



Left: The DL650's lighting is very effective, both sides light with either high or low beam. The rear screen behind the adjustable windshield may take a few minutes to change (lowered position here), but the protection is excellent; we wouldn't need to buy a higher one. The big mirrors are well placed as well.

Below: The instrumentation is complete and the dash is clearly readable, but the speedo is typically inaccurate; an indicated 65 is really 68.5 mph.

Below: Suzuki's family of 600cc V-twins are all terrific motors, silky smooth and with prodigious output for their size. Released for V-Strom duty, it has more horsepower and different cam timing, giving as much as 5 hp more mileage at a cost of 1 hp on the top end and 100 gals of the middle. It's so catching, with just the right sort of power for confidence on slippery surfaces. It's strong right off the bottom, and great too in the. The trim is excellent too, with perforate upstands and very slick skin.



Right: This overhead shot illustrates how narrow the bike is between a rider's legs. Also, the sides are completely smooth. The luggage tie package has a tad too forward to make standing up as effortless as possible, but on a good occasion for enjoying off-bike comfort.



Top: The brakes are just right for the machine. 290mm discs with single-chamber two-piston front calipers, they are powerful enough for the road but sensitive enough not to be overpowering in the dirt. The rear 260mm disc also gives good control too.

TESTERS' LOG

Before I had a chance to ride the DL650, Fred told me that he wouldn't mind having one in his garage. I thought he had gone bonkers after all, it's only a 650. The power and performance of larger capacity motorcycles tends to equal me, so I didn't quite understand his comment. Then I got to ride the baby V-Strom, and everything came into focus.

Ample suspension, surging power, lighter weight, gold lighting, reasonable wind protection, a comfortable seat, and super mileage all come together to make the DL650 a capable Adventure Touring bike. The suspension was almost plush by any standards. Cruising at an indicated 80 mph (approximately 72 mph) was effortless. The 650 weighs more than 550 pounds less than its bigger brother, the DL1000. I appreciated the lights as they offered great visibility in the darkest night. And the instrument was very easy to read. The multi-gauge window even does a reasonable job of keeping wind off your upper body even in the low position. The saddle is very comfortable for making long rides. And how does it ride around? Well at 45 mph I could clock 200

miles and still have plenty of gas in reserve. No doubt about it, the DL650 is a rider-friendly motorcycle that ought to be ridden. After accumulating around 600 miles on the DL, I must admit that Fred is right, having a DL650 in the garage wouldn't be a bad thing at all. —Walt Fulton

I spent a lot of really enjoyable time around the 650 V-Strom. Few bikes offer the comfort, performance and manageable weight that DL650, while tempting you to take every unimproved road you can find, and to keep going even after the pavement ends. Its ability to absorb bumps is remarkable and very confidence inspiring, and I found it much better than the bigger DL1000 in this regard.

Wish to enjoy multi-tasking like few other machines, it handles as a simply superb-tourer as well as a light-duty dirt bike, with much more comfort than any other dual-sport. The big DMG-60 comes to mind as another favorite with similar talents, but the DL650 is lighter, and costs half as much. What's not to like? —Dave Seale

2004 Suzuki DL650 V-Strom

SPECIFICATIONS AND PERFORMANCE DATA



ENGINE

Type: 4-stroke, liquid-cooled, DOHC, 90° V-twin
Valvetrain: 4-valve DOHC
Bore/Stroke: 67mm/42mm (bore-adjust)
Cylinder: 4
Compression: 11.5:1
Carburetor: Dual throttle valve fuel injection, 26mm throttle bodies
Fuel: 3-1

DRIVE TRAIN

Transmission: 6-speed
Final Drive: #53 chain
RPM @ 60 mph/100: 2150/1,000

DIMENSIONS

Wheelbase: 60.1"
Rake/Trail: 26°/14.2"
Ground clearance: 6.5"
Seat height: 31.75"
GVWR: 655 lbs
Wet weight: 671.5 lbs
Carrying capacity: 463.5 lbs

SUSPENSION

Front: 43mm telescopic fork, preload/adjustable
5.9 travel
Rear: monoshock, rebound and hydraulically-adjustable preload
5.9 travel

BRAKES

Front: Two 290mm discs with two-piston, single-action calipers
Rear: single 260mm disc with single-piston caliper

TIRES & WHEELS

Front: 110-80R19 Bridgestone Trail Wing ST on a 2.20" x 19" wheel
Rear: 150-70R17 Bridgestone Trail Wing ST on a 1.87" x 17" wheel

ELECTRICS

Battery: 12V, 15Ah
Ignition: Digital transistor
Headlight: Ten 60/50W

FUEL

Tank capacity: 5.8 gal
Highway mpg: 54-64/7.4:1



ERGONOMICS TEMPLATE



MISCELLANEOUS

Instrument: Speedo, tachometer, digital LCD odometer, odometer, clock, coolant temp, and fuel gauge indicators
Neutral: Neutral, turn signal, high beam, alarm
MSRP: \$6999
Retailer service interval: 2000 mi
Warranty: 12 mo, unlimited miles
Color: Blue, Black

TEST NOTES

- Removable valve for a very capable dual-sport
- Wonderful engine/transmission package
- The most comfortable of the Suzuki 600 V-twins by far

PMS

- Dark colors and lockstep styling don't do it justice
- A standard centerstand would be even nicer
- More aggressive tires would extend its dirt abilities

PERFORMANCE

Measured top speed: 114.5 mph
0-100 mph: 12.50 sec.
0-60 mph: 0.910 sec.
0-30 mph: 1.90 sec.
0-100 mph: 12.50 sec.
0-50 mph: 1.90 sec.
Power to Weight Ratio: 17.88
Speed @ 60 mph indicated: 68.5

MC RATING SYSTEM

Engine: 5.0
Transmission: 5.0
Suspension: 5.0
Brakes: 5.0
Handling: 5.0
Styling: 4.0
Riding Impression: 5.0
Instrumentation/Controls: 5.0
Attention to Detail: 5.0
Value: 5.0
Overall Rating: 5.0

DYNAMOMETER DATA

- Low end: 5.0
- Mid-range: 5.0
- Top end: 5.0



Our favorite of the Suzuki 600 V-twins, the DL650's motor has been tuned for more torque and fuel economy. The increased weight helps be sensitive and the throttle response is even better than the DL1000's great engine.

STANDARD MAINTENANCE

Item	Time	Parts	Labor
Oil & Filter	0.25	\$15.00	\$10.00
Air Filter	0.5	\$28.00	\$15.00
Valve Adjust	1.5	\$27.75	\$90.00
Battery Access	0.25	NF	\$15.00
Rear Drive	0.3	NF	\$15.00
R/R Rear Wts.	0.5	NF	\$30.00
Change Fluids	0.5	\$13.00	\$30.00
Synch Clt.	1.0	NF	\$30.00
Totals	4.8	\$68.25	\$258.00