

SUZUKI

⚠ WARNING

Failure to follow these safety precautions may increase your risk of injury:

- Wear a helmet, eye protection, and bright protective clothing.
- Don't ride after consuming alcohol or other drugs.
- Slow down when road is slippery or visibility is reduced.
- Read owner's manual carefully.

OWNER'S MANUAL

This owner's manual contains important safety information.
Please read it carefully.

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Printed in Japan

VX800 03A

VX800

IMPORTANT

WARNING/CAUTION/NOTE

Please read this manual and follow its instructions carefully. To emphasize special information, the symbol ▲ and the words WARNING, CAUTION and NOTE have special meanings. Pay special attention to the messages highlighted by these signal words:

▲ WARNING

Indicates a potential hazard that could result in death or injury.

▲ CAUTION

Indicates a potential hazard that could result in motorcycle damage.

NOTE: Indicates special information to make maintenance easier or instructions clearer.

WARNINGS and CAUTIONS are arranged like this:

▲ WARNING-or-▲ CAUTION

The first part will describe a **POTENTIAL HAZARD** and **WHAT CAN HAPPEN** if you ignore the **WARNING** or **CAUTION**.

The second part will describe **HOW TO AVOID THE HAZARD**.

FOREWORD

Motorcycling is one of the most exhilarating sports and to ensure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long trouble-free operating life for your motorcycle. This motorcycle also conforms to the U.S. Environmental Protection Agency emission regulations which apply to new motorcycles. The proper adjustment of engine components is necessary for this motorcycle to comply with the EPA regulations. Therefore, please follow the maintenance instructions closely to ensure emission compliance. Your Suzuki dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. Suzuki reserves the right to make production changes at any time, without notice and without incurring any obligation to make the same or similar changes to vehicles previously built or sold.

Suzuki Motor Corporation believes in conservation and protection of Earth's natural resources. To that end, we encourage every vehicle owner to recycle, trade in, or properly dispose of, as appropriate, used motor oil, engine coolant, and other fluids: batteries, and tires.

SUZUKI MOTOR CORPORATION

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THE SPORT OF MOTORCYCLING

Your motorcycle and this owner's manual have been designed by people like you who enjoy motorcycling. People become motorcyclists for many reasons. For starters, street riding is fun and invigorating. But no matter why you became a motorcyclist, or how experienced you are, you will eventually face some challenging situations.

In preparing for these challenges, you will be fine-tuning your coordination, concentration, and attitude. Learning the skills and strategies associated with motorcycling is the basis for safely participating in this sport. Many motorcyclists find that as they become better riders, they also get more enjoyment from the freedom unique to motorcycling.

Please remember:

1. Most accidents can be avoided.

The most common type of motorcycle accident in the U.S. occurs when a car traveling towards a motorcycle turns left in front of the motorcycle. Is that because other drivers are out to get motorcyclists? No. Other drivers simply don't always notice motorcyclists. Ride defensively. Wise motorcyclists use a strategy of assuming they are invisible to other drivers, even in broad daylight. Pay careful attention to other motorists, especially at intersections, because they may not be paying attention to you. Select a lane position that gives you the best view

of others, and other motorists the best view of you. Wear bright, reflective clothing. Put reflective strips on your helmet.

2. If you don't have a helmet: Buy a helmet, and wear it EVERY TIME YOU RIDE.

Most accidents occur within a few miles of home, and almost half occur at speeds of less than 30 mph. So even if you're just going on a quick errand, be prepared – strap on your helmet before you take off.

Helmets do not reduce essential vision or hearing. Generally, helmets do not cause or intensify injury if you crash. Helmets simply help your skull protect your intelligence, your memory, your personality, and your life.

Your eyesight is equally valuable. Wearing suitable eye protection can help keep your vision unblurred by the wind and save your eyes from airborne hazards like bugs, dirt, or pebbles kicked up by tires.

3. If a collision is imminent, DO SOMETHING!

Many riders fear locking up their brakes or haven't learned to swerve to avoid an accident. Many inexperienced riders (and too many seasoned riders) use only their rear brake in an emergency, resulting in unnecessary impacts in some cases and unnecessarily high impact speeds in other cases. Your rear brake can only provide about 30% of your motorcycle's potential stopping power. The front and

rear brakes can and should be used together to maximize braking effectiveness.

Experienced motorcyclists learn to "cover" the front brake lever by lightly resting a couple of fingers over the lever when riding in traffic and near intersections to give their reaction time a head start.

Emergency stopping and swerving are techniques that you should practice and master before you find yourself in an emergency situation. The best place to practice such techniques is in a controlled environment such as the Motorcycle Safety Foundation's (MSF) rider training courses. The MSF's Motorcycle RiderCourses (fundamental techniques) and Experienced RiderCourses (advanced strategies) present hands-on instruction of the basic principles of motorcycling and a variety of accident-avoidance maneuvers. Even a seasoned motorcyclist can improve his or her riding skills, and pick up a few new skills, through these courses. Some insurance companies even offer discounts to course graduates.

4. Special situations require special care.

Of course, there are some times when full-force braking is not the correct technique. When the road surface is wet, loose, or rough, you should brake with care. When you're leaned over in a corner, avoid braking. Straighten up before braking.

Better yet, slow down before entering the corner.

In these situations, the traction available between your tires and the road surface is limited. Overbraking when traction is limited will cause your tires to skid, possibly resulting in loss of directional control or causing you and your motorcycle to fall over.

5. Know your limits.

Always ride within the boundaries of your own skills. Knowing these limits and staying within them will help you avoid accidents.

A major cause of accidents involving only a motorcycle (and no cars) is going too fast through a turn. Before entering a turn, select an appropriately low cornering speed.

Even on straight roads, ride at a speed that is appropriate for the traffic, visibility and road conditions, your motorcycle, and your experience.

Riding a motorcycle safely requires that your mental and physical skills are fully part of the experience. You should not attempt to operate a motor vehicle, especially one with two wheels, if you are tired or under the influence of alcohol or other drugs. Alcohol, illegal drugs, and even some prescription and over-the-counter drugs can cause drowsiness, loss of coordination, loss of balance, and especially the loss of good judgment.

If you are tired or under the influence of alcohol or other drugs, PLEASE DO NOT RIDE your motorcycle.

6. Be extra safety-conscious on bad weather days.

Riding on bad weather days, especially wet ones, requires extra caution. Braking distances increase on a rainy day. Stay off the painted surface marks, manhole covers, and greasy-appearing areas, as they can be especially slippery. Use extra caution at railway crossings and on metal gratings and bridges. When it starts to rain, any oil or grease on the road rises to the surface of the water. Pull over and wait a few minutes until this oil film is washed away before riding. Whenever in doubt about road conditions, slow down!

7. Practice away from traffic.

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Again, consider taking one of the MSF's RiderCourses. Even experts will be pleased with the caliber of the information presented in these courses. As the MSF says: "The more you know, the better it gets!"

8. Inspection before riding.

Review the instructions in the "Inspection Before Riding" section of this manual. Perform an entire pre-ride inspection be-

fore you head out on the road. Spending a few minutes preparing your machine for a ride can help prevent accidents due to mechanical failure or costly, inconvenient breakdowns far from home.

9. Accessories and Loading

The accessories you use with your motorcycle and the manner in which you load your gear onto the bike might create hazards. Aerodynamics, handling, balance, and cornering clearance can suffer, and the suspension and tires can be overloaded. Read the "Accessory Use and Vehicle Loading" section.

10. Motorcycle Safety Foundation's "Riding Tips and Practice Guide" Handbook (for owners in USA).

This special handbook, supplied with your owner's manual, contains a variety of safety tips, helpful hints, and practice exercises. This manual can increase your riding enjoyment and safety. You should read it thoroughly.

11. Be street smart

Always heed speed limits, local laws, and the basic rules of the road. Set a good example for others by demonstrating a courteous attitude and a responsible riding style.

12. Conclusion

Traffic, road and weather conditions vary. Other motorists' actions are unpredictable. Your motorcycle's condition can

change. These factors can best be dealt with by giving every ride your full attention.

Circumstances beyond your control could lead to an accident. You need to prepare for the unexpected by wearing a helmet and other protective gear, and learning emergency braking and swerving techniques to minimize the damage to you and your machine.

The best way to learn basic riding skills and evasive maneuvers or refresh your own riding skills is to take one of the courses offered by the Motorcycle Safety Foundation. Your Suzuki dealer can help you locate the fundamental or advanced riding skills course nearest you, or you can call toll-free 1-800-447-4700.

Good riding on your new Suzukil

FUEL, OIL AND ENGINE COOLANT RECOMMENDATION

FUEL

Suzuki highly recommends that you use alcohol-free unleaded gasoline whenever possible, with a minimum pump octane rating of 87 ((R+M)/2 method) or 91 octane (Research method). In some areas, the only fuels that are available are oxygenated fuels. Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranty.

NOTE: Oxygenated fuels are fuels which contain oxygen-carrying additives such as MTBE or alcohol.

Gasoline Containing MTBE

Unleaded gasoline containing MTBE (Methyl Tertiary Butyl Ether) may be used in your motorcycle if the MTBE content is not greater than 15%. This oxygenated fuel does not contain alcohol.

Gasoline/Ethanol Blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as gasohol, may be used in your vehicle if the ethanol content is not greater than 10%.

Gasoline/Methanol Blends

Avoid using blends of unleaded gasoline and methanol (wood alcohol) whenever possible. DO NOT USE fuels containing more than 5% methanol under any circumstances. Fuel system damage or motorcycle performance problems resulting from the use of such fuels are not the responsibility of Suzuki and may not be covered under the New Vehicle Limited Warranty or the Emission Control System Warranty.

Fuel containing 5% or less methanol may be suitable for use in your motorcycle if they contain cosolvents and corrosion inhibitors.

Fuel Pump Labeling

In some states, pumps that dispense oxygenated fuels are required to be labeled for the type and percentage of oxygenate, and whether important additives are present. Such labels may provide enough information for you to determine if a particular blend of fuel meets the requirements listed above. In other states, pumps may not be clearly labeled as to the content or type of oxygenate and additives. If you are not sure that the fuel you intend to use meets these requirements, check with the service station operator or the fuel suppliers.



NOTE:

- Be sure that any oxygenated fuel blend you use has octane ratings of at least 87 pump octane ((R+M)/2 method).
- If you are not satisfied with the driveability or fuel economy of your motorcycle when you are using a gasoline/alcohol blend, you should switch back to unleaded gasoline containing no alcohol.
- If engine pinging is experienced, substitute another brand as there are differences between brands.
- Unleaded gasoline will extend spark plug life.

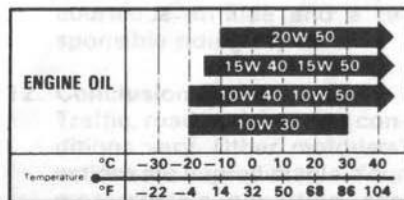
CAUTION

Spilling gasoline containing alcohol can harm your motorcycle. Alcohol can damage painted surfaces.

Be careful not to spill any fluid when filling the fuel tank. Wipe spilled gasoline up immediately.

ENGINE OIL

Suzuki recommends the use of SUZUKI PERFORMANCE 4 MOTOR OIL or an oil which is rated SE or SF under the API (American Petroleum Institute) classification system. The viscosity rating should be SAE 10W-40. If an SAE 10W-40 oil is not available, select an alternative according to the chart below.



This is a very high performance SAE 10W-40 SF oil with special friction modifier added.

GEAR OIL

Use an SAE90 hypoid gear oil which is rated GL-5 under the API classification system. If you operate the motorcycle where ambient temperature is below 0°C (23°F), use SAE80 hypoid gear oil.

ENGINE COOLANT SOLUTION

Use engine coolant that is compatible with an aluminum radiator, mixed with distilled water at a 50:50 mixture ratio for engine coolant solution. A engine coolant mixture other than 50:50 can affect cooling efficiency or rust inhibiting performance.

Engine Coolant

Engine coolant should be used at all times in your motorcycle's radiator, even if the temperature in your area does not go down to the freezing point. Engine coolant acts as a rust inhibitor and water pump lubricant as well as an anti-freeze solution.

WARNING

Engine coolant is harmful if swallowed or if it comes in contact with your skin or eyes.

Keep engine coolant away from children and pets. Call your doctor immediately if engine coolant is swallowed, and induce vomiting. Flush eyes or skin with water if engine coolant gets in eyes or comes in contact with skin.

CAUTION

Spilled engine coolant can damage painted surfaces.

Be careful not to spill any fluid when filling the radiator. Wipe spilled engine coolant up immediately.

Water for Mixing

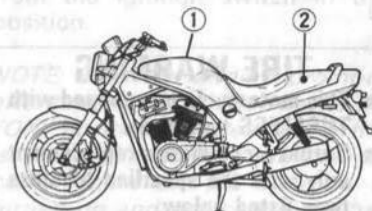
Use distilled water only. Water other than distilled water can corrode and clog the aluminum radiator.

Required Amount of Engine Coolant/Water
Solution capacity (total): 1 700 ml (3.60 US pt)

Engine Coolant	850 ml (1.80 US pt)
Water	850 ml (1.80 US pt)

LOCATION OF LABELS

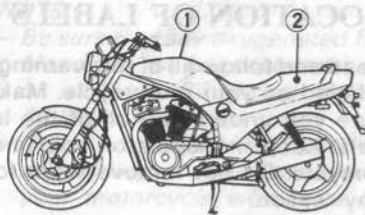
Read and follow all of the warnings labeled on your motorcycle. Make sure you understand all of the labels. Keep the labels on your motorcycle. Do not remove them for any reason.



WARNING

Failure to follow these safety precautions may increase your risk of injury:

- Wear a helmet, eye protection, and bright protective clothing.
- Don't ride after consuming alcohol or other drugs.
- Slow down when road is slippery or visibility is reduced.
- Read owner's manual carefully.



②

TIRE WARNING

- This motorcycle is equipped with **TUBELESS** type tires.
- Suzuki recommends replacement only with the specified tubeless tires listed below.
- Check tire inflation and general tire condition frequently.

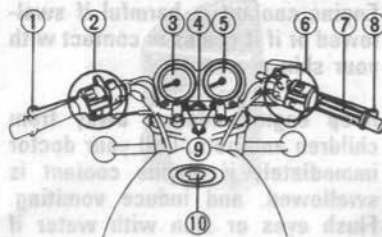
Einzelheiten für Reifen.

- Dies Motorrad ist mit schlauchlosen Reifen ausgestattet.
- Suzuki empfiehlt, daß nur die unten aufgeführten schlauchlosen Reifen als Ersatzreifen benutzt werden.
- Prüfen Sie den Reifendruck und den Reifenzustand häufig.

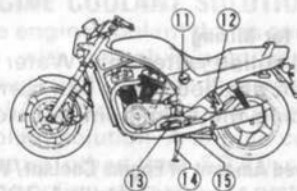
TIRE INFLATION PRESSURE Reifendruck		SOLD RIDING Alleinfahren			DUAL RIDING Fahren mit Beifahrer		
		KG/CM ²	kPa	LB/IN ²	KG/CM ²	kPa	LB/IN ²
TIRE SIZE & BRAND (TUBELESS ONLY) Reifengröße und Marke (nur schlauchlos)	FRONT Vorderrad	2.25	225	33	2.25	225	33
	REAR Hinterrad	2.50	250	36	2.80	280	41
	FRONT Vorderrad			REAR Hinterrad			
	110/80 - 18 58H			150/70 B17 69H 150/70 - 17 69H			
METZELER DUNLOP		ME33 K505FG			ME55A K505G		

- TIRE PRESSURE SHOULD BE MEASURED WHEN THE TIRES ARE COLD.
- DER REIFENDRUCK MUß GEMESSEN WERDEN, WENN DIE REIFEN KALT SIND.

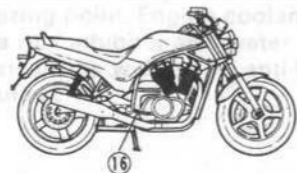
LOCATION OF PARTS



- 1 Clutch lever
- 2 Left handlebar switches
- 3 Speedometer
- 4 Ignition switch
- 5 Tachometer
- 6 Right handlebar switches
- 7 Throttle grip
- 8 Front brake lever
- 9 Indicator lights
- 10 Fuel tank cap



- 11 Fuelcock
- 12 Seat lock
- 13 Gearshift lever
- 14 Side stand
- 15 Center stand



- 16 Rear brake pedal

CONTROLS, EQUIPMENT AND ADJUSTMENTS

KEY



Two keys come with this motorcycle. Keep the spare key in a safe place. An identifying number is stamped on the plate. Use this number when making a replacement key.

Please write down your key number in the box provided for your future reference.

Key No:

IGNITION SWITCH

The ignition switch has 4 positions.



"OFF" position

All electrical circuits are off. The engine will not start.

"ON" position

The ignition circuit is completed and the engine can run. The headlight and taillight will automatically turn on. You cannot remove the key from the ignition switch in this position.

NOTE: Start the engine promptly after turning the ignition key to the "ON" position. The reason for this is that the headlight and taillight come on when the ignition is turned on and will cause the battery to lose power.

"LOCK" position

All electrical circuits are off. You can remove the key from the ignition switch and the steering will be locked. Turn the steering to the left and push down the key and turn it to the "LOCK" position.

"P" (PARKING) position

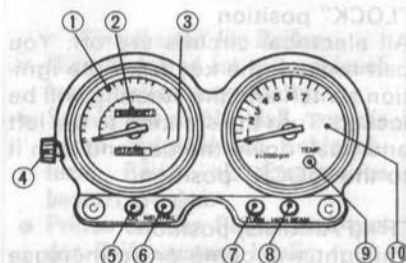
Taillight will come on to increase visibility for temporary road side parking at night. You can remove the ignition key and the steering will be locked.

⚠ WARNING

Turning the ignition switch to the "P" (PARKING) or "LOCK" position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

Stop the motorcycle and place it on the center stand or side stand before locking the steering. Never attempt to move the motorcycle when the steering is locked.

INSTRUMENT PANEL



Speedometer ①

The speedometer indicates the road speed in kilometers per hour and miles per hour.

Odometer ②

The odometer registers the total distance that the motorcycle has been ridden.

Trip Meter ③

The trip meter is a resettable odometer located in the speedometer assembly. It can be used to indicate the distance traveled on short trips or between fuel stops. Turning knob ④ counterclockwise will return the meter to zero.

Oil Pressure Indicator Light ⑤

With the ignition switch in the "ON" position but the engine not started, the oil pressure indicator light should come on. As soon as the engine is started, the light should go out.

⚠ CAUTION

Riding the motorcycle with the oil pressure indicator light lit can damage the engine and transmission.

Whenever the oil pressure indicator lights up, indicating no oil pressure, stop the engine immediately. Check the oil level and determine if the proper amount of oil is in the engine. If the light still does not go out, then have your authorized Suzuki dealer inspect your motorcycle to determine the difficulty.

Neutral Indicator Light ⑥

The green indicator light will come on when the transmission is in neutral. The light will go out when you shift into any gear other than neutral.

Turn Signal Indicator Light ⑦

When either the right or left turn signals are being operated, the indicator light will flash intermittently.

NOTE: If a turn signal light is not operating properly due to bulb filament or circuit failure, the indicator light flickers more frequently than normal to notify the rider of the existence of failure.

High Beam Indicator Light ⑧

The blue indicator light will come on when the headlight high beam is turned on.

Engine Coolant Temperature Check Light ⑨

With the ignition switch in the "ON" position but the engine not started, the engine coolant temperature check light should come on. As soon as the engine is started, the light should go out. If this light comes on, it means that the engine coolant temperature is too high.

⚠ CAUTION

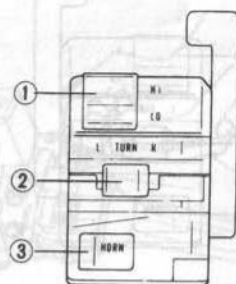
Riding the motorcycle with the engine coolant temperature check light lit can overheat the engine.

If the check light comes on, stop the engine immediately and allow the engine to cool. Do not let the engine continue to run when the check light comes on.

Tachometer ⑩

The tachometer indicates the engine speed in revolutions per minute (r/min).

LEFT HANDLEBAR



Dimmer Switch ①

"LO" position

The headlight low beam and tail-light turn on.

"HI" position

The headlight high beam and tail-light turn on. The high beam indicator light also turns on.

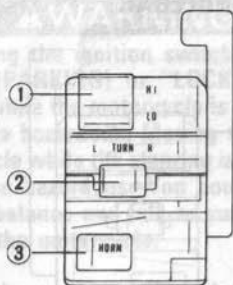
Turn Signal Switch ②

Moving the switch to the "L" position will flash the left turn signals. Moving the switch to the "R" position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch in.

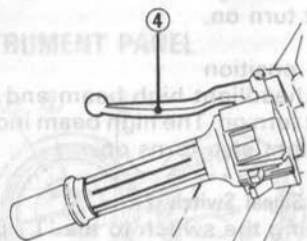
⚠ WARNING

Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

Always use the turn signals when you intend to change lanes or make a turn. Be sure to turn off the turn signals after completing the turn or lane change.

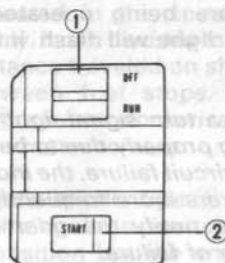


Horn Button ③
Press the button to operate the horn.



Clutch Lever ④
The clutch lever is used to disengage the drive to the rear wheel when starting the engine or shifting the transmission. Squeezing the lever disengages the clutch.

RIGHT HANDLEBAR



Engine Stop Switch ①
"OFF" position
The ignition circuit is off. The engine cannot start or run.

"RUN" position
The ignition circuit is on and the engine can run.

Electric Starter Button ②
Use this button to turn the starter motor. With the ignition switch in the "RUN" position, and the transmission is in neutral, pull in the clutch lever and push the electric starter button to start the engine.

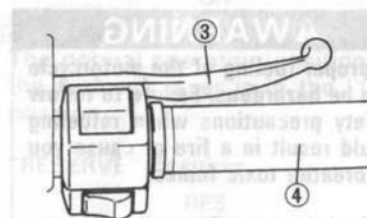
NOTE: This motorcycle has a starter interlock system for the ignition and starter circuit. The engine can only be started if:

- (1) The transmission is in neutral and the clutch is disengaged, or
- (2) The transmission is in gear, the side stand is fully up, and the clutch is disengaged.

CAUTION

Engaging the starter motor for more than five seconds at a time can damage the motorcycle. The starter motor and wiring harness may overheat.

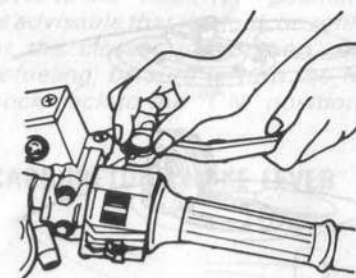
If the engine does not start after several attempts, check the fuel supply and ignition system. Refer to the TROUBLESHOOTING section in this manual.



Front Brake Lever ③
Apply the front brake by squeezing the front brake lever towards the grip. The brake light will come on when the lever is squeezed.

Throttle Grip ④
Engine speed is controlled by the position of the throttle grip. Turn it toward you to increase engine speed. Turn it away from you to decrease engine speed.

Front Brake Lever Adjustment



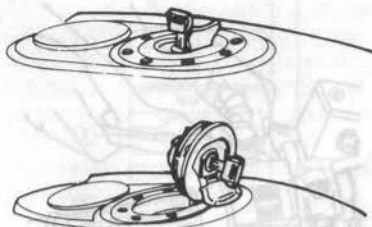
The distance between the throttle grip and the front brake lever is adjustable among four positions. To change the position, push the brake lever forward and turn the adjuster to the desired position. Be sure the adjuster stops in the proper position; a projection of the brake lever holder should fit into the depression of the adjuster. This motorcycle is delivered from the factory with its adjuster set on position 2.

WARNING

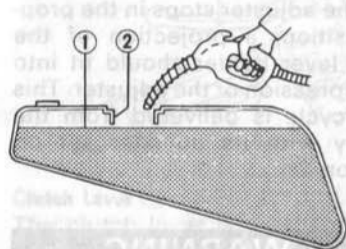
Adjusting the front brake lever position while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars during operation.

FUEL TANK CAP



To open the fuel tank cap, insert the ignition key into the lock and turn it clockwise. With the key still held in position, lift up the cap. To replace the cap, push the cap down firmly with the key in the cap lock.



- ① Fuel level
- ② Filler tube

⚠ WARNING

Overfilling the fuel tank can be hazardous. If you overfill the fuel tank, fuel may overflow when it expands. Fuel expands due to engine heat or heating by the sun. Overheated fuel can easily catch fire.

Stop adding fuel when the fuel level reaches the bottom of the filler tube.

⚠ WARNING

Improper fueling of the motorcycle can be hazardous. Failure to follow safety precautions when refueling could result in a fire or cause you to breathe toxic fumes.

Refuel in a well ventilated area. Turn the engine off and avoid spilling fuel on a hot engine. Do not smoke, and make sure there are no open flames or sparks in the area. Avoid breathing gasoline vapors. Keep children away when you refuel the motorcycle.

FUELCOCK

This motorcycle has a manually operated fuelcock. There are two position: "ON" and "RESERVE."

"ON" Position



The normal operating position for the fuelcock lever is in the "ON" position.

"RESERVE" Position



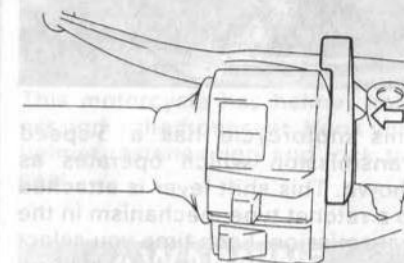
If the fuel level in the fuel tank becomes too low for the engine to operate with the fuelcock lever in the "ON" position, turn the lever to the "RESERVE" position to use the reserve fuel supply.

Reserve fuel supply: 4.0 L (1.1 US gal)

dial may be reversed. Remember
clockwise to "on"

NOTE: After turning the fuelcock lever to the "RESERVE" position, it is advisable that the tank be refilled at the closest gas station. After refueling, be sure to turn the fuelcock back to the "ON" position.

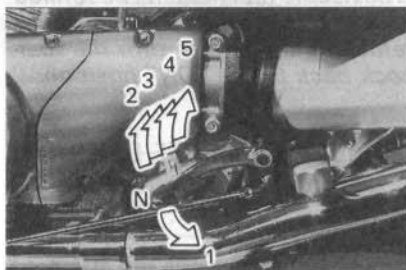
CARBURETOR CHOKE LEVER



This motorcycle has a choke system to provide easy starting when the engine is cold. The choke works by pushing the choke lever down. The choke works best when the throttle is in the closed position. When the engine is warm, you do not need to use the choke for starting.

NOTE: Refer to the **STARTING THE ENGINE** section of the manual for the engine starting procedure.

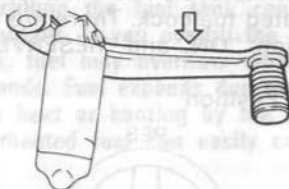
GEARSHIFT LEVER



This motorcycle has a 5-speed transmission which operates as shown. This shift lever is attached to a ratchet type mechanism in the transmission. Each time you select a gear, the gearshift lever will return to its normal position ready to select the next gear. Engage first gear by depressing the lever downward from the neutral position. Shifting into the higher gears is accomplished by lifting up the shift lever once for each gear. The ratchet mechanism makes it impossible to upshift or downshift more than one gear at a time. When shifting from the low to 2nd gear or 2nd gear to low, neutral will be automatically skipped. When neutral is desired, press or lift the lever to a position halfway between low and 2nd gear.

NOTE: When the transmission is in neutral the green indicator light on the instrument panel will be lit. However, even though the light is lit, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

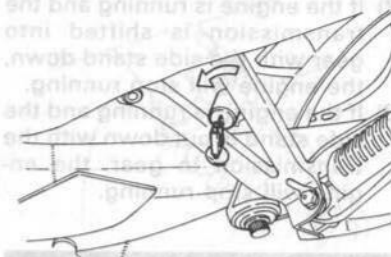
REAR BRAKE PEDAL



Pressing the rear brake pedal will apply the rear brake. The brake light will come on when the rear brake is operated.

SEAT LOCK AND HELMET HOLDERS

Seat Lock



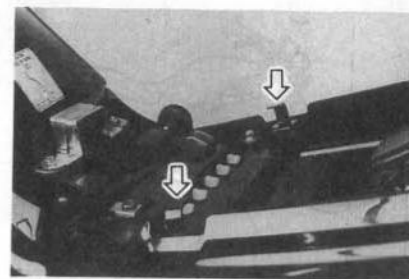
To remove the seat, insert the ignition key into the lock and turn it counterclockwise. Raise the rear end of the seat and slide it back. To lock the seat, slide the seat hook into the seat hook retainer and push down firmly.

WARNING

Improperly installing the seat can be hazardous. Failure to install the seat properly could allow the seat to move and cause loss of rider control.

Make sure to properly position and securely attach the seat when you install it.

Helmet Holders



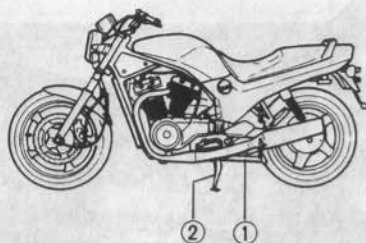
This motorcycle has helmet holders under the front seat. Hook your helmet fastener ring and lock the seat.

WARNING

Operating the motorcycle with a helmet fastened to the helmet holder can be hazardous. A helmet may interfere with your control while riding.

Do not fasten helmets to the helmet holders before riding.

STANDS



Center Stand ①

To place the motorcycle on the center stand, place your foot firmly on the stand extension and then rock the motorcycle to the rear and upward with the passenger hand rail with your right hand, while steadying the handlebars with your left hand.

Side Stand ②

The motorcycle has a side stand. To place the motorcycle on the side stand, place your right foot on the end of the side stand and push down firmly until the stand pivots fully through its arc and comes to rest against it stop.

An interlock system is provided to cut off the ignition circuit when the side stand is down and the transmission is in any gear other than neutral.

The side stand/ignition interlock system works as follows:

- (1) If the side stand is down and the transmission is in gear, the engine cannot be started.
- (2) If the engine is running and the transmission is shifted into gear with the side stand down, the engine will stop running.
- (3) If the engine is running and the side stand is put down with the transmission in gear, the engine will stop running.

⚠ WARNING

Riding the motorcycle with the side stand in the down position can be hazardous. The side stand in the down position may interfere with rider control during a left turn.

- Check the side stand/ignition interlock system for proper operation before riding.
- Check that the side stand is returned to its full up position before starting off.

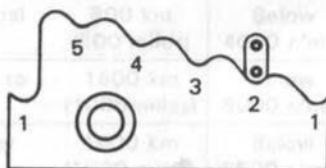
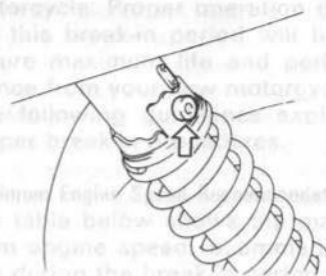
⚠ CAUTION

Improperly parking the motorcycle on an incline can be hazardous. The motorcycle can roll off the side stand if it is parked with the front end facing down an incline.

The front of the motorcycle should always face up the incline to avoid rolling forward off the side stand. Put the transmission into 1st gear to help prevent the motorcycle from rolling off the side stand.

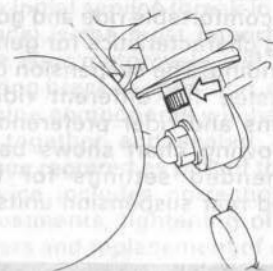
REAR SUSPENSION

Spring Adjustment



The rear suspension spring preload is adjustable. The adjustment can be performed by changing the adjuster position. Position 1 provides the softest spring preload and position 5 provides the stiffest. The spring preload is set on position 2 at the factory.

Damping Force Adjustment



Damping adjustment positions are indicated by the numbers 1 through 4 engraved on the adjuster. As you turn the adjuster, you will notice a click as you reach numbered positions. When changing the damping force, always be sure that the adjuster stops in the proper position; a click should be heard, the adjuster should feel as if it were sitting in a detent or notch, and the position number should be visible. Position 1 (softest) provides for the smallest amount of damping force. Position 4 (stiffest) provides the greatest amount. The damping force is set on position 1 at the factory.

NOTE: If the adjuster is located between detented positions, the damper will provide the same damping force as number 4 (stiffest) position.

SUSPENSION SETTING

The standard suspension settings provide comfortable ride and good handling characteristics for general, solo riding. The suspension can be adjusted for different riding conditions and rider preferences. The following chart shows basic recommended settings for the front and rear suspension units.

⚠ WARNING

Improper suspension settings can be hazardous. Improper combinations of spring preload and damping force may result in handling problems that can cause an accident.

Select the best settings for your riding by referring to the suspension setting chart.



	Spring preload	Damping force
Solo riding and carrying 30 kg load	2	1
Dual riding and carrying 30 kg load	4	3

BREAK-IN

The first 800 km (500 miles) is the most important in the life of your motorcycle. Proper operation during this break-in period will help assure maximum life and performance from your new motorcycle. The following guidelines explain proper break-in procedures.

Maximum Engine Speed Recommendation

The table below shows the maximum engine speed recommendation during the break-in period.

Initial	800 km (500 miles)	Below 4000 r/min
Up to	1600 km (1000 miles)	Below 6000 r/min
Over	1600 km (1000 miles)	Below 8500 r/min

Vary the Engine Speed

Vary the engine speed during the break-in period. This allows the parts to "load" (aiding the mating process) and then "unload" (allowing the parts to cool). Although it is essential to place some stress on the engine components during break-in, you must be careful not to load the engine too much.

Allow the Engine Oil to Circulate before Riding

Allow enough idling time after warm or cold engine start up before revving the engine or placing the transmission in gear. This allows time for the lubricating oil to reach all critical engine components.

Observe Your Initial and Most Critical Service

The initial service (break-in maintenance) is the most important service your motorcycle will receive. During break-in operation, all of the engine components will have mated together and seated. Maintenance required as part of the initial service includes correction of all adjustments, tightening of all fasteners and replacement of dirty oil. Timely performance of this service will help make sure you get the best service life and performance from the engine.

INSPECTION BEFORE RIDING

⚠ WARNING

Failure to inspect the motorcycle before operating it can be hazardous. Failure to perform proper maintenance can also be hazardous. Failure to inspect and maintain your motorcycle increases the chance of an accident or equipment damage.

Always inspect your motorcycle each time you use it to make sure it is in safe operating condition. Refer to the **INSPECTION AND MAINTENANCE** section in this owner's manual.

⚠ WARNING

Operating this motorcycle with improper tires can be hazardous. If you use improper tires, you may lose control of the motorcycle. This will increase your risk of an accident.

Always use the size and type tires specified in this owner's manual. Always maintain proper tire pressure as described in the **INSPECTION AND MAINTENANCE** section.

Check the condition of the motorcycle to help make sure that you do not have mechanical problems or get stranded somewhere when you ride. Before riding the motorcycle, be sure to check the following items. Be sure your motorcycle is in good condition for the personal safety of the rider, passenger and protection of the motorcycle.

⚠ WARNING

Checking maintenance items when the engine is running can be hazardous. You could be severely injured if your hands or clothing get caught in moving parts.

Shut the engine off when performing maintenance checks, except when checking the engine stop switch and throttle.

WHAT TO CHECK	CHECK FOR
Steering	1) Smoothness 2) No restriction of movement 3) No play or looseness
Brakes	1) Correct fluid level 2) No fluid leakage 3) No "sponginess" 4) Proper pedal and lever play 5) Brake pad wear
Tires	1) Proper pressure 2) Enough tread depth 3) No cracks, rips, or other damage
Fuel tank	Tank cap locked securely
Lighting	Proper operation of all lights - Headlight, Tail-light, Brake light, Instrument lights, Turn signals, License plate light
Indicator lights	Proper operation of all lights - Oil pressure, High beam, Neutral, Turn signal
Engine stop switch	Proper operation
Horn	Correct function
Engine oil	Correct level
Gear oil	Correct level
Cooling system	1) Proper engine coolant level 2) No leaks or damage
Throttle	1) Proper play 2) Smooth response 3) Quick return to idle position

WHAT TO CHECK	CHECK FOR
Gearshift lever	1) No damage 2) Smooth operation
Side stand/ignition inter-lock system	Proper operation
General condition	1) Bolts and nuts tightness 2) No rattle from any parts of machine with the engine running 3) No visible evidence of damage

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, make sure:

- (1) The transmission is in neutral.
- (2) The fuelcock is in the "ON" position.
- (3) The engine stop switch is in the "RUN" position.

NOTE: This motorcycle has interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- (1) The transmission is in neutral and the clutch is disengaged, or
- (2) The transmission is in gear, the side stand is fully up, and the clutch is disengaged.

When the Engine Is Cold:

- (1) Turn the choke lever all the way towards you. Close the throttle completely.
- (2) Push the electric starter button.
- (3) Immediately after the engine starts, keep the engine speed at 2 000 r/min by varying the choke lever position.
- (4) Move the choke lever to the "OFF" position approximately 30 seconds after engine starts. It may be necessary to use the choke longer than 30 seconds in extremely cold weather.

When the Engine Is Warm:

Use of the choke should not be necessary. Open the throttle 1/8 to 1/4 turn and push the electric starter button.

⚠ WARNING

Never run the engine indoors or in a garage. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

⚠ WARNING

This motorcycle can start moving as soon as you start the engine with the transmission in gear. Unexpected movement can cause you to lose control of the motorcycle.

Be sure to shift into neutral and disengage the clutch before you start the engine.

⚠ CAUTION

Never run the engine indoors or in a garage. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Shut the engine off if you cannot begin your ride promptly.

STARTING OFF AND SHIFTING

⚠ WARNING

Removing your hands from the handlebars or feet from the footrests during operation can be hazardous. If you remove even one hand or foot from the motorcycle, you can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars and both feet on the footrests of your motorcycle during operation.

⚠ WARNING

Riding in sudden side winds can be hazardous. Sudden side winds, which can occur when being passed by larger vehicles, at tunnel exits, or in hilly areas, can upset your control.

Reduce your speed and ride alertly in side winds.

Make sure that the side stand is in the fully up position. Pull the clutch lever in and pause momentarily. Engage first gear by depressing the gearshift lever downward. Turn the throttle grip toward you and at the same time release the clutch lever gently and smoothly. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, accelerate gently, then close the throttle and pull the clutch lever in simultaneously. Lift the gearshift lever upward to select the next gear and release the clutch lever as you open the throttle again. Select the gears in this manner until top gear is reached.

NOTE: This motorcycle has a side stand/ignition interlock switch. If you shift the transmission into gear when the side stand is down, the engine will stop running.

USING THE TRANSMISSION

The transmission is provided to keep the engine operating smoothly in its normal operating speed range. The gear ratios have been carefully chosen to meet the characteristics of the engine. The rider should always select the most suitable gear for the prevailing conditions. Never slip the clutch to control road speed, but rather downshift to allow the engine to run within its normal operational range. The table below shows the approximate speed range for each gear.

Shifting up schedule

Gear position	miles/h	km/h
1st → 2nd	12	20
2nd → 3rd	19	30
3rd → 4th	25	40
4th → 5th	31	50

Shifting down schedule

Gear position	miles/h	Km/h
5th → 4th	25	40
4th → 3rd	19	30

Disengage the clutch when the motorcycle speed drops below 20 km/h (12 miles/h).

⚠ WARNING

Downshifting at too high a speed can

- 1) cause the rear wheel to skid and lose traction due to increased engine braking, resulting in an accident; or
- 2) force the engine to overrev in the lower gear, resulting in engine damage.

Reduce speed before downshifting.

⚠ WARNING

Downshifting in a corner can be hazardous. Downshifting while the motorcycle is leaned over may cause your rear tire to skid. This may result in an accident.

Reduce your speed or downshift before entering the corner.

⚠ CAUTION

Revving the engine into the red zone can cause severe engine damage.

Never allow the engine to rev into the red zone in any gear.

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When riding down a steep hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to overrev.

STOPPING AND PARKING

- Turn the throttle grip away from you to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.
- Downshift through the gears as motorcycle speed decreases.
- Select neutral with the clutch lever squeezed towards the grip (disengaged position) just before the motorcycle stops. Neutral position can be confirmed by observing the neutral indicator light.

⚠ WARNING

Inexperienced riders tend to underutilize the front brake. This can cause excessive stopping distance and lead to a collision. Using only the front or rear brake can cause skidding and loss of control.

Apply both brakes evenly and at the same time.

⚠ WARNING

Braking while turning the motorcycle can be hazardous. Hard braking while turning could cause loss of control.

Use the brakes to slow down before you begin to turn.

⚠ WARNING

Braking hard on wet, loose, rough, or other slippery surfaces can be hazardous. The motorcycle can skid and go out of control if you brake too hard.

Apply the brakes lightly and with care on slippery or irregular surfaces.

⚠ WARNING

Following another vehicle too closely is hazardous. As vehicle speeds increase, stopping distance increases progressively.

Be sure you have a safe stopping distance between you and the vehicle in front of you.

- Park the motorcycle on a firm, flat surface.
- Turn the ignition switch to the "OFF" position.
- Lock the steering for security.
- Remove the key from the ignition switch.

⚠ WARNING

A hot muffler can harm you. The muffler will still be hot for some time after stopping the engine. You can be burned if you touch a hot muffler.

Park the motorcycle where pedestrians or children are not likely to touch the muffler.

ACCESSORY USE AND MOTORCYCLE LOADING

There are a great variety of accessories available to Suzuki owners. Suzuki can not have direct control over the quality or suitability of accessories you may wish to purchase. The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for Suzuki to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly.

Use extreme caution when selecting and installing the accessories for your Suzuki. We have developed some general guidelines which will aid you when deciding whether, and how to equip your motorcycle.

⚠ WARNING

Operating this motorcycle with improper modifications can be hazardous. Improper installation of accessories, or use of incorrect accessories, may cause changes in handling which could lead to an accident.

Never modify the motorcycle with improper installation of accessories, or use of incorrect accessories. All parts and accessories added to the motorcycle should be genuine Suzuki parts or equivalent designed for use on this motorcycle. Install and use them according to their instructions. If you have any questions, contact your Suzuki dealer.

- (1) Never exceed the GVWR (Gross Vehicle Weight Rating) of this motorcycle. The GVWR is the combined weight of the machine, accessories, payload and riders. When selecting your accessories, keep in mind the weight of the riders as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the steering ease.

GVWR: 995 lbs (450 kg) at the tire pressure (cold)

Front: 33 psi

(2.25 kg/cm²)

Rear: 41 psi

(2.80 kg/cm²)

- (2) Any time that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that they provide for a rigid mount. Weak mounts can allow the shifting of the weight and create a hazardous, unstable condition.
- (3) Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.

- (4) Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.

- (5) Backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed by or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.

- (6) Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit his or her control ability.

- (7) Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a hazardous situation due to the loss of electrical power during the operation of the motorcycle.

When carrying a load on the motorcycle, mount it as low as possible and as close as possible to the

machine. An improperly mounted load can create a high center of gravity which is very hazardous and makes the motorcycle difficult to handle. The size of the "load" can also affect the aerodynamics of the motorcycle. Balance the load between the right and left sides of the motorcycle and fasten it securely.

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Obey all applicable equipment regulations in your area.

INSPECTION AND MAINTENANCE

NOTICE

MAINTENANCE REPLACEMENT OR REPAIR OF THE EMISSION CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY ANY MOTORCYCLE REPAIR ESTABLISHMENT OR INDIVIDUAL BEING AVOIDED. ANY MOTORCYCLE PART WHICH HAS BEEN CERTIFIED UNDER THE PROVISIONS OF THE FEDERAL AIR ACT OF 1970 IS NOT TO BE REPLACED OR REPAIRED.

MAINTENANCE SCHEDULE

It is very important to inspect and maintain your motorcycle regularly. Follow the schedule in the chart. The intervals between parts and service items, including oil changes, are given in months and miles. At the end of each interval, be sure to perform the maintenance listed.

WARNING

Improper maintenance or failure to perform recommended maintenance can be hazardous. Do not attempt to perform maintenance unless you are familiar with the chance of an accident or equipment damage.

Keep your motorcycle in good condition. Ask your Suzuki dealer or a qualified mechanic to do the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section. If you have mechanical experience. If you are not sure how to do any of the jobs, ask your Suzuki dealer to do the maintenance.

CAUTION

Using poor quality replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

When replacing parts on your motorcycle, use only genuine Suzuki replacement parts or their equivalents.



INSPECTION AND MAINTENANCE

NOTICE

MAINTENANCE, REPLACEMENT OR REPAIR OF THE EMISSION CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY ANY MOTORCYCLE REPAIR ESTABLISHMENT OR INDIVIDUAL USING ANY MOTORCYCLE PART WHICH HAS BEEN CERTIFIED UNDER THE PROVISIONS IN THE CLEAN AIR ACT Sec. 207 (a)(2).

MAINTENANCE SCHEDULE

It is very important to inspect and maintain your motorcycle regularly. Follow the guidelines in the chart. The intervals between periodic services in kilometers, miles and months are shown. At the end of each interval, be sure to perform the maintenance listed.

⚠ WARNING

Improper maintenance or failure to perform recommended maintenance can be hazardous. Poor maintenance increases the chance of an accident or equipment damage.

Keep your motorcycle in good condition. Ask your Suzuki dealer or a qualified mechanic to do the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, ask your Suzuki dealer to do the maintenance.

⚠ WARNING

Never run the engine indoors or in a garage. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

⚠ CAUTION

If you use your motorcycle under severe conditions, it will need maintenance more often than shown in the chart. Operating your motorcycle under severe conditions causes more wear on your motorcycle.

Perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your Suzuki dealer.

⚠ CAUTION

Using poor quality replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

When replacing parts on your motorcycle, use only genuine Suzuki replacement parts or their equivalent.

MAINTENANCE CHART

This interval should be judged by odometer reading or months, whichever comes first.

Item	Interval	km	1000	6000	12000	18000	24000
		miles	600	4000	7500	11000	15000
		months	2	12	24	36	48
Battery (Specific gravity of electrolyte)		—	Inspect	Inspect	Inspect	Inspect	Inspect
Air cleaner elements		Clean every 6000 km (4000 miles) and replace every 12000 km (7500 miles)					
*Valve clearance		—	Inspect	Inspect	Inspect	Inspect	Inspect
Spark plugs		—	Inspect	Replace	Inspect	Replace	Replace
Fuel line		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
Vapor hose (California model only)		*Replace every four years					
Engine oil and oil filter		Replace	Replace	Replace	Replace	Replace	Replace
Engine idle speed		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
Final gear oil		Replace	—	Inspect	—	Inspect	Inspect
*Engine coolant		Replace every two years					
Radiator hose		Inspect	—	Inspect	—	Inspect	Inspect
		*Replace every four years					
Clutch		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
*Brakes		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
Brake hose		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
		*Replace every four years					
Brake fluid		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
		*Replace every two years					
Tires		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
*Steering		Inspect	Inspect	Inspect	Inspect	Inspect	Inspect
*Front forks		Inspect	—	Inspect	—	Inspect	Inspect
*Rear suspension		Inspect	—	Inspect	—	Inspect	Inspect
*Chassis bolts and nuts		Tighten	Tighten	Tighten	Tighten	Tighten	Tighten

NOTE: Inspect=Inspect and clean, adjust, replace or lubricate as necessary.

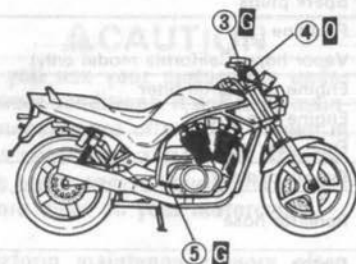
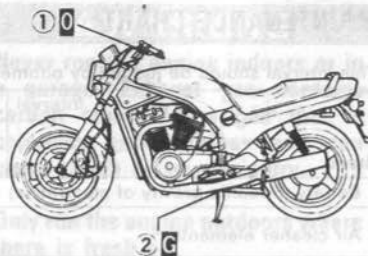
TOOLS



A tool kit is provided with your motorcycle. It is located behind the rear seat.

GENERAL LUBRICATION

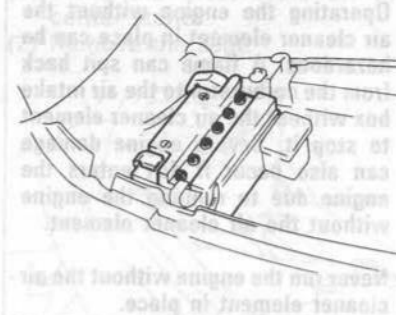
Proper lubrication is important for safe, smooth operation and a long life for your motorcycle. Be sure that all lubrication is performed during periodic maintenance on the motorcycle. Increase frequency when you use your motorcycle in severe conditions.



- ①... Clutch lever holder and clutch cable
- ②... Side stand pivot and spring hook
- ③... Brake lever holder
- ④... Throttle cable
- ⑤... Brake pedal pivot

- 0... Motor oil
- C... Grease

BATTERY



The battery is located under the seat. The level of the battery acid must be kept between the MAX (UPPER) and MIN (LOWER) level lines at all times. If the level drops below the MIN (LOWER) level line, add only distilled water until it reaches MAX (UPPER) level lines.

WARNING

Battery acid can be hazardous. Battery acid is harmful if it contacts eyes, skin or clothing.

If battery acid gets in eyes or comes in contact with skin, flush eyes or skin with water and call your doctor immediately. Never add battery acid to your battery.

WARNING

Hydrogen gas produced by batteries can explode if exposed to flames or sparks.

Keep flames and sparks away from the battery. Never smoke when working near the battery.

You should have your dealer inspect the charging condition of the battery. The standard charging rate is 1.6 A/10 hours.

CAUTION

Exceeding the standard charging rate for the motorcycle battery can shorten its life.

Never exceed the standard charging rate.

NOTE: Check the specific gravity of the battery acid with a battery hydrometer. This will determine the exact condition of each of the cells.

CAUTION

Reversing the battery lead wires can damage the charging system and the battery.

The red lead must go to the positive (+) terminal and the black (or black with white tracer) lead must go to the negative (-) terminal.



CAUTION

If the battery breather pipe is not routed correctly, spilled battery acid through the battery breather pipe can corrode your motorcycle.

Route the battery breather pipe as shown. Make sure that the breather pipe is attached to the battery fitting, and that the opposite end is always open.

AIR CLEANER

The air cleaner element must be kept clean to provide good engine power and gas mileage. If you use your motorcycle under normal low-stress conditions, you should service the air cleaner at the intervals specified. If you ride in dusty, wet, or muddy conditions, you will need to inspect the air cleaner element much more frequently. Use the following procedure to remove the air cleaner element and inspect it.

WARNING

Operating the engine without the air cleaner element in place can be hazardous. A flame can spit back from the carburetor to the air intake box without the air cleaner element to stop it. Severe engine damage can also occur if dirt enters the engine due to running the engine without the air cleaner element.

Never run the engine without the air cleaner element in place.

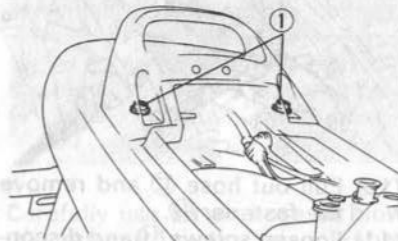
CAUTION

Failure to inspect the air cleaner element frequently if the motorcycle is used in dusty, wet or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions, and cause poor performance and fuel economy.

Always check the air cleaner element after riding in severe conditions. Clean or replace the air cleaner element as necessary. If water gets in the air cleaner case, immediately clean the air cleaner element and the inside of the case.

Removing the Air Cleaner Element

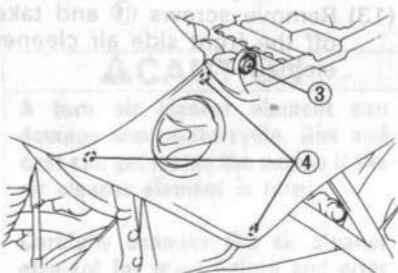
- (1) Place the motorcycle on the center stand.
- (2) Remove the seat.



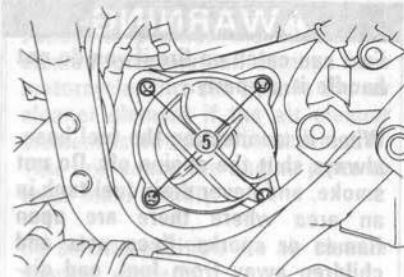
- (3) Remove bolts (1). Remove the passenger hand rail.



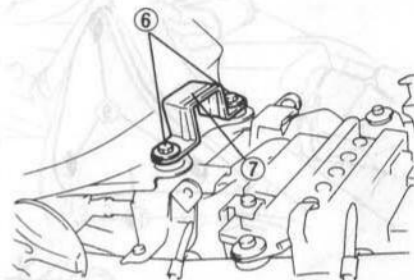
- (4) Remove wiring harness connector (2).



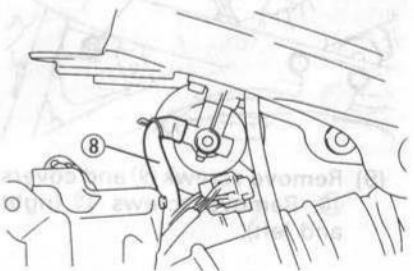
- (5) Remove screws (3), unhook hooks (4) (right & left side) and remove the frame covers.



- (6) Remove screws (5) and the rear side air cleaner element.



- (7) Remove bolts (6) and the seat support bracket (7).

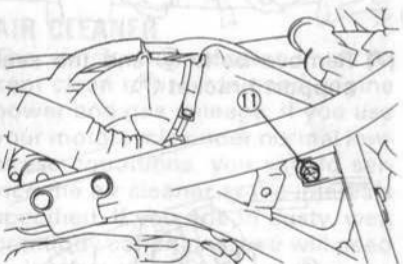
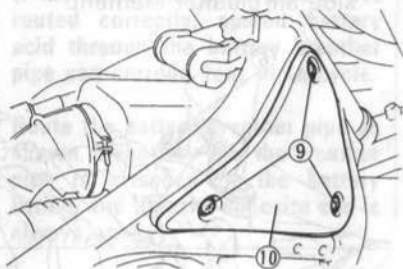


- (8) Disconnect fuel hose (8) from the fuelcock.

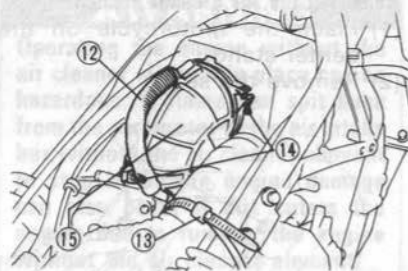
⚠ WARNING

Fuel can catch on fire if you do not handle it properly.

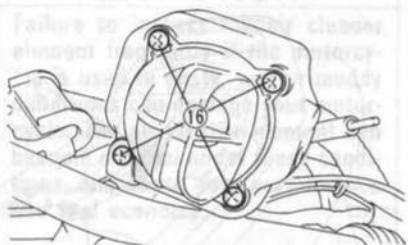
When disconnecting the fuel hose, always shut the engine off. Do not smoke, and never drain fuel tank in an area where there are open flames or sparks. Keep pets and children away from fuel, and dispose of fuel properly.



- (9) Remove screws ⑨ and covers ⑩. Remove screws ⑪ (right and left).

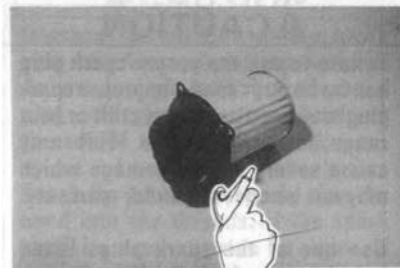


- (10) Pull out hose ⑫ and remove the fastener ⑬.
(11) Loosen screws ⑭ and disconnect hose ⑮ from the carburetor.



- (12) Raise the front side air cleaner assembly.
(13) Remove screws ⑯ and take off the front side air cleaner element.

Cleaning the Air Cleaner Element



Carefully use an air hose to blow the dust from the air cleaner element.

⚠ CAUTION

Cleaning the air cleaner element improperly can harm your motorcycle. If air pressure is used on the inside, dirt will be forced into the pores of the air cleaner element restricting the air flow through the air cleaner element.

Always apply air pressure to the outside of the air cleaner element only.

⚠ CAUTION

A torn air cleaner element can damage your motorcycle. Dirt and dust can get inside the engine if the air cleaner element is torn.

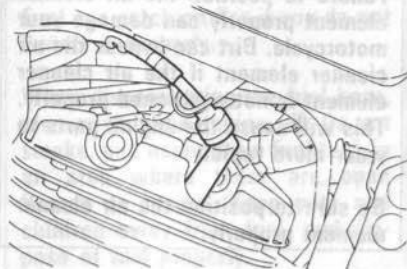
Carefully examine the air cleaner element for tears before and after cleaning it. Replace the air cleaner element with a new one if it is torn.

⚠ CAUTION

Failure to position the air cleaner element properly can damage your motorcycle. Dirt can bypass the air cleaner element if the air cleaner element is not positioned properly. This will cause the engine parts to wear more rapidly.

Be sure to position the air cleaner element properly.

SPARK PLUG



Your motorcycle comes equipped with NIPPONDENSO X24EPR-U9 or NGK DPR8EA-9 spark plugs. To determine if the standard spark plug is right for your usage, check the color of the plug's porcelain center electrode insulator after motorcycle operation. A light brown color indicates that the plug is correct. An overheated or fouled spark plug indicates that the engine may need adjustment, or another plug type may be needed. The overheated spark plug shows white or glazed insulator. The fouled spark plug shows wet or carboned insulator. Consult your Suzuki dealer or qualified mechanic if your plug insulator is not a light brown color.

CAUTION

Failure to use the proper spark plug can be hazardous. An improper spark plug may have an incorrect fit or heat range for your engine. This may cause severe engine damage which may not be covered under warranty.

Use one of the spark plugs listed below or equivalent. Consult your Suzuki dealer if you are not sure which spark plug is correct for your type of usage.

NGK	NIPPONDENSO	Remarks
DPR7EA-9	X22EPR-U9	If the spark plug tends to foul, replace with this plug.
DPR8EA-9	X24EPR-U9	Standard
DPR9EA-9	X27EPR-U9	If the spark plug tends to overheat, replace with this plug.

NOTE: If the above-named plugs are not available, consult your Suzuki dealer.

CAUTION

Improper installation of the spark plug can damage your motorcycle. An overly tight or cross threaded plug will damage the aluminum threads of the cylinder head.

Carefully turn the spark plug by hand into the threads. If the spark plug is new, tighten it with a wrench about 1/2 turn past finger tight. If you are reusing the old spark plug, tighten it with a wrench about 1/8 turn past finger tight.

CAUTION

Dirt can damage your motorcycle if it enters an open spark plug hole. Dirt can damage the engine parts that move.

Cover the spark plug hole while the spark plug is removed.



0.8 - 0.9 mm
(0.031 - 0.035 in)

To maintain a hot, strong spark, keep the plug free from carbon. Remove carbon deposits from the plug with a wire or pin, and adjust the gap to 0.8 - 0.9 mm (0.031 - 0.035 in) for good ignition. Use a thickness (feeler) gauge to check the gap.

ENGINE OIL

Engine life depends on engine oil amount and quality. Daily engine oil level checks and periodic changes are two of the most important maintenance items to be performed.

Engine Oil Level Check

Check the engine oil level as follows:

- (1) Start the engine and allow it to idle for a few minutes.
- (2) Stop the engine and wait approximately one minute.



- (3) Place the motorcycle on the center stand and check the engine oil level through the engine oil level inspection window. The engine oil level should be between "L" (low) and "F" (full) lines.

CAUTION

Operating the motorcycle with too little or too much engine oil can damage your engine.

Place the motorcycle on level ground on its center stand. Check the engine oil level in the inspection window before each use of the motorcycle. Be sure the engine oil level is always above the "L" (low) line and not higher than the "F" (full) line.

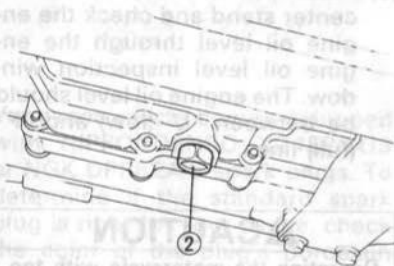
Engine Oil and Filter Change

Change the engine oil and oil filter at the scheduled times. The engine should always be warm when the engine oil is changed so the engine oil will drain easily. The procedure is as follows:

- (1) Place the motorcycle on level ground on its center stand.



- (2) Remove the oil filler cap ①.



- (3) Remove the drain plug ② from the bottom of the engine and drain the engine oil into a drain pan.

⚠ WARNING

Engine oil and exhaust pipes can be hot enough to burn you.

Wait until the drain plug and exhaust pipes are cool enough to touch with bare hands before draining engine oil.

⚠ WARNING

Oil can be hazardous. Children and pets may be harmed from contact with oil.

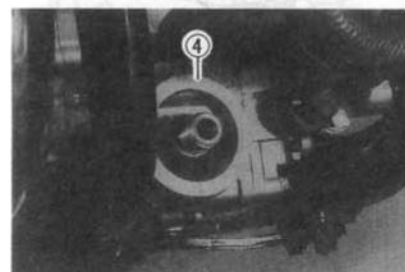
Keep children and pets away from oil. Dispose of used engine oil properly.



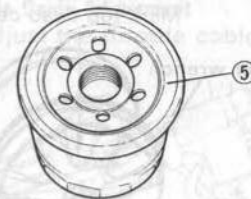
Oil filter wrench
(Part No. 09915-40611)



- (4) Loosen the oil filter ③ with a Suzuki "cap type" oil filter wrench or a "strap type" filter wrench of proper size and remove the oil filter.



- (5) Wipe off the mounting surface ④ on the engine where the new filter will be seated with a clean rag.



- (6) Smear a little engine oil around the rubber gasket ⑤ of the new oil filter.

⚠ CAUTION

Failure to use the correct oil filter can damage your motorcycle. Using a filter which has a different design or thread specifications can cause engine damage or engine oil leaks.

Use a genuine Suzuki motorcycle oil filter or an equivalent filter.

- (7) Screw on the new filter by hand until the filter gasket contacts the mounting surface (a small resistance will be felt).

NOTE: To tighten the oil filter properly, it is important to accurately identify the position at which the filter gasket first contact the mounting surface.

Mark top dead center

Oil filter wrench



In the position at which the filter gasket first contacts the mounting surface



Tighten the filter 2 turns.

- (8) Mark the top dead center position on the "cap" type filter wrench or on the oil filter. Use an oil filter wrench to tighten the filter 2 turns.
- (9) Reinstall the drain plug and tighten it securely. Pour about 2 800 ml (3.0 US qt) of the specified engine oil in the filler hole. (See FUEL, OIL AND ENGINE COOLANT RECOMMENDATION section.)

CAUTION

Engine damage may occur if you use oil that does not meet Suzuki's specifications.

Be sure to use the engine oil specified in the FUEL, OIL AND ENGINE COOLANT RECOMMENDATION section.

- (10) Start the engine (while the motorcycle is outside on level ground) and allow it to idle for a few minutes.
- (11) Turn the engine off and wait approximately one minute. Recheck the engine oil level in the engine oil inspection window. The oil level should be at the "F" (full) mark. If it is lower than the "F" mark, add engine oil until it reaches the "F" mark. Inspect the area around the drain plug and oil filter cover for leaks.



(12) Wipe off the mounting surface of the engine where the new filter will be seated with a clean

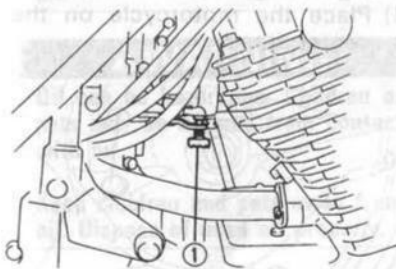
CARBURETOR

Undisturbed carburetion is the basis of the performance you ought to expect of your engine. The carburetor is factoryset for the best performance. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: engine idle speed and throttle cable play.

Engine Idle Speed Adjustment

To adjust the idle speed:

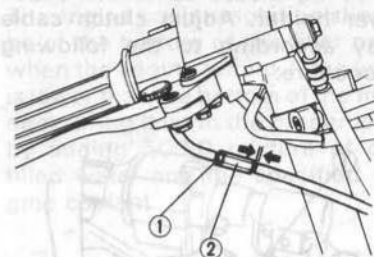
- (1) Start the engine and warm it up by running 2 000 r/min for 10 minutes in summer (where ambient temperature is 30°C (86°F) or thereabout) or for 20 minutes in winter (where ambient temperature is down to -5°C (23°F) or thereabout).



- (2) Turn the throttle stop screw (1) in or out so that the engine idles at 1 150 - 1 250 r/min.

Throttle Cable Adjustment

To adjust the throttle cable play:



- (1) Loosen the lock nut (1).
- (2) Turn the adjuster (2) in or out to obtain the proper amount of outer cable free play: 0.5 - 1.0 mm (0.02 - 0.04 in). Measure throttle cable free play by pulling on the outer cable.
- (3) Tighten the lock nut (1).
- (4) Recheck the throttle cable play. Readjust it if it is not within the correct limits.

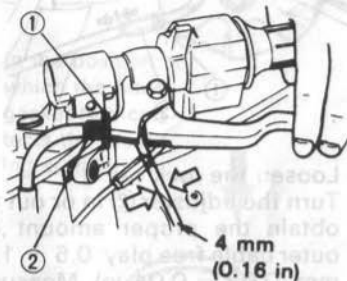
WARNING

Incorrect throttle cable adjustment can be hazardous. Inadequate outer cable play can raise engine speed when you turn the handlebars to the right or left. This could lead to loss of rider control.

Check that engine idle speed is not increased due to handlebars movement.

CLUTCH ADJUSTMENT

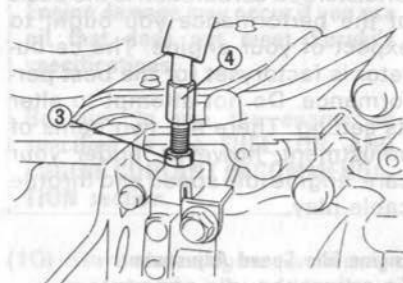
Clutch cable play should be 4 mm (0.16 in) measured at the clutch lever holder. Adjust clutch cable play according to the following procedure:



Minor Adjustment

- (1) Loosen the clutch cable adjuster lock nut ①.
- (2) Turn the clutch cable adjuster ② to provide the specified play.
- (3) Tighten the lock nut ①.

Major Adjustment

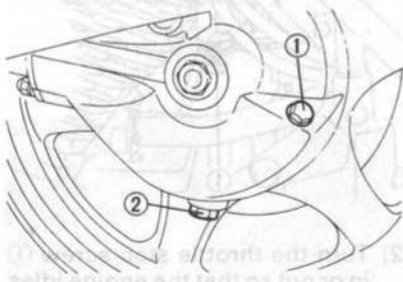


- (1) Loosen the clutch cable adjuster lock nut ③.
- (2) Turn the clutch cable adjuster ④ to provide the specified play.
- (3) Tighten the lock nut ③.

FINAL GEAR OIL

Change the gear oil as follows:

- (1) Place the motorcycle on the center stand.



- (2) Remove the oil filler cap ①.
- (3) Drain the oil by removing the drain plug ② from the bottom of the final gear case.

- (4) Reinstall the drain plug and tighten it securely after all the oil has been drained out. Pour fresh oil through the filler hole until the oil level reaches the oil filler hole. Approximately 200 – 220 ml (6.8 – 7.4 US oz) of oil will be required.
- (5) Reinstall the oil filler cap.

⚠ WARNING

Operating the motorcycle with too little final gear oil can be hazardous. The final drive unit can lock up and cause an accident if there is not enough gear oil.

Check the final gear oil level per the **INSPECTION BEFORE RIDING** section. Be sure to securely tighten the drain plug after changing the gear oil.

⚠ WARNING

Oil can be hazardous. Children or pets may be harmed from contact with oil.

Keep children and pets away from oil. Dispose of used oil properly.

ENGINE COOLANT

Engine Coolant Level

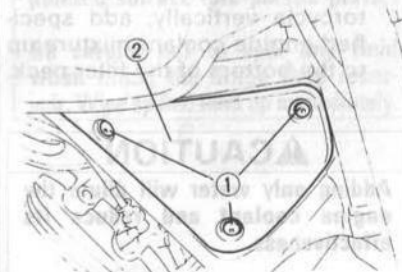
The engine coolant solution should be at the bottom of the filler neck when the engine is cold. If the level is lower than the bottom of the filler neck, bring it up to the proper level by adding 50:50 mixture of distilled water and the specified engine coolant.

⚠ WARNING

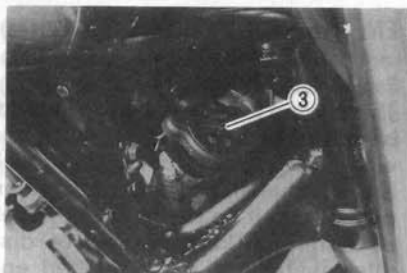
Engine coolant is harmful if swallowed or if it comes in contact with your skin or eyes.

Keep engine coolant away from children and pets. Call your doctor immediately if engine coolant is swallowed, and induce vomiting. Flush eyes or skin with water if engine coolant gets in eyes or comes in contact with skin.

- (1) Place the motorcycle on the center stand.



- (2) Loosen three screws ① and remove cover ②.



- (3) Wait until the engine is cool, slowly turn radiator cap ③ and remove it. When the pressure has been released, it is safe to remove the cap.

⚠ WARNING

You can be injured by scalding fluid or steam if you open the radiator cap when the engine is hot.

Wait until the engine cools before opening the radiator cap.

- (4) If the engine coolant is not filled to the bottom of the filler neck while holding at the motorcycle vertically, add specified engine coolant mixture up to the bottom of the filler neck.

⚠ CAUTION

Adding only water will dilute the engine coolant and reduce its effectiveness.

Add 50:50 mixture of engine coolant and water.

BRAKES

This motorcycle has front and rear disc brakes.

⚠ WARNING

Failure to properly inspect and maintain your motorcycle's brake system can be hazardous. Improper maintenance of the brakes increases your chances of having an accident.

Be sure to inspect the brake system before each use of the motorcycle according to the **INSPECTION BEFORE RIDING** section. Always maintain or replace your brakes, brake hose, and brake fluid according to the **MAINTENANCE SCHEDULE**.

NOTE: Operating in mud, water, sand or other extreme conditions can cause accelerated brake wear. If you operate your motorcycle under these conditions, the brakes must be inspected more often than recommended in the MAINTENANCE SCHEDULE.

Brake Fluid



Be sure to check the brake fluid level in both the front and rear brake fluid reservoirs. If the level in either reservoir is below the lower mark, add DOT 4 brake fluid. Make sure you do not fill the rear reservoir above the upper level mark.

⚠ WARNING

Brake fluid can be hazardous to humans and pets. Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with your skin or eyes.

Keep brake fluid away from children. Call your doctor immediately if brake fluid is swallowed, and induce vomiting. Flush eyes or skin with water if brake fluid gets in eyes or comes in contact with skin.

⚠ WARNING

Failure to use proper brake fluid can be hazardous. The use of any fluid except DOT4 brake fluid from a sealed container can damage the brake system and lead to an accident.

Use only DOT 4 brake fluid from a sealed container. Never use or mix different types of brake fluid.

⚠ WARNING

Failure to keep the brake fluid reservoir full can be hazardous. The brakes may not work correctly without the proper amount of brake fluid. This could lead to an accident.

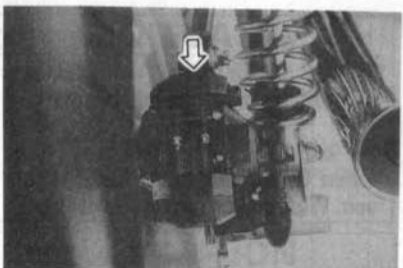
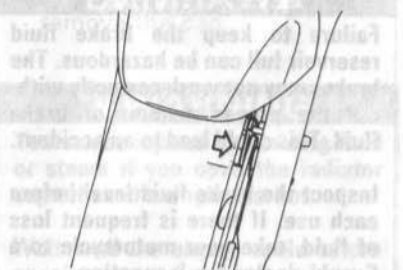
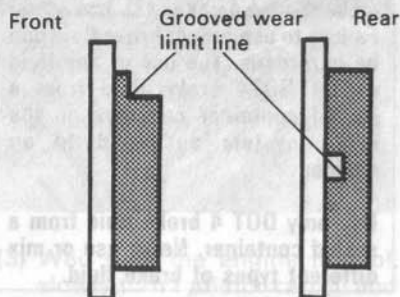
Inspect the brake fluid level before each use. If there is frequent loss of fluid, take your motorcycle to a Suzuki dealer for inspection.

⚠ CAUTION

Spilled brake fluid can damage painted surface and plastic parts.

Be careful not to spill any fluid when filling the brake fluid reservoir. Wipe spilled fluid up immediately.

Brake Pads



Adding only water will dilute the engine coolant and reduce its effectiveness.

Add 50:50 mixture of engine coolant and water.

Inspect the front and rear brake pads to see if they are worn down to the grooved wear limit line. If a pad is worn to the grooved wear limit line, it must be replaced with a new one. After replacing either the front or rear brake pads, the brake lever or pedal must be pumped several times. This will extend the pads to their proper position.

WARNING

Failure to maintain the brake pads and replace them when recommended can be hazardous. Riding with worn brake pads, or pads in the front or rear that are unevenly worn will increase your chances of having an accident.

If you need to replace brake pads, have your Suzuki dealer do the work. Inspect and maintain the brake pads as recommended.

WARNING

Failure to extend the brake pads after repair or replacement can be hazardous. Inadequate braking performance could result in an accident.

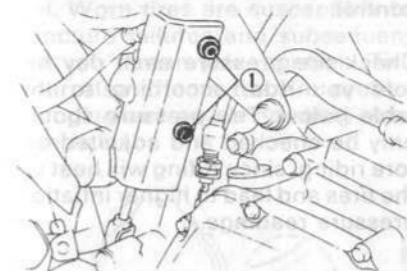
Before riding "pump" the brake lever/pedal several times to extend the pads and restore the proper lever/pedal stroke and firm feel.

NOTE: Do not squeeze/depress the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back into position.

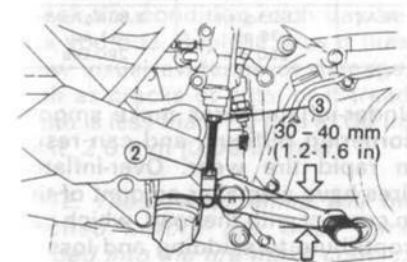
When you swallow or get brake fluid in your eyes or on your skin, flush with water. If you get brake fluid in your eyes, flush with water for 15 minutes. If you get brake fluid on your skin, wash with soap and water.

Rear Brake Adjustment

The rear brake pedal must be adjusted to set the clearance between the pedal and the footrest. Adjust the brake pedal as follows:



- (1) Remove two screws ① and cover.



- (2) Loosen the lock nut ②, and turn the push rod ③ to locate the pedal 30 - 40 mm (1.2 - 1.6 in) below the top face of the foot rest.
- (3) Retighten the lock nut ② to lock the push rod ③ in the proper position.

	FRONT	REAR
1. DISC BRAKE	DISC BRAKE	DISC BRAKE
2. MASTER CYLINDER	MASTER CYLINDER	MASTER CYLINDER
3. BRAKE FLUID	BRAKE FLUID	BRAKE FLUID

CAUTION

Failure to adjust the rear brake pedal properly can damage your motorcycle. If the pedal is incorrectly adjusted, the disc pads may rub against the disc, causing damage to the pads and disc.

Follow the procedure above to adjust the rear brake pedal.

Rear Brake Light Switch



The rear brake light switch is located under the right frame cover. To adjust the brake light switch, hold the switch body and turn the adjuster so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

The pins are intended to rotate in a specified direction, as indicated by the arrows on the sidewall of each pin. Install them so they rotate in the proper direction.

TIRES

⚠ WARNING

Failure to follow these warnings may result in an accident due to tire failure. The tires on your motorcycle form the crucial link between your motorcycle and the road.

Proper tire inflation pressure, condition, loading, and tire type are important conditions for you to monitor. Follow the instructions below:

- Check tire pressure and condition each time before you ride
- Do not overload your tires
- Replace tires when tread is worn to specified limit, or if tires show visual evidence of damage, such as cracks or cuts
- When replacing tires, use only tires of the specified size and type, and balance the wheel after installing a new tire
- Do not use external tire repair plugs to repair tubeless tires
- Read the following sections carefully

Tire Pressure and Loading

Proper tire pressure and proper tire loading are important factors. Overloading your tires can lead to tire failure and loss of motorcycle control.

Check tire pressure each day before you ride, according to the table below. Tire pressure should only be checked and adjusted before riding, since riding will heat up the tires and lead to higher inflation pressure readings.

LOAD TIRE	SOLO RIDING WITH LIGHT OR LITTLE CARGO	DUAL RIDING OR SOLO RIDING WITH HEAVY CARGO
FRONT	2.25 kg/cm ² 33 psi 225 kPa	2.25 kg/cm ² 33 psi 225 kPa
REAR	2.50 kg/cm ² 36 psi 250 kPa	2.80 kg/cm ² 41 psi 280 kPa

Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear. Over-inflated tires have a smaller amount of tire in contact with the road, which can contribute to skidding and loss of control.

NOTE: When you detect drops in tire pressure, check the tire for nails or other punctures, or a damaged wheel rim. Tubeless tires sometimes lose pressure gradually when punctured.

NOTE: Do not squeeze the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back into position.

Tire Condition and Type

Tire condition and tire type affect motorcycle performance. Cuts or cracks in the tires can lead to tire failure and loss of motorcycle control. Worn tires are susceptible to puncture failures and subsequent loss of motorcycle control. Tire wear also affects the tire profile, changing motorcycle handling characteristics.



Check tire condition each day before you ride. Replace tires if tires show visual evidence of damage, such as cracks or cuts, or if tread depth is less than 1.6 mm (0.06 in) front, 2.0 mm (0.08 in) rear.

NOTE: These wear limits will be reached before the wear bars molded into the tire make contact with the road.

When you replace a tire, be sure to replace it with a tire of the size and type listed below. If you use a different size or type of tire, motorcycle handling may be adversely affected, possibly resulting in loss of motorcycle control.

	FRONT	REAR
SIZE	110/80-18 58H	150/70B17 69H
TYPE	METZELER ME33 Laser DUNLOP K505FG	METZELER ME55A Metronic DUNLOP K505G

Be sure to balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-road contact, and to avoid uneven tire wear.

⚠ WARNING

Improperly repairing or replacing tires is hazardous. Improperly repaired or balanced tires could cause uneven tire wear or poor riding stability.

We recommend that you have an authorized Suzuki dealer or qualified mechanic perform these procedures because proper tools and experience are required.

⚠ WARNING

Using tires that have been installed incorrectly can be hazardous. The motorcycle may have unusual handling if the tires are installed incorrectly.

The tires are intended to rotate in a specified direction, as indicated by the arrows on the sidewall of each tire. Install tires so they rotate in the proper direction.

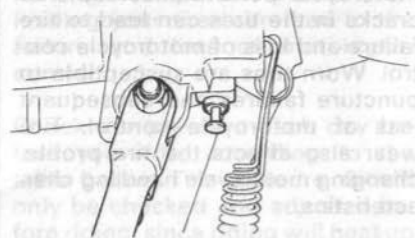
⚠ WARNING

Failure to follow instructions about tubeless tires can be hazardous. Tubeless tires require different service procedures than tube type tires.

Follow the procedures below:

- Tubeless tires require an air-tight seal between the tire bead and wheel rim. Damage to the tire bead surface or the wheel rim inner surface will result in an air leak. Therefore, special care must be taken when removing or installing the tire. Special tire irons and rim protectors or a specialized tire mounting machine, must be used to prevent damage.
- Repair punctures in tubeless tires by removing the tire and applying an internal patch.
- Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering forces experienced in a motorcycle tire.
- After reinstalling a repaired tire, do not exceed 50 mph (80 km/h) for the first 24 hours, 80 mph (130 km/h) thereafter. This will help avoid excessive heat buildup which could lead to tire repair failure and subsequent tire deflation.
- Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 6 mm (3/16 in). These punctures cannot be repaired adequately.

SIDE STAND/IGNITION INTERLOCK SYSTEM



Check the side stand/ignition interlock system for proper operation as follows:

- (1) Sit on the motorcycle in the normal riding position, with the side stand up.
- (2) Shift into first gear, hold the clutch in, and start the engine.
- (3) While continuing to hold the clutch in, move the side stand to the down position.

If the engine stops running when the side stand is moved to the down position, then the side stand/ignition interlock system is working properly. If the engine continues to run with the side stand down and the transmission in gear, then the side stand/ignition interlock system is not working properly. Have your motorcycle inspected by an authorized Suzuki dealer or some other qualified service mechanic.

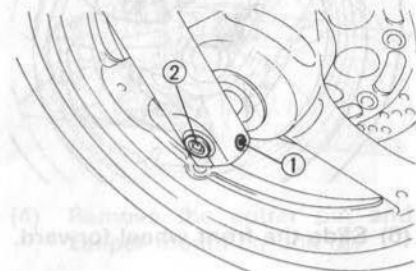
⚠ WARNING

If the side stand/ignition interlock system is not working properly, it is possible to ride the motorcycle with the side stand in the down position. This may interfere with rider control during a left turn.

Check the side stand/ignition interlock system for proper operation before riding.

FRONT WHEEL REMOVAL

- (1) Place the motorcycle on the center stand.



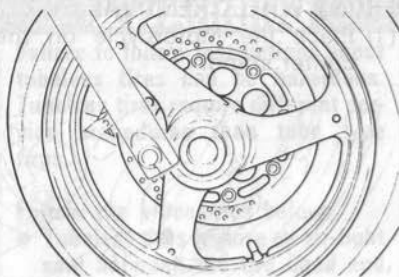
- (2) Loosen the axle holder bolt (1).
- (3) Loosen the axle shaft (2) temporarily.
- (4) Lift the front end of the motorcycle up and place a jack or a block under the chassis tubes.

⚠ CAUTION

Improper jacking may cause damage to the oil filter.

Do not apply the jack head to the oil filter when jacking up the motorcycle.

- (5) Remove the axle shaft.



(6) Slide the front wheel forward.

NOTE: Never squeeze the front brake lever with the wheel removed. It is very difficult to force the pads back into the caliper assembly.

(7) To reinstall the wheel assembly, reverse the sequence as described.

(8) After installing the wheel, apply the brake several times to restore the proper lever stroke.

⚠ WARNING

Failure to extend the brake pads after installing the front wheel can be hazardous. Inadequate braking performance could result in an accident.

Before riding, "pump" the brake lever several times to extend the pads and restore the proper lever stroke and firm feel.

⚠ WARNING

Failure to torque bolts and nuts properly could lead to an accident.

Bolts and nuts must be torqued to the proper specifications. We strongly recommend that this be done by your authorized Suzuki dealer or qualified mechanic.

Front axle shaft tightening torque

36 – 52 N-m

[3.6 – 5.2 kg-m]

[26.0 – 37.5 lb-ft]

Axle holder bolt tightening torque

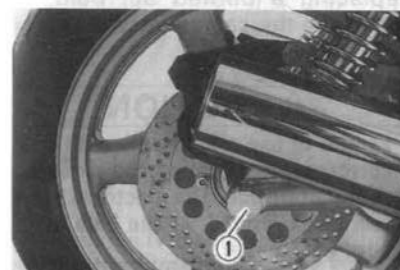
18 – 28 N-m

[1.8 – 2.8 kg-m]

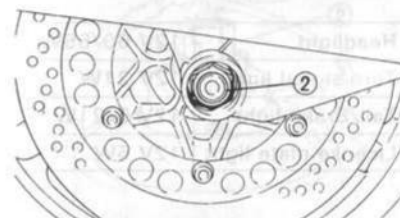
[13.0 – 20.0 lb-ft]

REAR WHEEL REMOVAL

(1) Place the motorcycle on the center stand.



(2) Remove the axle cap ①.

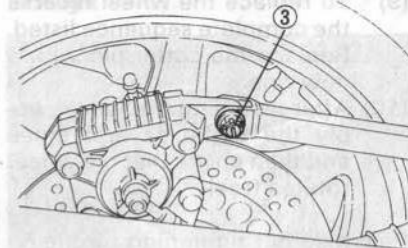


(3) Remove the axle nut ②.

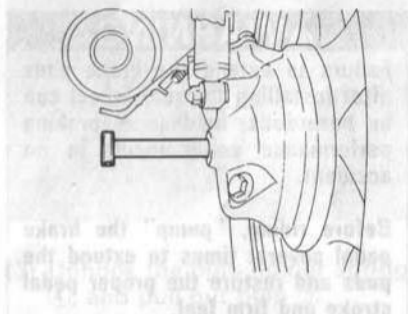
⚠ WARNING

A hot muffler can harm you. You can be burned if you touch a hot muffler.

Wait until the muffler cools to avoid burns.



(4) Remove the cotter pin and caliper mounting bolt ③.



(5) Remove axle shaft.

(6) Remove the spacer and brake caliper mounting bracket. Slide off the caliper from the brake disc.

(7) Remove the wheel from the splined drive gear and set the wheel assembly on the ground.

(8) Remove the rear wheel assembly.

NOTE: Never depress the rear brake pedal with the rear wheel removed. It is very difficult to force the pads back into the caliper assembly.

- (9) To replace the wheel reverse the complete sequence listed. Replace the cotter pin with a new one.
- (10) After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

Real axle nut tightening torque
 50 - 90 N-m
 [6.0 - 9.0 kg-m]
 [43.5 - 69.5 lb-ft]

⚠ WARNING

Failure to extend the brake pads after installing the rear wheel can be hazardous. Inadequate braking performance could result in an accident.

Before riding, "pump" the brake pedal several times to extend the pads and restore the proper pedal stroke and firm feel.

LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown in the following chart. When replacing a burned out bulb, always use the same wattage rating.

⚠ CAUTION

Failure to use a light bulb with the correct wattage rating can damage your motorcycle. The electrical system can overload, or the bulb may burn out sooner.

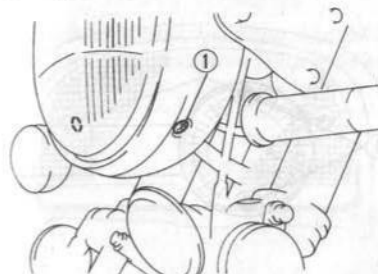
Use only the light bulbs shown in the chart as replacement bulbs.

Headlight	12V 60/55W
Turn signal light	12V 21W
Tail/Brake light	12V 5/21W
License plate light	12V 5W

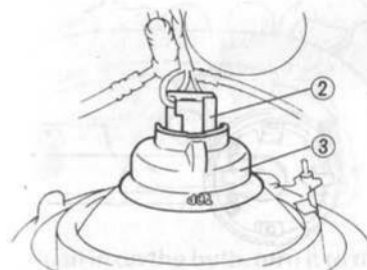
⚠ WARNING

A hot muffler can harm you. You can be burned if you touch a hot muffler. Wait until the muffler cools to avoid burns.

Headlight



- (1) Remove two screws ①. Remove the headlight assembly.



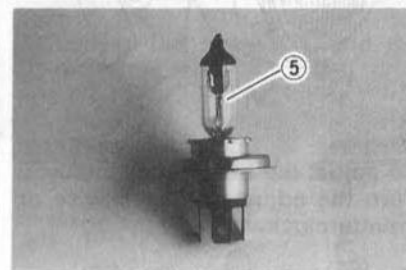
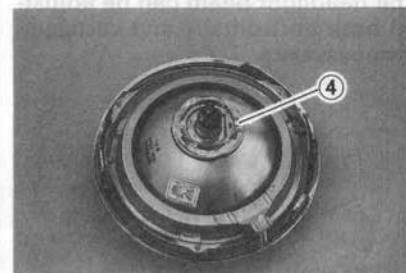
- (2) Disconnect socket ② from the headlight and remove the rubber cap ③.

⚠ CAUTION

Touching the headlight bulb glass may damage the bulb. The bulb's life may be shortened by oil from your skin if you touch it.

When replacing the headlight bulb, do not touch the glass. Grasp the new bulb with a clean cloth.

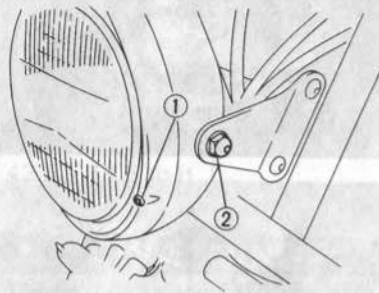
Headlight



- (3) Unhook the bulb holder spring ④, and pull out bulb ⑤.

Headlight Beam Adjustment

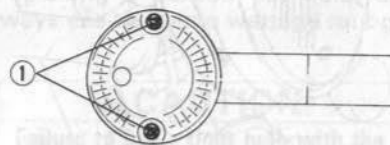
The headlight beam can be adjusted both horizontally and vertically if necessary.



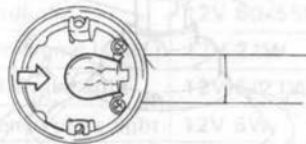
To adjust the beam horizontally:
Turn the adjuster ① clockwise or counterclockwise.

To adjust the beam vertically:
Loosen the headlight housing fitting bolts ② and move the headlight housing up and down as required.

Turn Signal Light



- (1) Remove the screws ① and the lens.



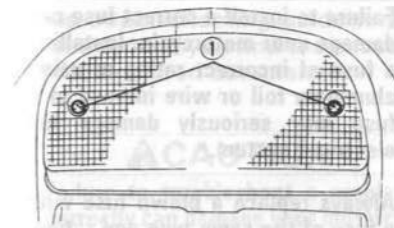
- (2) Push in on the bulb, turn it to the left, and pull it out.

CAUTION

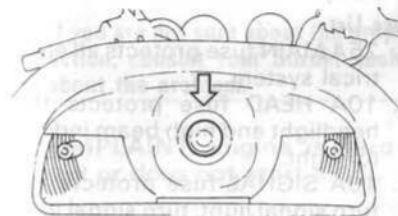
Overtightening the screws may cause the lens to crack.

Tighten the lens screws only until they are snug.

Tail/Brake Light

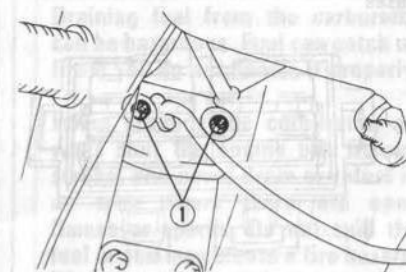


- (1) Loosen the screws ① and remove the lens.

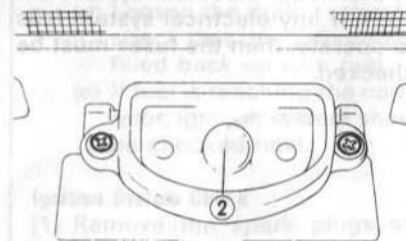


- (2) Push in on the bulb, turn it to the left, and pull it out.

License Plate Light



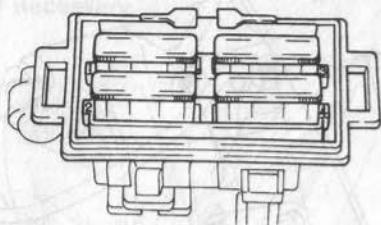
- (1) Loosen the screws ① and remove the lens.



- (2) Push in on the bulb ②, turn it to the left and pull it out.

FUSE

Fuses



The fuses are located under the seat. The fuses are designed to open when a circuit overload exists in individual electrical system circuits. If any electrical system fails to operate, then the fuses must be checked.

CAUTION

Failure to install a correct fuse can damage your motorcycle. Installing a fuse of incorrect rating or using aluminum foil or wire instead of a fuse may seriously damage the electrical system.

Always replace a blown fuse with a fuse of the same type and rating. If the new fuse blows in a short time, consult your Suzuki dealer immediately.

Fuse List

1. 25A MAIN fuse protects all electrical system.
2. 10A HEAD fuse protects the headlight and high beam indicator light.
3. 10A SIGNAL fuse protects the turn signal light, turn signal indicator lights and brakelight.
4. 10A IGNITION fuse protects the ignition system and electrical start system

CAUTION

Overtightening the screws may cause the lens to crack.

Tighten the lens screws only until they are snug.

TROUBLESHOOTING

This troubleshooting guide is provided to help you find the cause of some common complaints.

CAUTION

Failure to troubleshoot a problem correctly can damage your motorcycle. Improper repairs or adjustments may damage the motorcycle instead of fixing it. Such damage may not be covered under warranty.

If you are not sure about the proper action, consult your Suzuki dealer about the problem.

COMPLAINT: Engine is hard to start or does not start at all.

Something is probably wrong with the fuel system or ignition system.

Fuel System Check

- (1) Make sure there is enough fuel in the fuel tank.
- (2) Check that the fuelcock is in the "ON" position.
- (3) Make sure there is enough fuel reaching the carburetor from the fuelcock.
 - (a) Loosen the drain screw located under the carburetor. Drain the fuel from the carburetor into a container.

WARNING

Draining fuel from the carburetor can be hazardous. Fuel can catch on fire if you do not handle it properly.

When draining the carburetor, always shut the engine off. Do not smoke, and never drain or refuel in an area where there are open flames or sparks. Do not spill the fuel or you may create a fire hazard. Dispose of drained fuel properly.

- (b) Tighten the drain screw.
- (c) Push the electric starter button for a several seconds.
- (d) Loosen the drain screw and check that the carburetor is filled back up with fuel.
- (e) If fuel is reaching the carburetor, ignition system should be checked next.

Ignition System Check

- (1) Remove the spark plugs and reattach them to the spark plug leads.
- (2) Put the engine stop switch in the "RUN" position and ignition switch in the "ON" position. While holding the spark plug with its base firmly against the engine, push the electric starter button. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, take your machine to your authorized Suzuki dealer.

⚠ WARNING

Performing the spark test improperly can be hazardous. You could get a high voltage electrical shock if you are not familiar with this procedure.

Do not perform this check if you are not familiar with the procedure. Do not point the spark plug near the spark plug hole during this test. Do not do this test if you have a heart condition or wear a pacemaker.

COMPLAINT: Engine Stalls

- (1) Make sure there is enough fuel in the fuel tank.
- (2) Check to see that the spark plug is not fouled. Remove the plug and clean it. Replace it, if necessary.
- (3) Make sure the fuelcock is not clogged. Also check that the air vent hose connected to the fuel tank is not clogged.
- (4) Check the engine idle speed. If necessary, adjust it using a tachometer. The correct idle speed is 1 150 – 1 250 r/min.

STORAGE PROCEDURE

If your motorcycle is to be left unused for an extended period of time, it needs special servicing requiring appropriate materials, equipment and skill. For this reason, Suzuki recommends that you trust this maintenance work to your Suzuki dealer. If you wish to service the machine for storage yourself, follow the general guidelines below:

MOTORCYCLE

Place the motorcycle on the center side stand and thoroughly clean the entire motorcycle.

FUEL

- Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
- Drain the carburetor or run the engine for a few minutes until the stabilized gasoline fills the carburetor.

⚠ WARNING

Draining the carburetor can be hazardous. Fuel can catch on fire if you do not handle it properly.

When draining the carburetor, always shut the engine off. Do not smoke, and never drain fuel in an area where there are open flames or sparks. Keep pets and children away from fuel, and dispose of fuel properly.

ENGINE

- Pour one tablespoon of motor oil into each spark plug hole. Reinstall the spark plugs and crank the engine a few times.
- Drain the engine oil thoroughly and refill the crankcase with fresh engine oil all the way up to the filler hole.
- Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

BATTERY

- Remove the battery from the motorcycle.
- Clean the outside of the battery with a mild soap and remove corrosion from the terminals and wiring harness.
- Store the battery in a room above freezing.

TIRES

Inflate tires to the normal pressure.

EXTERNAL

- Spray all vinyl and rubber parts with rubber protectant.
- Spray unpainted surfaces with rust preventative.
- Coat painted surfaces with car wax.

MAINTENANCE DURING STORAGE

Once a month, recharge the battery. The standard charging rate is 1.6 A × 10 hours.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Remove the oily rags from the air cleaner intake and muffler outlet.
- Drain all the engine oil. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
- Remove the spark plugs. Turn the engine a few times. Reinstall the spark plugs.
- Reinstall the battery.
- Make sure that the motorcycle is properly lubricated.
- Perform the INSPECTION BEFORE RIDING as listed in this manual.
- Start the motorcycle as outlined in this manual.

APPEARANCE CARE

CORROSION PREVENTION

It is important to take good care of your motorcycle to protect it from corrosion.

Listed below are instructions for how to maintain your motorcycle to prevent corrosion and keep it looking new for years to come.

Important Information About Corrosion

Common cause of corrosion

- (1) Accumulation of road salt, dirt, moisture, or chemicals in hard to reach areas.
- (2) Chipping, scratches and any damage to treated or painted metal surfaces resulting from minor accidents or impact from stones and gravel.

Road salt, dust-control chemicals, sea air, industrial pollution and high humidity will all contribute to, or accelerate, corrosion.

The above signifies the necessity of keeping your motorcycle as clean and dry as possible. It is equally important to repair any damage to the paint or protective coatings as soon as possible.

How to Help Prevent Corrosion

- (1) Wash your motorcycle frequently
The best way to preserve the finish on your motorcycle and to help avoid corrosion is to keep it clean with frequent washing. Wash your motorcycle at least once a month. Keep your motorcycle as dry and clean as possible.
- (2) Remove foreign material deposits
Foreign material such as salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage the finish of your motorcycle if it is left on painted surfaces. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Be sure that any cleaner you use is not harmful to painted surfaces and is specifically intended for your purposes. Follow the manufacturer's directions when using these special cleaners.

- (3) Repair finish damage
Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.
- (4) Store your motorcycle in a dry, well-ventilated area
Do not park your motorcycle in a damp, poorly ventilated area. If you often wash your motorcycle in the garage or if you frequently drive it in when wet, your garage may be damp. The high humidity in the garage may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.
- (5) Cover your motorcycle
Years of exposure to mid-day sun can cause the colors in paint, plastic parts, and instrument faces to fade. Covering your motorcycle with a high-quality, "breathable" motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, follow the instructions below:

- (1) Remove dirt and mud from the motorcycle with running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
- (2) Wash the entire motorcycle with a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

CAUTION

Radiator fins can be damaged by spraying high pressure water on them.

Do not spray high pressure water on the radiator fins.

NOTE: Avoid spraying or allowing water to flow over the following places:

- Ignition switch
- Spark plugs
- Fuel tank cap
- Carburetors
- Brake master cylinders

- (3) Once the dirt has been completely removed, rinse off the detergent with running water.
- (4) After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.

(5) Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage following the procedure below:

- Clean all damaged spots and allow them to dry.
- Stir the paint and "touch-up" the damaged spots lightly with a small brush.
- Allow the paint to dry completely.

Waxing the Motorcycle

After washing the motorcycle, waxing and polishing are recommended to further protect and beautify the paint.

- Only use waxes and polishes of good quality.
- When using waxes and polishes, observe the precautions specified by the manufacturers.

INSPECTION AFTER CLEANING

For extended life of your motorcycle, lubricate according to "GENERAL LUBRICATION" section.

⚠ WARNING

Operating the motorcycle with wet brakes can be hazardous. Wet brakes may not provide as much stopping power as dry brakes. This could lead to an accident.

Test your brakes after washing the motorcycle, while riding at slow speed. If necessary, apply brakes several times to let friction dry out the lining.

Follow the procedures in the "INSPECTION BEFORE RIDING" section to check your motorcycle for any problems that may have arisen during your last ride.

CONSUMER INFORMATION

EMISSION CONTROL WARRANTY

Suzuki Motor Corporation warrants to the ultimate purchaser and each subsequent purchaser that this motorcycle is designed, built, and equipped so as to conform at the time of sale with all U.S. emission standards applicable at the time of manufacture, and that it is free from defects in materials and workmanship which would cause it not to meet these standards within its useful life. Useful life is defined for each class of motorcycle as 5 years or the corresponding number of kilometers (miles) shown in the chart below, whichever occurs first.

Vehicle class	Engine displacement	Useful Life Distance
Class I	50 to 169 cc	12 000 km (7 456 miles)
Class II	170 to 279 cc	18 000 km (11 185 miles)
Class III	280 cc and over	30 000 km (18 641 miles)

Failure, other than those resulting from defects in material or workmanship, which arise solely as a result of owner abuse and/or lack of proper maintenance are not covered by the warranty.

REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying American Suzuki Motor Corp.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or American Suzuki Motor Corp.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

To contact American Suzuki, owners in the continental United States can call toll-free 1-800-444-5077, or write to: American Suzuki Motor Corporation Motorcycle Customer Service P.O. Box 1100, Brea, CA 92622-1100.

For owners outside the continental United States, please refer to the distributor's address listed on your Warranty Information brochure.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing thereof; (1) the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

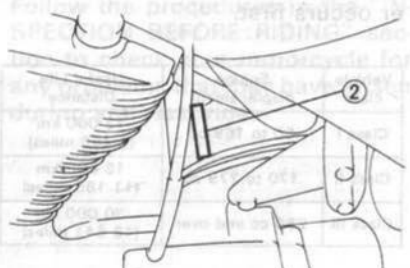
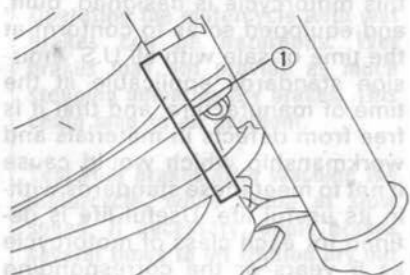
- removing or puncturing the muffler, baffles, header pipes, or any other component which conducts exhaust gases
- replacing the exhaust system or muffler with a system or muffler not marked with the same model specific code as the code listed on the Motorcycle Noise Emission Control Information label, and certified to appropriate EPA noise standards
- removing or puncturing the air cleaner case, air cleaner cover, baffles, or any other component which conducts intake air.

Whenever replacing parts on your motorcycle, Suzuki recommends that you use genuine Suzuki replacement parts or their equivalent.

For owners outside the United States, please refer to the distributor's address listed on your Warranty Information brochure.

SERIAL NUMBER LOCATION

You need to know the frame and engine serial numbers to get title documents for your motorcycle. You also need these numbers to help your dealer when you order parts.



The frame number ① is stamped on the steering head tube as shown in the photograph. The engine serial number ② is stamped on the crankcase assembly.

Write down the serial numbers here for your future reference.

Frame No:

Engine No:

SPECIFICATION

Overall length	2100 mm (82.7 in)
Overall width	750 mm (29.5 in)
Overall height	1175 mm (46.3 in)
Wheelbase	1475 mm (58.1 in)
Ground clearance	145 mm (5.7 in)
Seat height	780 mm (30.7 in)
Dry mass (weight)	185 kg (408 lb)
ENGINE	
Type	Four-stroke, water-cooled, OHV, 180° crank
Valvetrain	Overhead valves
Stroke	57.0 mm (2.24 in)
Piston displacement	1800 cc (110.1 cu in)
Compression ratio	10.5:1
Carburetor	2x Mikuni 30mm
Ignition	CDI
Start system	Electric
Clutch	Wet disc
TRANSMISSION	
Clutch	Wet disc
Transmission	5-speed
Gearshift pattern	Standard
Primary reduction ratio	2.35:1
Secondary reduction ratio	2.35:1
Final reduction ratio	10.5:1
Gear ratios	1st: 2.35:1, 2nd: 1.71:1, 3rd: 1.35:1, 4th: 1.00:1, 5th: 0.77:1
Top speed	180 km/h (112 mph)
0-100 km/h	12.5 sec

SPECIFICATION

DIMENSIONS AND DRY MASS

Overall length.....	2265 mm (89.2 in)	
Overall width.....	805 mm (31.7 in)	
Overall height.....	1115 mm (43.9 in)	
Wheelbase.....	1565 mm (61.6 in)	
Ground clearance.....	145 mm (5.7 in)	
Seat height.....	800 mm (31.5 in)	
Dry mass (weight).....	213 kg (470 lbs)	
	214 kg (472 lbs).....	For California model

ENGINE

Type.....	Four-stroke, water-cooled, OHC, TSCC, 45-degree V-twin
Valve clearance.....	0.08 - 0.13 mm (0.003 - 0.005 in)
Number of cylinders.....	2
Bore.....	83.0 mm (3.263 in)
Stroke.....	74.4 mm (2.929 in)
Piston displacement.....	805 cm ³ (49.12 cu.in)
Compression ratio.....	10.0 : 1
Carburetor, front.....	MIKUNI BDS36SS, Single
rear.....	MIKUNI BS36SS, Single
Air cleaner.....	Polyester fiber element
Starter system.....	Electric starter motor
Lubrication system.....	Wet sump

TRANSMISSION

Clutch.....	Wet multi-plate type
Transmission.....	5-speed constant mesh
Gearshift pattern.....	1-down, 4-up
Primary reduction ratio.....	1.690 (71/42)
Secondary reduction.....	1.096 (17/15 × 30/31)
Final reduction ratio.....	3.090 (34/11)
Gear ratios, Low.....	2.285 (32/14)
2nd.....	1.631 (31/19)
3rd.....	1.227 (27/22)
4th.....	1.000 (25/25)
Top.....	0.851 (23/27)
Drive chain.....	Shaft drive

SERIAL NUMBER LOCATION

You need to know the frame and engine serial numbers to get title for your motorcycle. Record these numbers to show dealer when you order.

The frame number is stamped on the steering head tube as shown in the photograph. The engine serial number is stamped on the crankcase assembly.

Write down the serial numbers here for your future reference.

Frame No. _____

Engine No. _____

CHASSIS

Front suspension.....	Telescopic, coil spring, oil damped
Rear suspension.....	Swinging arm, coil spring, oil damped, spring preload 5-way adjustable, damping force 4-way adjustable
Steering angle.....	35° (right & left)
Caster.....	59°20'
Trail.....	129 mm (5.1 in)
Turning radius.....	3.2 m (10.5 ft)
Front brake.....	Disc
Rear brake.....	Disc
Front tire size.....	110/80-18 58H
Rear tire size.....	150/70 B17 69H

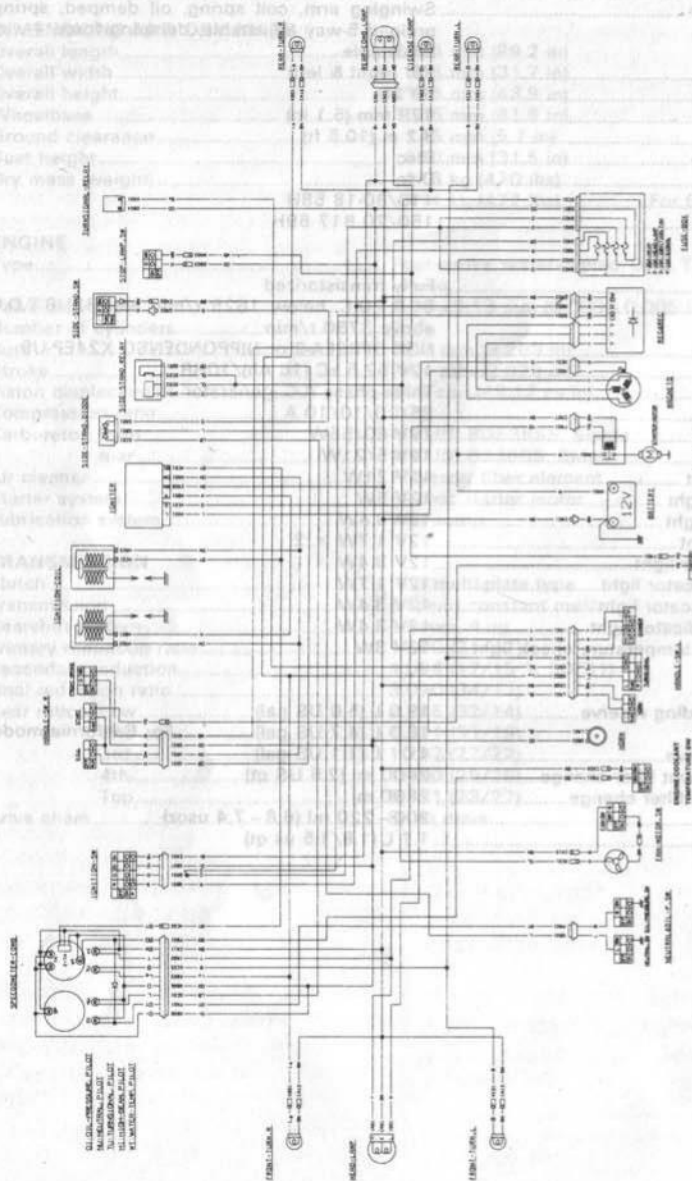
ELECTRICAL

Ignition type.....	Fully transistorized
Ignition timing.....	5° B.T.D.C. below 1625 r/min and 32° B.T.D.C. above 3750 r/min
Spark plug.....	NGK DPR8EA-9 or NIPPONDENSO X24EP-U9
Battery.....	12V 57.6 kC (16 Ah)/10HR
Generator.....	Three-phase A.C. generator
Fuse.....	25/10/10/10 A
Headlight.....	12V 60/55W
Tail/brake light.....	12V 5/21W
Turn signal light.....	12V 21W
License plate light.....	12V 5W
Speedometer light.....	12V 3.4W
Tachometer light.....	12V 1.7W × 2
Neutral indicator light.....	12V 3.4W
High beam indicator light.....	12V 1.7W
Turn signal indicator light.....	12V 3.4W
Oil pressure indicator light.....	12V 3.4W
Engine coolant temperature check light.....	12V 3W

CAPACITIES

Fuel tank, including reserve.....	19.0 L (5.0 US gal)
	18.0 L (4.7 US gal)..... For California model
Reserve.....	4.0 L (1.1 US gal)
Engine oil, without filter change.....	2400 ml (2.5 US qt)
with filter change.....	2800 ml
Final gear oil.....	200 - 220 ml (6.8 - 7.4 usoz)
Coolant.....	1.7 L (1.8/1.5 us qt)

WIRING DIAGRAM



WIRE COLOR

B.....	Black
Bl.....	Blue
Br.....	Brown
G.....	Green
Gr.....	Gray
Lbl.....	Light blue
Lg.....	Light green
O.....	Orange
R.....	Red
W.....	White
Y.....	Yellow
B/W.....	Black with White tracer
B/Y.....	Black with Yellow tracer
G/W.....	Green with White tracer
G/Y.....	Green with Yellow tracer
O/B.....	Orange with Black tracer
O/Bl.....	Orange with Blue tracer
O/G.....	Orange with Green tracer
O/R.....	Orange with Red tracer
O/W.....	Orange with White tracer
W/B.....	White with Black tracer
Y/B.....	Yellow with Black tracer
Y/G.....	Yellow with Green tracer
Y/W.....	Yellow with White tracer

Prepared by
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