

2014 SUZUKI DL1000 VSTROM 1000 off MSRP (10699,, USD)



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V-Strom 1000 ABS MSRP \$12,699 SAVE over \$2000!

When size, weight, power, and maneuverability come into balance, you find yourself in a zone where time just disappears. Stay the course because there is no road the all-new V-Strom 1000 ABS was not made to conquer. This motorcycle makes the journey of life seamless. Conquer city traffic as easily you scale mountains. Roar down new highways. Explore your taste for discovery on roads long untraveled. Starting now, the planet is your neighborhood.

The all-new 2014 V-Strom 1000 ABS was redesigned from the ground up. It has many improvements over the previous V-Strom 1000 and the list is enormous. One of the newest changes or additions is Suzuki's first Traction Control System on a motorcycle which the V-Strom proudly carries. Other features that were improved or redesigned are the engine, fuel injectors, magento, idle speed control, radiator, clutch, transmission, exhaust, suspension, and much more! See the features list for more details on this one of a kind adventure bike!

?The ABS is a supplemental device for brake operation, not a device for shortening stopping distance. Always use proper braking technique. ABS does not replace proper riding technique.

2014 SUZUKI DL1000 VSTROM 1000 ABS
 MSRP: \$12,699
 Engine type: DOHC, 90 Degree V-Twin, four-stroke
 Ignition: transistorized Electronic
 Cooling system: Liquid Cooled
 Gearbox: 6 speed constant mesh
 Final Drive: Chain
 Front Tire: 110/80R19 tubeless



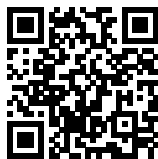
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Rear Tire: 150/70R-17 tubeless
Front Brake: Hydraulic Dual Disc ABS
Rear Brake: Hydraulic Disc ABS
Wet Weight: 501 lbs.
Fuel Capacity: 5.35 gallons
Front Suspension: Inverted telescopic, coil spring, oil damped
Rear Suspension: Link type, coil spring, oil damped
Overall Length: 93.26 inches
Seat Height: 33.4 inches
Overall Width: 35.3 inches
Wheelbase: 63.47 inches
Ground Clearance: 6.73 inches

The rider can select three modes (1, 2, and off). Modes 1 and 2 differ in terms of sensitivity. Mode 1 has lower sensitivity; it allows a certain degree of rear wheel spin. Mode 2 has higher sensitivity; the system effects traction control sooner.

*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.

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ENGINE FEATURES:

A redesigned 1037cc, 90-degree V-twin engine is designed to get you where you want to go. Whether it is around town, on the open highway, or down the road less traveled.

Increased cooling capacity has eliminated the oil cooler and as a net result, weight saving

The exhaust has been completely redesigned with Suzuki Exhaust Tuning (SET) technology which has an ECM-controlled butterfly located in the exhaust pipes that optimizes pressure

The new single-muffler layout provides a lower center of gravity which reduces weight and increases handling and maneuverability.

The piston rings are thinner and have 15% less tensile force for lower friction. They contribute to higher combustion efficiency and fuel economy.

New pistons were engineered with use of FEM analysis to achieve optimal rigidity and weight. Although the pistons are larger than the ones they replace, they are the same weight and equally rigid.

The cylinder heads have been redesigned to accommodate two iridium spark plugs per cylinder.

Twin iridium spark plugs for each cylinder heighten the spark strength and combustion efficiency, thereby contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle.

Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.

Fuel injection by Suzuki's original Suzuki Dual Throttle Valve (SDTV) system enables smooth power delivery and optimal combustion efficiency.

New, 10-hole fuel injectors (replacing four-hole injectors) on each throttle body improve fuel atomization for better combustion efficiency and lower fuel consumption.

A 32-bit engine control module provides state-of-the-art engine management and has optimized settings to suit the single muffler, resulting in better fuel economy and linear throttle response.

The new fuel-injection system works with the Suzuki-developed and patent-pending throttle-body-integrated Idle Speed Control (ISC) system. The ICS contributes to easy cold-starting, stable idling, and lower emissions.

The V-Strom has a 6 speed constant mesh transmission where the 6th gear has been redesigned for a smoother ride.

CHASSIS FEATURES

The V-Strom 1000's chassis has been redesigned to perform well in all kinds of roads the rider typically encounters during on tours.

The fuel tank has slimmed thanks to the new slimmer V-twin engine

Redesigned main frame and subframe increases rigidity balance for greater stability and handling. It's also 13% lighter than the previous model.

The new V-Strom uses a 43mm KYB inverted front forks to provide a sporty yet plush ride in diverse conditions.

Dial adjustable rear shock helps ensure a smooth and comfortable ride even with a passenger and a full

compartment of luggage

Tokico 4-piston monoblock front brake calipers with 310mm floating-mount dual discs are now equipped with the new V-Strom for a stronger braking performance.

Light and compact Anti-Lock brake system (ABS)* system monitors the wheel speed as much as 50 times per wheel rotation and matches the stopping power to the available traction. *The ABS is a supplemental device for brake operation, not a device for shortening stopping distance. Always remember to reduce speed sufficiently before approaching curves.

Newly designed Enkei wheels are a lightweight 10-spoke cast aluminum

The newly developed 9-way adjustable windscreen has been designed through extensive wind-tunnel testing.

ADDITIONAL FEATURES

Suzuki's Traction Control System* continuously monitors the front and rear wheel speeds, the throttle position sensor, the crank position sensor, and the gear position sensor. It quickly reduces engine output when it detects wheel spin. It controls the engine output by managing the ignition timing and air delivery about every 4 milliseconds.

The rider can select three modes (1, 2, and off). Modes 1 and 2 differ in terms of sensitivity.

A 12V DC outlet is located below the instrument panel is for ease of use and is ideal for powering a navigation unit or charging your mobile device.

Distinctive vertical headlight configuration mirrors the infamous Hayabusa and GSX-R sportbikes.

Optional ADV accessories made specifically for the new V-Strom are available.
Financing available for well qualified buyers. CALL OR 1-800-55-GOOSE

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