low speed maneuvering.

**Continued...**

## CHASSIS CONT.

- 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-STRUM 800DE 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-STRUM 800DE's adventure 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-STRUM 800DE's styling while providing an excellent view of objects behind the rider.
- Wide, steel footrests help the rider comfortably maneuver the V-STRUM 800DE 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 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 (15mm) 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.
- The V-STRUM 800DE features a sturdy, 4mm (0.15 in.) thick plastic undercover. This polyethylene "skid plate" provides engine and exhaust protection with minimal resistance when riding over rocks and rough terrain.

## STYLING & BODY

- When developing the styling for the V-STRUM 800DE, Suzuki's design team chose to continue the heritage of the V-STRUM 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 extraordinary 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 Champion Yellow No. 2 or Glass Sparkle Black body work are sharper with flatter surfaces to create a tough yet sophisticated look. Different colored panels feature angular lines that further amplify the V-STRUM 800DE'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 cowling pieces in front of the engine reflect the image of the competition numbers used on motocross and other competition motorcycles, while the "V-STRUM" logo continues the motif introduced with the V-STRUM 1050DE.
- The V-STRUM 800DE uses a three-piece front fender assembly that combines the effectiveness of a conventional V-STRUM 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.
- Attention to detail extends to the engine as the clutch cover and magnet cover have a bronze-like finish that complements the V-STRUM 800DE's body color, while the SUZUKI name on the cover is in a contrasting color to bring attention to the 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-STRUM 800DE riders optimize performance characteristics to best suit their riding style, level of experience, and the riding conditions. This makes the V-STRUM 800DE 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 easy way to alter the V-STRUM 800DE'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 good 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, and to help make the bike controllable 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-STRUM 1000, and the five-mode system on the V-STRUM 800DE 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-STRUM DE 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.
- **Bi-directional Quick Shift System (QS)**
  - This system allows the V-STRUM 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-STRUM's SACS-style, assist-and-slip-per clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
  - The shift 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.
- **Two-mode Anti-lock Brake System (ABS)\*\***
  - Associated with S.I.R.S. is the V-STRUM 800DE'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.

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## SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- Available only on the V-STRUM DE models, the rider can switch off rear ABS for riding on gravel and other unpaved surfaces.

- ABS activation for the front wheel cannot be switched off – it is always active.

- The V-STRUM 800DE 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-STRUM models.

### • Ride-by-Wire Electronic Throttle System

- Suzuki's electronic throttle control system is the key to the V-STRUM'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 practically instantaneous throttle plate movement in the two 42mm throttle bodies.
- Mechanically uncomplicated, this electronic system provides the rider with 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-STRUM 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 specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STRUM 800DE.

## ELECTRICAL

- The V-STRIM 800DE'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 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 panel provides operational information in an easily recognizable way:
  - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
    - 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, 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 literally 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-STRIM 800DE'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-STRIM's Suzuki Dakar Rally bike styling and heritage.
- The V-STRIM 800DE has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior generation V-STRIM 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.

**V-STRUM 800 DE**

## ADDITIONAL

- Genuine Suzuki Accessories for the V-STRUM 800DE include side and top cases, engine guards, center stand, low- and high-profile seats, heated hand grips, fog lamps, and more.
  - Suzuki's rugged 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-STRUM 800DE.
- 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 overly rely 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 type                 |
| Transmission: | 6-speed constant mesh                 |
| Final Drive:  | O-ring style chain, D.I.D. 525 x 126L |

### CHASSIS

|                     |                                                                               |
|---------------------|-------------------------------------------------------------------------------|
| Suspension, Front:  | Inverted telescopic, coil spring, oil damped                                  |
| Suspension, Rear:   | Link type, single shock, coil spring, oil damped                              |
| Rake/Trail:         | 28° / 114mm (4.5 in.)                                                         |
| Brake, Front:       | Nissin, 2-piston calipers, dual 310mm 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:  | Long-reach Iridium type x 2          |
| Headlight:    | Mono-focus LED x 2                   |
| Tail Light:   | LED                                  |
| Turn Signals: | LED                                  |

### DIMENSIONS

|                   |                     |
|-------------------|---------------------|
| 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.)   |
| Curb Weight:      | 230 kg (507 lb.)    |

### WARRANTY

|           |                                                                                                                                                   |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Warranty: | 12-month unlimited mileage limited warranty<br>Longer coverage periods with other benefits<br>available through Suzuki Extended Protection (SEP). |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------|

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