

# Preston Motorcycles

42-48 Waterloo Road Ashton Preston PR2 1BQ  
Sales: 01772 727 213 Email: sales@prestonmotorcycles.co.uk

## Suzuki 2021 V-Strom 1050XT Tour RCM0 2021

**£11,999** <sup>+OTR</sup>  
from £227.65 p/m

ALL NEW 2021 V-STROM 1050 XT Tour RCM0







DL1050 Tour edition includes, Black Aluminium top case, Black Aluminium side case set, Come and take a test ride on our demo, this bike really delivers and is packed with technology. ‘The Master of Adventure’

- Design heavily influenced by Suzuki’s iconic DR-Z desert racer and DR Big, with a new vertically stacked rectangular LED headlight and distinctive ‘beak’.
- New Euro5 version of the flexible and characterful 90° V-Twin engine producing 107.4PS (79kW), a 7% increase over the previous generation.
- New ride-by-wire throttle with three selectable engine modes and a three-mode traction control system

The flagship V-Strom 1050XT gets new Suzuki Intelligent Ride System (SIRS) which features a full suite of electronics including an inertial measurement unit (IMU), lean-angle sensitive ABS with two settings, linked brakes that can detect and adapt to load and inclines, plus hill hold control and cruise control. The new V-Strom 1050XT was designed and built to allow any rider to maximise their own adventure, wherever it may take them.

#### V-Strom 1050XT Electronics

The V-Strom 1050XT is equipped with a comprehensive electronics package and uses the new Suzuki Intelligent Ride System (SIRS), which is aimed at enhancing everything from rider comfort to performance and practicality. A new ride-by-wire throttle delivers a natural and linear feeling, while slow speed riding is aided with a more stable idle. The ride-by-wire throttle is part of a wider Controller Area Network (CAN); an interconnected information network that replaces standard wiring, with the benefit being fewer wires and faster data transmission. Also part of that network is a new six-direction inertial measurement unit (IMU) from Bosch. This compact unit monitors pitch, roll, and yaw based on lean angle and acceleration. Information from the IMU helps govern Suzuki’s updated Motion Track Brake System, which includes lean-angle sensitive ABS. The system also automatically applies pressure to the rear brake to help controlled deceleration when front brake pressure rises to a certain degree. The system supports the rider, should they suddenly brake mid-corner, helping them to continue on the intended line with minimal kickback at the lever. Riders can select from two ABS modes, depending on the surface and riding conditions. The V-Strom 1050XT’s Motion Track Brake System also includes slope-dependent control, which optimises pressure across the front and rear brakes to maintain control and avoid rear wheel lift under heavy braking downhill, and load-dependent control, where the ABS unit constantly learns changes in deceleration through the input of hydraulic pressure as the load increases or decreases, when riding with luggage or with a pillion. The system remembers the optimal relationship between the deceleration and hydraulic pressure. The system also features hill hold control, which means the brake is automatically applied when stopped on an upward slope to prevent roll-back and aid easier starts, especially when laden with pillion and luggage, and rider comfort during long-distance touring is further taken care of with the addition of cruise control. A three-mode traction control system replaces the previous two-mode system. It can also be turned off. Riders can also select from one of three engine modes, which alter throttle response while still delivering the same peak power. The new V-Strom also gets the latest versions of Suzuki’s low RPM assist and easy-start function.

#### Styling

While unmistakably V-Strom, the new design is a thoroughly modern take on the styling of the legendary DR-Z race bike and DR Big production machine. The beak - now synonymous with adventure bikes - was first seen on the DR-Z, and the new design further highlights the association but with a more aggressive and standout image. The shape of the fuel tank, too, apes the design of the DR-Z. The colour options of the V-Strom 1050XT in particular pay further homage to the ‘desert express’ and highlight Suzuki’s rich racing and adventure heritage. It comes in a similar orange and white to the original DR Big, while a yellow version links to Suzuki’s motocross and off-road pedigree. The handguards, which come as standard, are re-designed and are more angular and rugged, while the mirrors are also new. Careful thought went into the finish of the V-Twin engine, with new bolts completing a look that sees the cylinder heads, clutch cover, alternator cover, and water pump case finished in a classy bronze. Completing the striking new look is a new vertically stacked rectangular LED headlight plus LED tail light and LED indicators.

#### Engine and performance

The new Euro 5-compliant 1037cc, 90° V-Twin engine in the V-Strom 1050XT puts out more power than the outgoing V-Strom 1000, with peak power up by 7% to 107PS, while it maintains its easy-to-use, flexible character and strong linear drive. This is achieved with reprofiled intake and exhaust cams, with increased lift duration and less overlap. Twin-plug heads remain, along with lightweight three-ring-type forged pistons. A new radiator increases cooling capacity by 15%, and there is a new oil cooler. A slipper clutch aids smoother downshifts and lighter lever action.

#### Chassis

The V-Strom 1050XT’s chassis - a twin-spar aluminium frame mated to an aluminium swingarm - is lightweight, compact, and narrow, making it easy for riders to manage in all situations. It’s slim design allows riders to get their feet down comfortably when stationary, and contributes to the V-Strom’s agile handling. It is suspended by 43mm fully-adjustable, upside down forks from KYB. The rear shock is preload and rebound damping-adjustable. Front brakes are radially-mounted Tokicos, biting twin 310mm discs for dependable stopping power. A

## Engine

<b>ENGINE TYPE</b> 4-stroke, liquid-cooled, DOHC, 90° V-Twin	<b>RATED OUTPUT</b> 79.0kW @ 8000rpm (107.4PS)	<b>EXHAUST SYSTEM</b> Euro 5 Compliant	<b>IGNITION</b> Electronic Ignition	<b>STARTING</b> Electric
<b>DISPLACEMENT</b> 1037cc	<b>MAX. TORQUE</b> 101.00Nm @ 4000rpm (74.49lb.ft)	<b>CERTIFICATION</b> Euro 5	<b>COOLING SYSTEM</b> Liquid Cooled	
<b>BORE X STROKE</b> 100.0mm x 66.0mm (3.9in x 2.6in)	<b>LUBRICATION</b> Wet Sump	<b>GEARBOX</b> 6 Speed	<b>BATTERY</b> 12V	
<b>COMPRESSION RATION</b> 11.5:1	<b>FUEL SUPPL</b> Fuel Injection	<b>FINAL DRIVE</b> Chain	<b>SPARK PLUG</b> N/A	

## Chassis

<b>FRONT SUSPENSION</b> Inverted telescopic, coil spring oil damped	<b>FRONT RIM TYPE</b> Cast	<b>REAR TYRE</b> 150/70R17M/C 69V
<b>FRONT BRAKE</b> Twin Disc	<b>REAR RIM TYPE</b> Cast	<b>HEADLIGHT LAMP</b> N/A
<b>REAR SUSPENSION</b> Link type, coil spring, oil damped	<b>REAR RIM DIMENSION</b> 17 in	<b>TAILLIGHT LAMP</b> N/A
<b>REAR BRAKE</b> Disc	<b>FRONT TYRE</b> 110/80R19M/C 59V	

## Dimension

<b>LENGTH</b> 2265mm	<b>UNLADEN WEIGHT</b> 247kg	<b>SEAT HEIGHT</b> 850-870mm
<b>WIDTH</b> 940mm	<b>USABABLE TANK VOLUME</b> 20 Ltr	
<b>HEIGHT</b> 1465mm	<b>RESERVE</b> N/A	
<b>GROUND CLEARANCE</b> 160mm	<b>WHEELBASE</b> 1555mm	

## Colour Options



Red



Yellow



Black

Image not found or type unknown

## **Contact us**

### **Preston Motorcycles**

42-48 Waterloo Road Ashton Preston PR2 1BQ

Phone: 01772 727 213

Email: Preston Motorcycles

Website: <https://www.prestonmotorcycles.co.uk>

## **Working Time**

Monday-Friday: 9am-6pm

Saturday: 9am-5pm

Sunday: 11am-4pm