

SUZUKI

S
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N

THE
BOSS

14 Bhp



SPECIFICATIONS

DIMENSIONS AND WEIGHT

Overall length	1865 mm
Overall width	725 mm
Overall height	1050 mm
Wheel base	1208 mm
Dry mass (without fuel)	104 kg

PERFORMANCE

Maximum horsepower	10.3 kw (14BHP) at 8500 rpm
Maximum speed - top gear	Around 105 km/hr
Acceleration	0-60 km/hr in 5.9 secs

CHASSIS

Front suspension	Telescopic,oil damped
Rear suspension	Swinging arm hydraulic shock absorbers with coaxial springs
Front brake	Internal expanding 130 mm Dia
Rear brake	Internal expanding 130 mm Dia
Front tyre size	2.75 x 18
Rear tyre size	3.00 x 18

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	4 speed constant mesh
Gear shift pattern	All down,heel-toe shift

ENGINE

Type	Two-stroke,aircooled
Intake system	Reed valve
Bore	52.5 mm
Stroke	50 mm
Piston displacement	108.2 cc
Carburettor	Mikuni VM 20 SS
Lubrication system	SUZUKI "CCI"
Compression ratio	7.7 : 1

ELECTRICAL

Generator	Flywheel Magneto 60W
Ignition type	PEI (Electronic)
Battery	12 V 2.5 Ah
Headlight	12 V 35/35 W
City light	12 V 3.4 W
Tail/brake light	12 V 5/10 W
Turn signal light	12 V 10 W

CAPACITIES

Fuel tank including reserve	12 litres
Reserve	2 litres

O W N E R ' S M A N U A L

SUZUKI

SHOGUN

14 BHP

IMPORTANT

RUNNING-IN INFORMATION FOR SUZUKI MOTORCYCLE

The first 1,600 Kms are the most important in the life of your motorcycle. Proper running-in operation during this time will help ensure maximum life and performance from your new Suzuki motorcycle. Suzuki parts are manufactured with high quality materials, and machined parts are finished to close tolerances. Proper running-in operation allows the machined surfaces to polish each other and mate smoothly.

Motorcycle reliability and performance depend on special care and restraint exercised during the running-in period. It is especially important that you avoid operating the engine in a manner which could expose the engine parts to excessive heat.

Please refer to the RUNNING-IN section for specific running-in recommendations.

WARNING/CAUTION/NOTE

Please read this manual and follow its instructions carefully.

To emphasize special information the words **WARNING**, **CAUTION** and **NOTE** carry special meanings and should be carefully reviewed :—

WARNING When personal safety of the rider is involved, disregarding this information could result in his/her injury.

CAUTION These instructions point out special service procedures or precautions that must be followed to avoid damaging the machine.

NOTE This provides special information to make operation or maintenance easier or important instructions clearer.

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FOREWORD

Dear Customer,

We welcome you to the fast expanding family of satisfied Suzuki motorcycle owners and thank you for choosing Suzuki motorcycle. This vehicle has been designed, tested and produced using the world's most modern technology available to provide you with happy, enjoyable and safe riding for years.

The simplicity of operation, superb styling, great fuel economy and super performance of Suzuki motorcycle will make you feel proud to be its owner.

While every care has been taken to make the Suzuki motorcycle trouble-free, please do get it periodically checked as recommended or required by our dealers or authorised service centres only and in case of any reasons of dissatisfaction, please do write to us giving Engine No. Chassis No. date of purchase and yours as well as dealer's name with address. The proper care and maintenance that your

Suzuki motorcycle requires is outlined in this Manual. By following these instructions explicitly, you will ensure a long trouble-free operating life for your Suzuki motorcycle.

Your Suzuki dealer has experienced and trained technicians who provide your machine with the best possible service with the right tools and equipment.

So, congratulations on your wise decision to go in for a Suzuki motorcycle and with best wishes.

We are,

at your service,

Marketing/Service Department
TVS-SUZUKI LIMITED
Post Box No : 4, Harita
HOSUR - 635 109
Phone : 6780 - 4
Telex : 0458-236/0458-240
Grams : TVS-SUZUKI

SUZUKI SHOGUN OWNERS MANUAL

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 differences between this manual and your vehicle. SUZUKI reserves the right to make such changes at any time, without notice.

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Prepared by

TVS-SUZUKI LIMITED

Service Department

CONSUMER INFORMATION

Accessory Installation and Safety Tips

There may be a great variety of accessories available to Suzuki owners. The addition of unsuitable accessories can lead to unsafe operating conditions. Your dealer will assist you in selecting quality assessories and installing them correctly.

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

(1) Anytime that additional weight or aero-dynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the centre of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid,

non-movable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.

- (2) 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.
- (3) 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 handle
- (4) Windshields, fairings, backrests, saddle-bags, 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 crosswinds or when being passed 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.
- (5) Certain accessories displace the rider from his normal riding position. This limits the freedom of movement of the rider and may

bar or front fork of the machine should be as light as possible and kept to a minimum.

- limit his control ability
- (6) Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

If any load is to be loaded 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 dangerous and makes the motorcycle difficult to handle. The size of the "load" can also affect the aerodynamic and handling of the motorcycle. Balance the load between the left and right side of the motorcycle and fasten it securely.

EMISSION CONTROL

In order to ensure a clean environment the government has enforced regulations to control automobile exhaust emission. As per the central motor vehicle rule 1989, in case of two wheelers (petrol driven) the idling CO

emission (by volume) should be less than 4.5%.

Your SUZUKI motorcycle uses a carburettor which incorporates a separate pilot circuit operating at idling and low engine speeds and this circuit ensures precise control on air fuel ratio required at slow speed operation. With the air screw provided in the pilot circuit, air fuel ratio can be adjusted to meet the emission levels within limits. All motorcycles are tested and set in the factory so that the emission levels are within the limits. Do not therefore disturb the air screw setting, as this may lead to higher emission and also affect the fuel economy. If the vehicle needs any adjustment consult the nearest SUZUKI dealer.

The Central Motor Vehicle Rules 1989 specifies that the driver or any person incharge of the vehicle shall upon

demand by the Enforcing Officer submit the vehicle for testing to ensure that the emissions are within the acceptable limits.

While adequate care is exercised at the

factory to ensure that the emissions are within limits, it is essential for the owner to always maintain their motorcycles in good condition, by getting it periodically serviced and checked by the Suzuki dealers/authorised service centres, so that the emission levels are maintained within limits.

SAFE-RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider and passenger. These precautions are .

WEAR A HELMET

Motorcycle safety equipment starts with a quality safety helmet. One of the most serious injuries that can happen is a head injury. **ALWAYS** wear ISI approved helmet. You should also have a suitable eye protection.

RIDING APPAREL

Loose, fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

INSPECTION BEFORE RIDING

Read thoroughly the instructions in the "INSPECTION BEFORE RIDING" section of this manual. Do not forget to perform an entire safety inspection to ensure the safety of the rider and its passenger.

FAMILIARISE YOURSELF WITH THE MOTORCYCLE

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. Remember practice makes perfect.

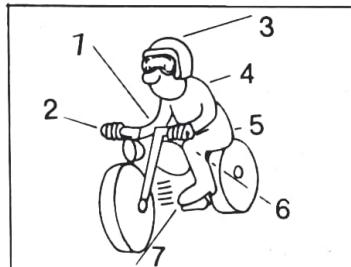
KNOW YOUR LIMITS

Ride within the boundaries of your

own skill at all times. Knowing these limits and staying within them will help you to avoid accidents.

POSTURE

Proper motorcycle riding starts with proper posture.

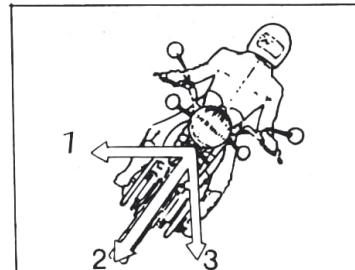


1. Elbows are held inside close to the body and kept flexed.
2. Leave a space equal to one finger on the inside (front). Hold your arms at an angle of about 120°
3. Look widely instead of gazing at one point.
4. Relax to guard against a sudden impact.

5. Hips are in a position to relax arms and shoulders.
6. Press the tank. Tightly on rough roads.
7. Toes point straight ahead.

CORNERING

When cornering, centrifugal force works in a direction perpendicular to the direction in which the motorcycle is moving.

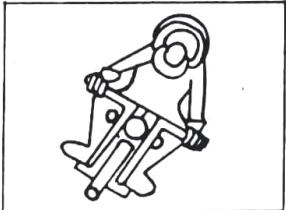


- 1) Centrifugal force
2) Compound force 3) Gravity

Centrifugal force increases in proportion to square of the speed of the machine, and the shorter the radius of the corner, the greater it becomes. In cornering, reduce speeds so as to lessen the effects of centrifugal force. By all means, avoid abrupt application of a brake or sudden steering. There are three basic postures in leaning the motorcycle. It is an important step to safe riding to master the three basic cornering postures and choose between them for different cornering situations.

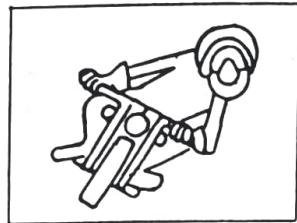
Lean-with

The body of the rider is leaned at the same angle as the motorcycle. This is a natural and stable posture for cornering.



Lean-out

This posture holds the upper part of the body upright as if pushing the motorcycle down inside. The motorcycle lean angle is the largest of the three. The upper part of the rider's body held upright gives better visibility



Lean-in

This is the posture to bend the upper part of the body farther inside at a larger leaning angle than the motorcycle. Since the leaning angle of the motorcycle is smaller, the tyres hug the road better. This is good for rainy conditions or for slippery surfaces. Its drawback is limited visibility for the rider.

BRAKING

For safe riding it is very important to master the braking techniques.

Points to note in braking

1. Hold the motor cycle upright as you apply the brake.
2. Apply both front and rear brakes Simultaneously.
3. Apply brakes in a pumping motion - a series of applying and releasing
4. Never depress the clutch lever while braking.
5. On down gradients and while cornering apply engine brake :- close throttle and down shift the gear

Process of vehicle coming to a stop

1. Friction that develops between the brake shoes and the brake drum holds back the revolutions of a wheel.
2. Friction that develops between the tyres and the road surface prevents a vehicle from moving ahead.

Causes for poor breaking

1. If the brake shoes or drum are worn out, or if there is water or oil leakage in them, sufficient friction does not develop and the brake does not work well
2. Even when the brake works normally, if the road surface is wet or the tyre surface is worn off, friction does not take a firm hold on the surface, prolonging the stopping distance.
3. Approx : 65% braking effort is from front brake. Non-use of front brake causes poor braking.

REACTION TIME

The time taken before the brake is applied after the motor cycle rider recognises the sign of danger is called "reaction time"

During the reaction time, the machine is moving at the same speed as before the rider reacts to a danger sign and applies the brake. Reaction time varies according to individuals. But the faster the speed, the longer the distance it takes for the rider to react and take action at a danger sign. So it is very important to be careful when riding at high speeds.

Relation between speeds and stopping distances in general.

SPEED Km/hr	STOPPING DISTANCE	
	(Including Reaction time Distance mts)	
10		2.2
20		6
30		11
40		16
50		22
60		30

These distances are for careful riding on dry asphalt roads with a reaction time of 0.5 seconds. For rainy conditions, the stopping distances are 2 times and for snowy conditions, 3 times.

VISION

Human senses can adjust themselves to the speeds of man's activities, and they are not made to the speeds of a motor vehicle. Therefore, high speeds are likely to cause illusions and distortions in human senses.

Decreasing vision is most likely to cause an accident. So it is important to ride at reasonable speeds.

Moving Vision

Moving vision refers to vision in relation to a moving object or the vision of an observer while in motion.

Note that it is lower than still vision in which still objects are recognizable, and note, too, that it decreases in proportion to speed as indicated below :

Decreasing rates of vision

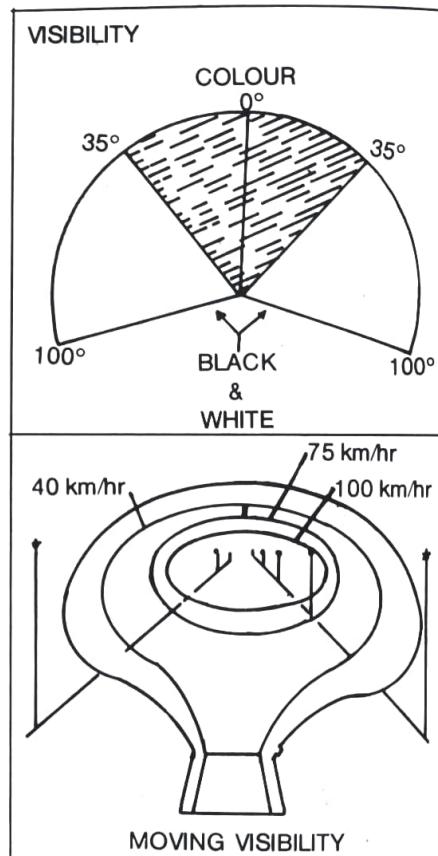
Speeds	Vision
0	1.2
10 km/h	1.0
29 km/h	0.8
54 km/h	0.7
72 km/h	0.6

VISIBILITY

While one's visibility extends at an angle of as much as 200 degrees, the area in which one can recognize colors is limited to an area that extends 35 degrees from the center on both sides. Objects outside of that area are perceived only in black and white. Therefore, you cannot recognize properly the traffic signals or signs that come into that area unless you pay particular attention to them.

Moving visibility

The faster you move, the narrower the view becomes. It is similar to looking through a pipe or a tube, with closer objects eluding your vision and the view limited only to those farther in sight. This is an effect of moving visibility and it begins to occur with a speed of about 40 km/h. The faster you ride, the farther into the distance you have to look



RIDING TIPS

WARNING

- (1) If this is the first time that you are riding a machine of this type, we suggest that you practice on a safe, open area to become thoroughly familiar with the controls and operation of the motorcycle.
- (2) One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and both feet securely on the footrests. Under no circumstances should both hands be removed from the handlebars.
- (3) Don't down shift in the midst of cornering. Slow down to a safe speed before negotiating a corner.
- (4) When the road surface is wet or slushy, there is a re-

duction in tyre traction. You should reduce speed whenever these conditions exist as braking and cornering ability are reduced.

- (5) At side winds which may be experienced at the exits of tunnels, when passing by the cut of a hill, or when being overtaken by larger vehicles, you should reduce speed and ride alertly.
- (6) Obey the speed limit and traffic regulations at all times.

1. SUZUKI SHOGUN SALIENT FEATURES

One of the most important features of this motorcycle is the CCI lubrication system wherein engine oil is not mixed with petrol. But oil is being fed into the engine inlet manifold by an oil pump which draws oil from a separate tank.

The Cylinder Block, Exhaust System and Carburettor designs have been perfectly matched to achieve optimum fuel economy under normal Indian driving conditions.

This motorcycle also incorporates a reed valve induction system for high torque at low and medium speeds resulting in excellent pick up and gradeability.

An electronic ignition system with automatic ignition advance is provided for reliable, efficient and economic operation. This eliminates mechanical contact breaker points and its periodic maintenance.

The frame is made strong and heavy by use of thick steel tubes to give better suitability for adverse road condition.

Use of wide tyres both in front and rear provide better stability even at high speeds.

The front fork is sturdy and heavy to suit adverse road conditions.

Adjustable Shock Absorbers are fitted in the rear. These are adjustable to have soft, medium or hard suspension at the rear. Soft suspension is ideal for a comfortable ride on smooth plain roads and for solo riding. Hard suspension is good for rough roads and heavy payloads. Thus adjustable shock absorbers provide the flexibility to adjust the suspension to the varying road and load conditions to ensure maximum ride comfort. This also helps to improve the road-holding and cornering.

The electrical system is 12V 60W system with excellent lighting and horn performance. This ensures very safe riding at all times.

Use of primary kick starter mechanism enables the rider to start the engine in any gear after disengaging the clutch.

The vehicle is sleek in appearance and powerful in performance and gives excellent confidence to the rider.

The front fairing installed over the head lamp housing gives an attractive look.

The instrument cluster consists of two separate housing. One of them gives vehicle speed indication in Kmph and another gives engine speed in RPM. Ignition key is located just above these housings. The engine speed indicator (Tachometer) is electronically operated.

NINE DRIVING TECHNIQUES FOR SAVING ENERGY

FAST ACCELERATION WASTES FUEL

Maximum fuel economy is obtained when driving steadily at a moderate speed. Fuel is wasted whenever you suddenly accelerate or brake the motorcycle. Opening the throttle sharply to accelerate wastes even more fuel.

AVOID NEEDLESS IDLING

While waiting for somebody or while stopped by congested traffic if the engine is kept running at idle speed it causes unnecessary wastage of fuel.

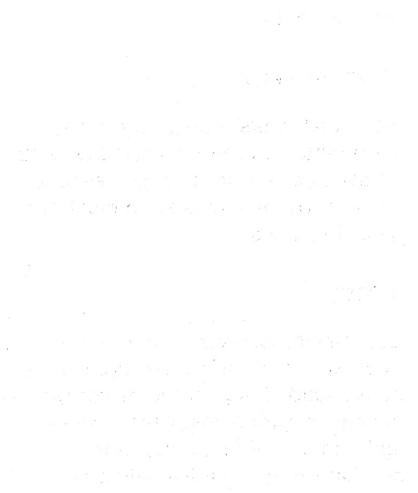
FAST STARTING FROM REST WASTES FUEL

A racing start from rest at full throttle can damage the engine. It also creates a potentially dangerous traffic situation.

DRIVE AT COST CONSCIOUS SPEEDS

On ordinary roads, a cruising speed of around 45 Kmph is the most fuel efficient way to drive. There is a drop in fuel

economy both at lower speeds and higher speeds as shown in the graph below.



REVVING THE ENGINE WASTES FUEL

An engine revved to high speed while the vehicle is stationary wastes fuel unnecessarily. This should be avoided.

AVOID FREQUENT BRAKINGS

Anticipate corners and slopes as well as the traffic conditions. Unnecessary frequent braking will make you to lose in fuel economy.

USE CLUTCH ONLY WHEN REQUIRED

Do not use your clutch unnecessarily. It leads to loss of power.

EVAPORATION

During day time park the motorcycle preferably under shade. Motorcycle parked in hot sun will have wastage of fuel in the form of evaporation.

Fill up the petrol in the fuel tank to its maximum capacity. Partially filled fuel tank will have increased evaporation and the condensation of moisture inside the tank will also be more.

SEVEN CHECKS TO SAVE FUEL

SPARK PLUG

If the Spark plug is dirty or defective, fuel combustion is not efficient and fuel is wasted. Plug must be checked frequently.

AIR CLEANER ELEMENT

When the air cleaner is dirty, air flow is restricted and fuel consumption is increased. Replace or clean the element as soon as it becomes slightly dirty. Replace the air cleaner if damaged.

CLUTCH

If acceleration is sluggish when the clutch lever is released, it is quite possible that the clutch is slipping. A slipping clutch will cause considerable fuel waste. If the condition persists after the clutch has been adjusted to the specified value, immediately have the clutch checked by your dealer.

ENGINE OIL

Dirty engine oil will increase friction between various parts of the engine

and reduce engine life

Regularly check the engine oil for contamination. Check the oil level at the same time.

FUEL SUPPLY

Stop fuel leaks if any, from tank, carburettor and fuel lines. Loss of fuel at the rate of one drop per second may drain the fuel tank completely in just two days

TYRES

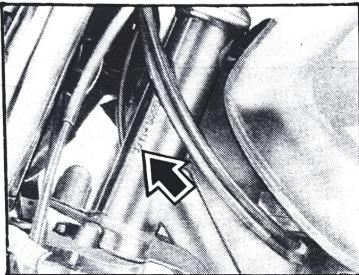
Low tyre pressure has the same adverse effect on a motorcycle as a heavy load. Drag on the motorcycle is increased with a resultant increase in fuel consumption. Furthermore, handling may be adversely affected. Check the tyre pressure regularly and inflate it to the recommended pressure. Never use tyres which have been worn beyond the permissible limit.

REGULAR CHECKS

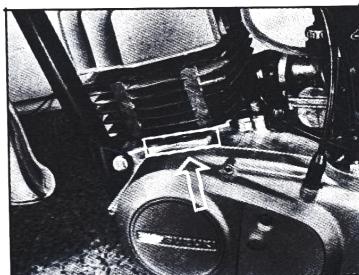
Carry out the periodic maintenance checks on time, as specified in this manual.

Regular maintenance checks will save fuel upto 6% and assure you of trouble-free, enjoyable, safe motorcycling.

SERIAL NUMBER LOCATION



Frame number



Engine number

The frame and engine serial numbers

are required to register the motorcycle. They are also required to assist your dealer when ordering parts or referring to special service information.

The frame number is stamped on the left side of the steering head tube. The engine serial number is stamped on the left side of the crankcase assembly.

Please write down the serial numbers here for your reference.

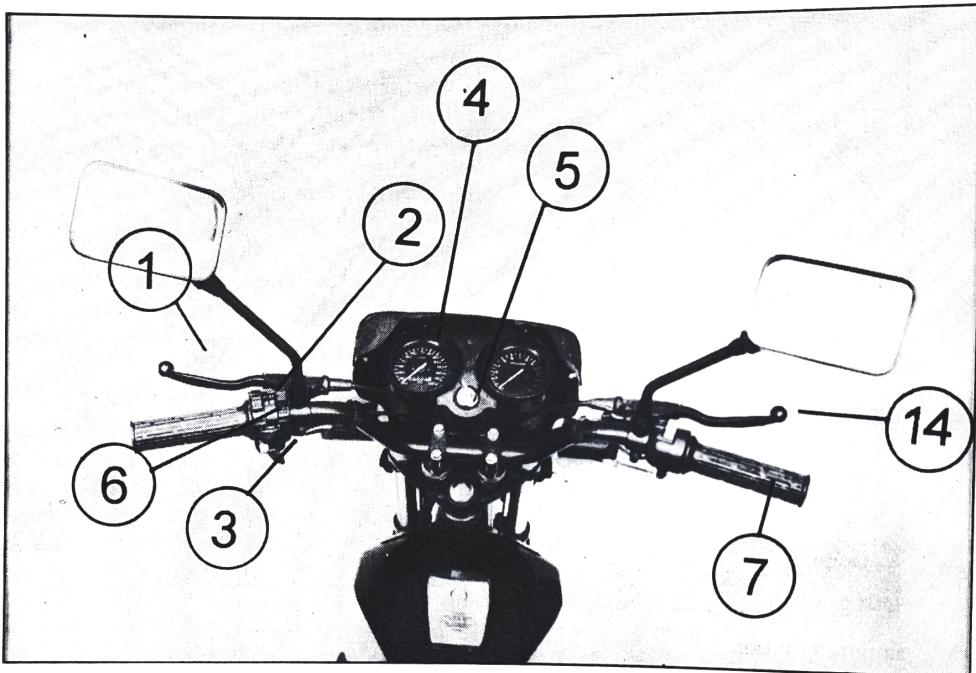
Frame No.:

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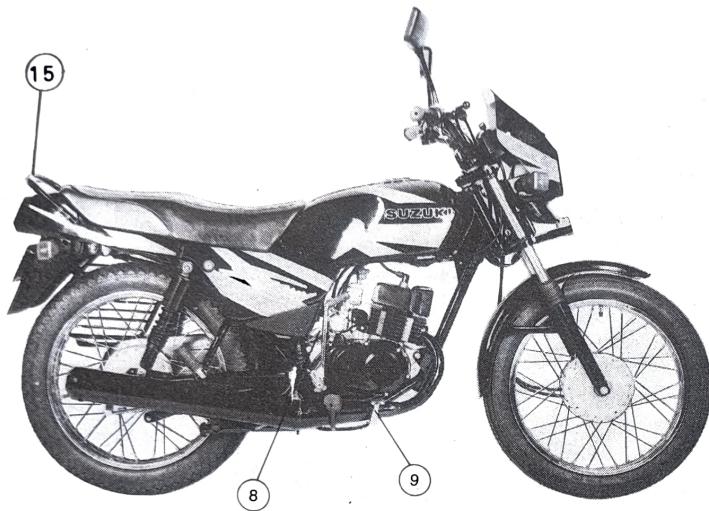
Engine No.:

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LOCATION OF PARTS



- (1) Clutch Lever
- (2) Headlight Switch
- (3) Choke Lever
- (4) Speedometer
- (5) Ignition Switch
- (6) Turn Signal Switch
- (7) Throttle Grip



8 Kick starter lever

9 Rear brake pedal

10 Fuel cock

11 Gear shift lever

12 Centre stand

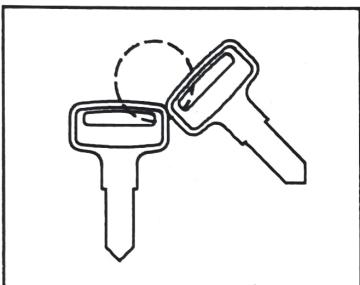
13 Stationary pillion foot rest

14 Front brake lever

15 Pillion stopper



CONTROL KEY



Suzuki Motorcycles comes equipped with a Duplicate Key.

Please write down the key number for your further reference.

Ignition
Key No.

IGNITION SWITCH



The ignition switch has four (4) positions:

“OFF” POSITION

All the electrical circuits are cut off.

“C” POSITION

With the ignition switch in the “C” position, the oil level indicator light should be lit. This position is used for only checking whether the oil level indicator light bulb is functioning or not. Neutral indicator light will also be on if gear is in neutral.

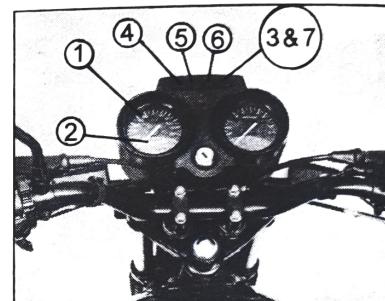
“ON” POSITION

The ignition circuit is completed and the engine can now be started.

“NIGHT” POSITION

The headlight and tail light will be lit WHEN the engine starts and will remain lit as long as the engine is operating.

INSTRUMENT PANEL



SPEEDOMETER ①

The speedometer indicates the road speed in kilometers per hour.

ODOMETER ②

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

TURN SIGNAL INDICATOR LIGHT LEFT ③

When the turn signal is being operated to the left side, the LHS amber indicator light will flash.

NEUTRAL INDICATOR LIGHT④

The green light will come on when the transmission is in neutral. The light will not glow when you shift into any gear other than neutral.

HIGH BEAM INDICATOR LIGHT⑤

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

OIL LEVEL WARNING LIGHT⑥

If this red light glows when the ignition switch is in On or Night position, it indicates that the Engine oil level is low and requires replenishment.

TURN SIGNAL INDICATOR LIGHT RIGHT⑦

When the turn signal is being operated to the right side the amber indicator light will flash.

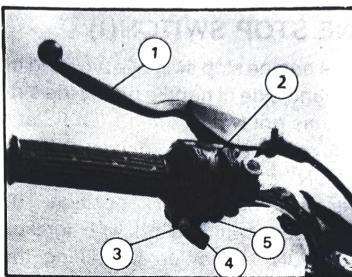
TACHOMETER

The Tachometer indicates the engine speed in revolutions per minute.

LEFT HANDLE BAR

CLUTCH LEVER①

The clutch lever is used to disengage the drive to the rear wheel when starting the engine or to shift the transmission gear. Pressing the lever disengages the clutch.



HEAD LIGHT SWITCH②

The control for head light is provided on left side of handle bar near the grip. There are two knobs, one having three positions viz "OFF", "PO" & "ON" and the other knob having two positions "HI" and "LO".

The working of light at various positions of control is as follows:

OFF: Head light is off with the knob in "OFF" position inspite of ignition switch in "ON" position and engine in running condition.

PO : The city and tail lights glow when the knob is positioned at "PO" with the ignition switch in "ON" position and engine running.

ON : The head, city and tail lights glow when the knob is positioned at "ON" with the ignition switch in "ON" condition and engine running.

Dimmer switch:

HI : To operate high beam when the head lamp is on.

LO : To operate low beam when the head lamp is on.

HORN BUTTON③

Push type button is located below the knob for TS lamp on the left hand side of control switch. Push the button to operate the horn.

CARBURETTOR CHOKE LEVER④

The carburettor of this motorcycle is equipped with a "choke" system to provide easy starting. When starting a cold engine, turn the choke lever to the direction indicated in the control box, and depress the kick starter lever forcefully.

Immediately after the engine starts, let the engine accelerate steadily by controlling the choke lever position and warm it up. When the engine is warm, the choke system does not need to be used for starting. Always be certain to return the choke lever back to its normal position after the engine reaches normal operating temperature.

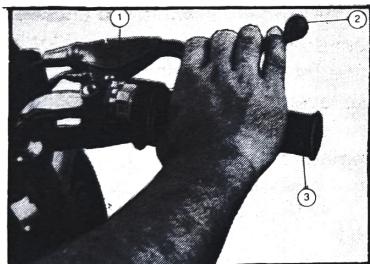
TURN SIGNAL SWITCH⑤

Slider type control knob is fixed below the head light switch control on the left hand side switch control box. Marking "L" and "R" are provided to indicate left and right. The knob is to be slid to "R" side for operating right side blinkers and "L" side for left side blinkers.

WARNING:

Always use the appropriate turn signal when you intend to change lanes or make a turn. ALWAYS be sure to turn the turn signal switch to the "OFF" position after completing the turn or lane change.

RIGHT HANDLEBAR



ENGINE STOP SWITCH(1)

Slider type engine stop switch is provided on the right hand side of handle bar by the side of grip. It has got two positions "OFF" and "RUN". To start the engine, ignition switch is to be in "ON" position and also the engine stop switch is to be in "RUN" position. The engine can be switched off with ignition switch in "ON" condition by sliding the engine stop switch to "OFF" position. With this operation, only the engine is switched off all other electrical systems are in "ON" condition. So it is recommended to use the engine stop switch only during emergency and at all other times use ignition switch for stopping the engine.

FRONT BRAKE LEVER②

The front brake is applied by pressing the right handlebar brake lever gently towards the throttle grip along with rear brake.

When the front brake lever is depressed, the brake light switch operates and the brake light will glow.

THROTTLE GRIP③

Engine speed is controlled by the position of the throttle grip. Twist it towards you to increase engine speed. Turn it away from you to decrease the engine speed.

REAR VIEW MIRROR

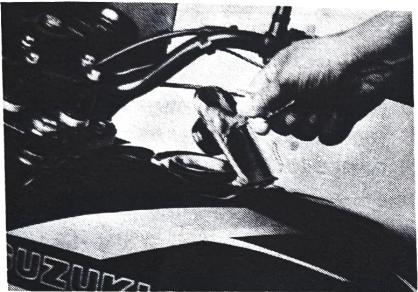
For safety reasons the mounting threads in the mirror and mounting bracket are designed as given below:

- 1) RH mirror: LH thread and tightening in anti-clockwise direction.
- 2) LH mirror: RH thread and tightening in clockwise direction.

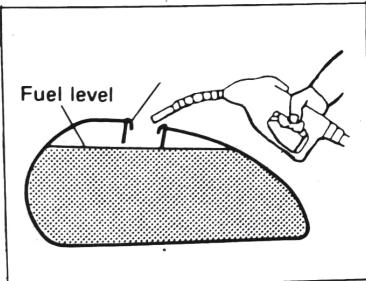
CAUTION:

Interchanging of mirrors will lead to thread damage.

FUEL TANK CAP



The key used for ignition can also be used for fuel tank cap, steering lock and frame cover lock. To open the fuel tank cap, insert the key into the lock and turn it clockwise. The fuel tank cap is locked by pressing the cap back to its original position. Ensure that the key is in the lock while pressing the cap for closing.



WARNING:

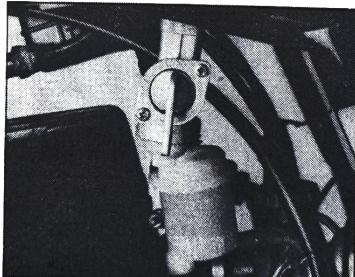
Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.

WARNING:

When re-fueling, always shut the engine off by turning the ignition key to the "OFF" position. Never refuel near an open flame.

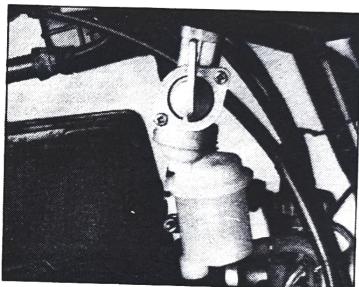
FUEL COCK

This motorcycle is equipped with a manually operated fuelcock. There are three positions. "ON" "RESERVE". "OFF"



"ON"

The normal operating position for the fuelcock lever is the "ON" position. In this position, fuel will flow from the fuel cock to the carburettor.



"RESERVE"

If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the 2.0 Lts of reserve fuel supply.

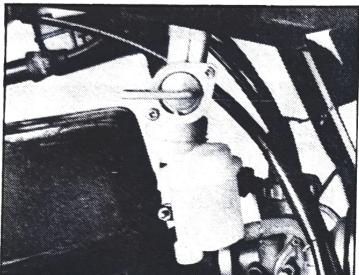
"OFF"

Turn the lever to the "OFF" position whenever stopping the engine for more than a few minutes.

COVER FRAME

The LH RH cover frames are provided with a lock. The cover frame is to be assembled in the following manner:

- 1) Locate the collar in cover frame with the tongue in petrol tank.
- 2) By rotating the key, locate the lock with the bracket in frame.
- 3) Gently apply pressure to the cover frame at the lock end. The clicking sound ensures the proper locking of cover frame.
- 4) Then gently press the bottom portion of cover frame so that the pin engages the rubber in frame cover.



CAUTION:

Leaving the fuel cock in the "ON" or "REVERSE" position may cause the carburettor to overflow and fuel to run into the engine. It is possible that this may cause severe mechanical damage when the engine is started.

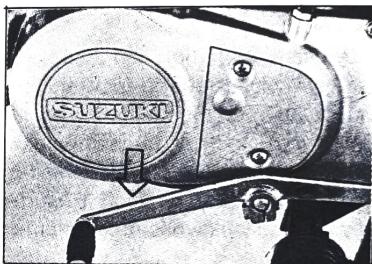
NOTE: After switching the fuel tank supply to the "RESERVE" position, it is advisable that the tank be refilled at the closest petrol pump. After refuelling, be sure to move the fuelcock to the "ON" position.

engine. The engine may be started in any gear, with the clutch disengaged.

WARNING:

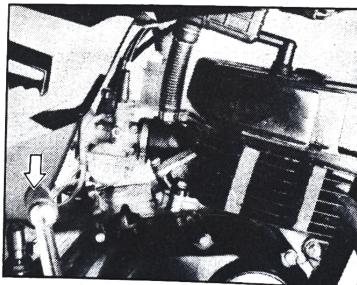
After starting the engine, check that the kick starter lever is returned to its normal position.

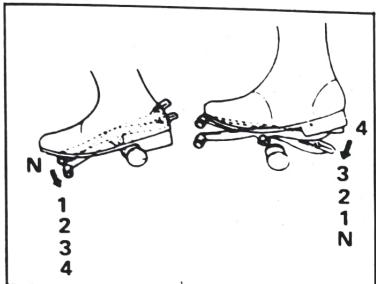
GEAR SHIFT LEVER



KICK STARTER LEVER

Suzuki motorcycle is equipped with a kick starter located on the right side of the





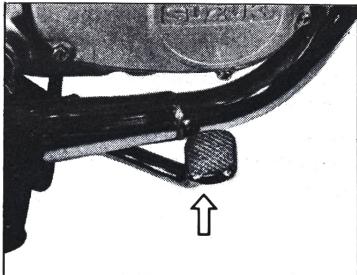
SUZUKI motorcycle is equipped with a 4 speed constant mesh transmission which operates as shown in the figure. The shift lever is attached to a ratchet type mechanism in the transmission. Each time that a gear is selected, the gearshift lever will return to its normal position ready to select the next gear. Shifting into the higher gears from neutral position is accomplished by depressing on the front end of the shift lever once for each gear. It is not possible to up shift or downshift more than one gear at a time due to the ratchet mechanism being used.

CAUTION:

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

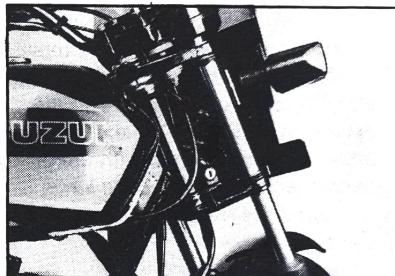
Reduce the vehicle speed before down-shifting. When down-shifting, the engine RPM should be increased before the clutch is engaged. This will prevent unnecessary wear on the drive-train components and rear tyre.

REAR BRAKE PEDAL



Depressing the rear brake pedal will apply the rear brake. The brake light will be illuminated when the rear brake is operated.

STEERING LOCK



To lock the steering, turn the steering handlebar all the way to the left, insert the key in the steering lock and turn the key clockwise. Do not forget to lock the steering when parking the motorcycle.

WARNING:

Never attempt to move the motorcycle when the steering is locked, or you may lose your balance.

STANDS

1. Centre Stand
2. Side Stand

The motorcycle is equipped with both a centre stand and a side stand (optional). To place the motorcycle on the centre stand place your foot firmly on the stand extension and then pull the motorcycle to the rear and upward with the pillion handle with your right hand while steadyng the handlebars with your left hand.

FUEL RECOMMENDATION

Unleaded or low-lead type petrol is recommended. The petrol should be 85-95 octane by research method.

RUNNING-IN PERIOD

The foreword explains how important proper running-in is for achieving the maximum life and performance from your new vehicle. The following guidelines explain proper running-in procedures.

MAXIMUM SPEED RECOMMENDATIONS

This table shows the maximum recommended speed during the running-in period.

Initial 160 Km	Below 50 Km/h
Upto 800 Km	Below 65 Km/h
Upto 1600 Km	Below 80 Km/h

VARY THE ENGINE SPEED

The engine speed should be varied within the recommended speed and not held at a constant speed. This allows the parts to be "loaded" with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts.

It is essential that some stress be placed on the engine components during running-in to ensure this mating process. But, do not apply excessive load on the engine.

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1600 Km.

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The 1000 Km service is the most important service that your motorcycle will receive. During running-in, all of the engine components will have worn in and all of the other parts will have seated in. All adjustments will be restored, all fasteners tightened, and the dirty oil will be replaced.

Timely performance of the 1000 Km service will ensure optimum service life and performance from the engine.

CAUTION:

The 1000 Km service should be performed as outlined in the periodic Maintenance Schedule portion of this Owner's Manual. Pay particular attention to the caution and warning in that section.

INSPECTION BEFORE RIDING

Before riding the motorcycle, be sure to check the following items. Never underestimate the importance of these checks. Perform all of them before riding the machine.

WHAT TO CHECK	CHECK FOR	WHAT TO CHECK	CHECK FOR
Engine Oil	Enough level- Refer Page No. 35.	Clutch	1) Correct play in the cable 2) Smooth and progressive action.
Fuel	Enough fuel for the planned distance of operation.	Brakes	1) Correct pedal and lever play 2) NO "sponginess" 3) No dragging
Tyres	1) Correct pressure 2) Adequate tread depth 3) No cracks or cuts.	Lighting	Operation of all lights HEADLIGHT, TAIL / BRAKE LIGHT, SPEEDOMETER LIGHT, TURN SIGNALS
Battery	Connection of Battery to electrical circuit.	Neutral position	Free rotation of rear wheel
Indicator Lights	High beam, Neutral Turn Signal, Oil level.		
Horn Switch	Correct function		
Steering	1) Smoothness 2) No restriction of movement 3) No play or looseness.		
Throttle	1) Correct play in the throttle cable. 2) Smooth operation and positive return of the throttle grip to the closed position.		

HOW TO RIDE**STARTING THE ENGINE**

Check that the "fuelcock lever is in the "ON" position. Insert the ignition key into the ignition switch and turn it clockwise to the "ON" position.

The neutral indicator light will glow if the transmission is in neutral.

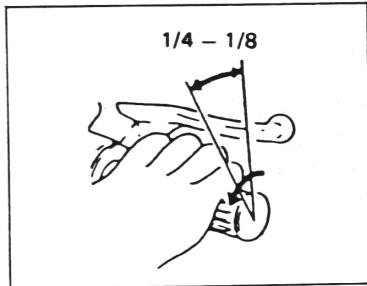
CAUTION:

Always start the engine with the transmission in neutral and the clutch lever pulled in.

WHEN THE ENGINE IS COLD:

Turn the choke lever all the way to the left. Depress the kick starter lever quickly and the engine will start. Do not open throttle immediately after the engine starts, return the choke lever half-way and let the engine run until the engine warms up: thereafter return the choke lever back to its disengaged position. The engine is sufficiently warm when it speeds up smoothly with the choke system disengaged.

WHEN THE ENGINE IS WARM:



Open the throttle $\frac{1}{8}$ to $\frac{1}{4}$ and depress the kick starter lever quickly. Operation of the carburettor choke system is usually not necessary when the engine is warm.

WARNING:

Do not run the engine indoors where there is little or no ventilation available. Carbon monoxide fumes are extremely poisonous. Never leave the engine running while unattended, even for a moment.

CAUTION:

Do not let the engine run excessively without riding, or it will overheat and may damage internal engine components.

STARTING OFF:

Pull the clutch lever in and pause momentarily. Engage first gear by depressing the front end of the gearshift lever downward. Twist the throttle grip towards 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.

Depress the front end of the gearshift lever downward to select the next gear and release the clutch lever and open the throttle again. Select the gears in this manner until top gear is reached.

WARNING:

In case your vehicle is fitted with a side stand before starting off always return the side stand to its full up position and ensure it is not hanging down.

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 prevailing conditions. Never slip the clutch to control road speed, but rather downshift to allow the engine to run within its normal operational range.

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 hill, the engine may be used for braking by shifting to a lower gear.

WARNING:

When riding down a hill the vehicle should not be run in neutral gear or the engine allowed to over speed.

Neutral position can be confirmed by observing the neutral indicator light.

NOTE: Inexperienced riders tend to use the rear brake only. This can lead to premature brake wear and excessive stopping distances.

WARNING:

Using only the front or rear brake is dangerous and can cause skidding and loss of control. Apply both the brakes lightly and with great care on a wet pavement or other slippery surfaces and at all corners. Any abrupt braking on slippery or irregular roads can cause loss of rider control.

- Turn the fuelcock lever to the "OFF" position.
- Lock the steering for security.

WARNING:

As vehicle speed increases, stopping distance increases progressively. Be sure you have a safe stopping distance between you and the vehicle or object ahead of you.

STOPPING AND PARKING

- Twist the throttle grip away from yourself to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.
- Downshift through the gears as road speed decreases.
- Select neutral with the clutch lever pressed towards the grip (disengaged position) just before the motorcycle stops.
- Park the motorcycle on a firm, flat surface.
- If the motorcycle is to be parked on the side stand and on a slight slope, you may wish to leave the motorcycle in the first gear to prevent it from rolling forward off the stand. Return to neutral before starting the engine.
- Turn the ignition switch to the "OFF" position to stop the engine.
- Remove the ignition key from the switch.

PUTTING THE VEHICLE ON STAND

When the vehicle is to be parked on the centre stand:

- 1) Hold the grab rail located behind the tail cover
- 2) Push and hold the centre stand down using your foot.
- 3) Lift and pull back the vehicle swiftly at the same time applying pressure by foot on the centre stand.

CAUTION:

Use grab rail only for putting vehicle on stand. Do not pull seat tail covers as they are liable for breakage.

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

The chart indicates the interval between periodic services in Kilometers. At the end of each interval, be sure to inspect, check, lubricate and service as instructed because insufficient lubrication will cause rapid wear and severe damage may result. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in dusty climate, certain services should be performed more often to ensure reliability of the machine as explained in the maintenance section. Your Suzuki dealer can provide you with further guidelines. Steering components, suspension and wheel components are key items and require very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorised Suzuki dealer.

CAUTION:

Periodical inspections may reveal one or more parts that may need replacement. Whenever replacing parts on your motorcycle, it is recommended that you use genuine SUZUKI replacement parts. Whether you are an expert or do-it-yourself mechanic, TVS-SUZUKI Ltd recommends that those items on the Inspection chart marked with a plusmark(+), be performed by your authorised SUZUKI dealer. You may perform the unmarked items easily by referring to the instructions in this section.

WARNING:

Proper running-in maintenance (1000 Km) is a MANDATORY item for making certain that your machine is reliable and gives optimum performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

MAINTENANCE CHART

ENGINE

Item \ Interval	Initial 1000 Km	Every 3000 Km	Every 6000 Km	Every 12000 Km
Engine oil level	Inspect	Inspect	—	—
† Engine bolts and nuts	Inspect	Inspect	—	—
† Cylinder head, cylinder	—	—	—	Remove carbon
Muffler	—	Check carbon	Remove carbon replace sound absorber	—
Air cleaner	Check & clean	† Check & clean	—	—
Spark plug	Clean & adjust	Clean & adjust	● Replace	—
† Ignition timing	Inspect	Inspect	—	—
† Carburettor	Inspect	Inspect	—	Overhaul
† Throttle cable & oil pump	Adjust	Adjust	—	Clean Banjo and hose pipe connections
† Fuel hoses	Inspect	Inspect	—	—
		Replace every 4 years		
Fuel strainer	Clean	Clean	—	—
Clutch	Adjust	Adjust	—	—
Transmission oil	Change	—	Change	—
Fuel tank/Fuelcock filter	—	—	Clean	—

● Replace if Necessary or Adjust

† Clean at every 2000 km in dusty road condition

† To be performed by your authorised Suzuki Dealer.

CHASSIS

Item \ Interval	Initial 1000 Km	Every 3000 Km	Every 12000 Km
Drive chain	Inspect, clean and adjust if necessary every 1000 km		
Brakes	Inspect	Inspect	—
Tyres	Inspect	Inspect	—
† Steering	Inspect/adjust	Inspect/adjust	—
† Front fork oil	Inspect for leakage	Inspect	Change
† Bolts and nuts	Inspect	Inspect	—
Spokes & Nipples	Re-tighten the Spokes and true the wheels.	Check & adjust	—

ELECTRICALS

Item \ Interval	Initial 1000 kms	Every 3000 kms	Every 12000 kms
Battery	Inspect	Inspect	—
Bulbs & horn	Check opeation	Check operation	—
† Brake light switch	Check & adjust	Check & adjust	—

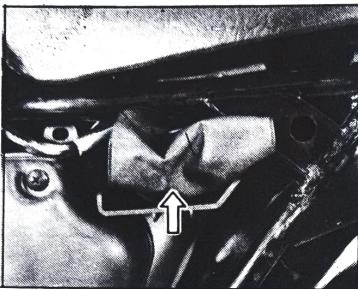
LUBRICATION

Item	Interval	Initial and every 3000 Km	Every 12000 Km
Throttle and oil pump control cable		Engine oil	—
Throttle grip		—	Grease
Clutch cable		Engine oil	—
Clutch worm		Grease	—
Speedometer cable		—	Grease
Speedometer gear box		—	Grease
Drive Chain		Engine oil every 1000 Km	
Brake pedal shaft		Grease or oil	—
† Brake cam Shaft		—	Grease
† Steering stem bearings		Grease every 2 years or 20 000 Km	
Swing arm shaft			
Front brake cable		Engine oil	—
Choke cable		Engine oil	—
Kick starter pedal pivot		Engine oil	—

NOTE: Before lubricating each part, clean off any rusty spots and wipe off any grease, oil, dirt, etc.

Lubricate exposed parts which are subject to rust, with either engine oil or grease whenever the motorcycle has been operated under wet or rainy conditions.

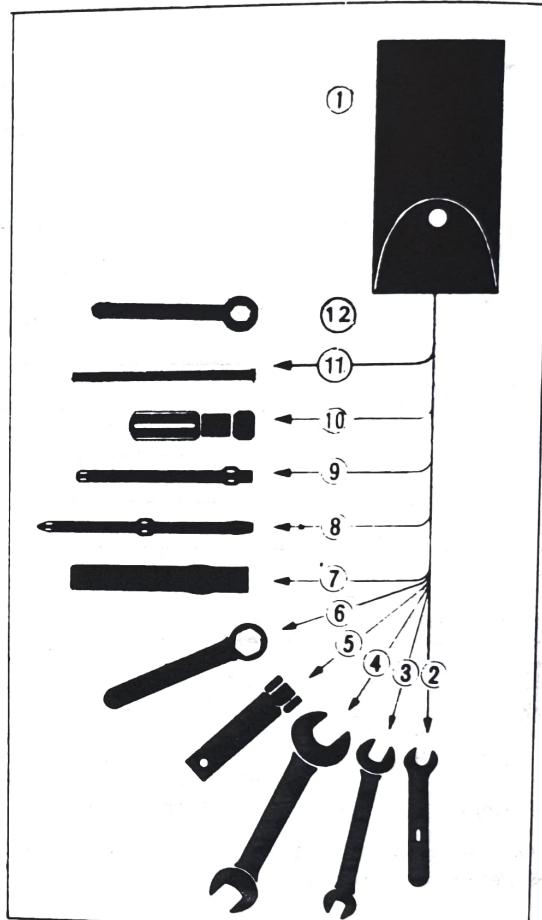
TOOLS



To assist you in the performance of periodic maintenance, a tool kit is supplied and is located under the leftside frame cover. The tool kit consists of the following items.

Ref. No.	Item
1.	Tool Bag
2.	8 mm Open End Wrench
3.	10 x 12 mm Open End Wrench
4.	14 x 17 mm Open End Wrench
5.	Spark Plug Wrench
6.	27 mm Ring Wrench
7.	Ring Wrench Handle
8.	Combination Screwdriver
9.	Cross Head Screwdriver
10.	Screwdriver Handle
11.	8 mm Bar
12.	19 mm Ring Wrench

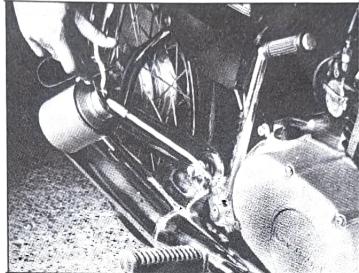
Note : To avoid falling of tools during running, keep the open end of the tool bag facing inside.



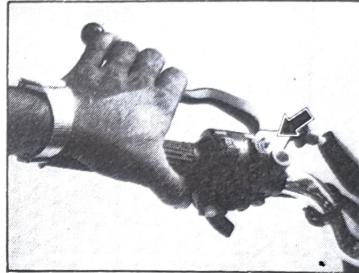
MAINTENANCE PROCEDURES

OILING POINTS

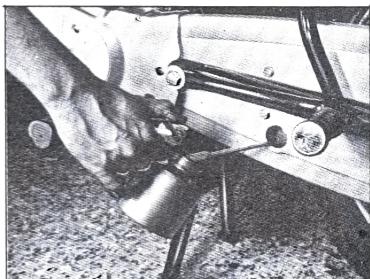
Proper lubrication is important to smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to oil the machine after a long rough ride and after getting it wet in the rain or after washing it. Major oiling points are indicated below.



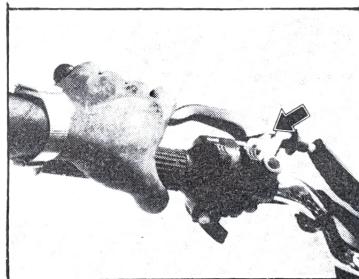
Kick starter lever pivot



Clutch lever holder



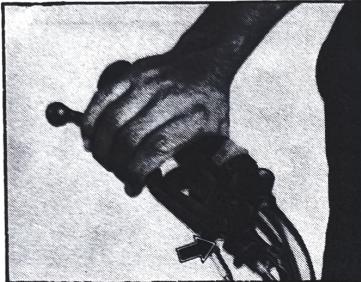
Drive chain



Clutch cable

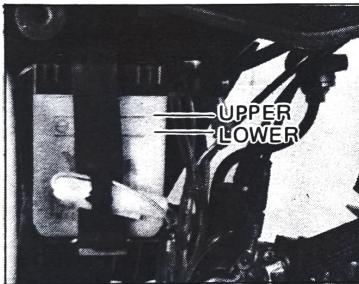


Brake cable



Brake lever holder

BATTERY



The battery electrolyte level may be inspected by removing the right frame cover. The electrolyte level must be kept

between the upper and lower level lines at all times. If the electrolyte level is below the lower limit line, add ONLY distilled water up to the upper limit line. Never use tap water.

CAUTION :

Once the battery has been initially serviced, NEVER add diluted sulphuric acid.

CAUTION :

When attaching the wiring harness battery leads to the battery terminals observe the correct polarity. The red lead must go to the (+) positive terminal and the black (or black with white tracer) lead must go to the (-) negative terminal. Reversing these connections will damage the charging system and the battery.

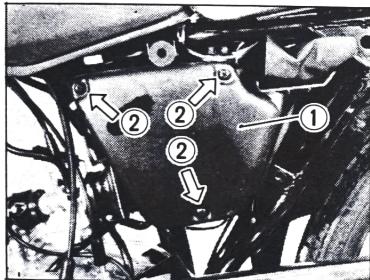
CAUTION :

Do not bend, obstruct or change the routing of the air vent tube from the battery. Make certain that the vent tube is firmly attached to the battery vent fitting and that the opposite end is always open. Route the battery vent tube properly.

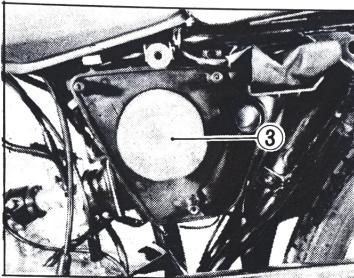
NOTE. At the initial 1000 Km and every 3000 Km have your dealer check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the three cells.

AIR CLEANER

If the air cleaner is clogged with dust, intake resistance will increase with a resultant decrease in output and an increase in fuel consumption. Check and clean the cleaner every 3000 Kms but in dusty Road conditions cleaning should be done every 2000 Kms; according to the following procedure.



- (1) Air cleaner case cover
- (2) Screw



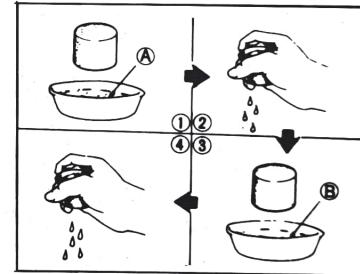
(3) Air cleaner element

- (1) Remove the left side frame cover.
- (2) Loosen three air cleaner case cover screws.
- (3) Draw out the polyurethane foam filter element from the cleaner case.

WASHING THE FILTER ELEMENT

Wash the elements as follows .

- (1) Fill a washing pan of a proper size with non-flammable cleaning solvent. Immerse the element in the solvent and wash it clean.
- (2) Squeeze the solvent off the washed element by pressing it between the palms of both hands. Do not twist and wring the element or it will develop fissures.



(A) Non-flammable cleaning solvent.

(B) Oil.

SPARK PLUG

- (3) Immerse the element in a pool of SAE 30 engine oil, or its equivalent recommended in page number 51 Serial No: 1 and squeeze the oil off the element to make it slightly wet with the oil.

CAUTION :

Before and during the cleaning operation, carefully examine the element for any tears in the material. A torn element must be replaced with a new one.

- (4) Reinstall the cleaned element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

SHOCK ABSORBERS

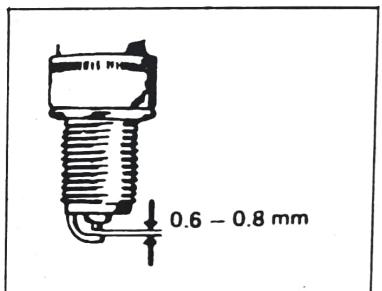
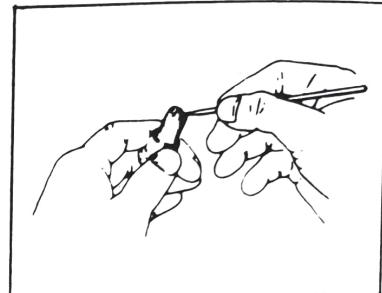
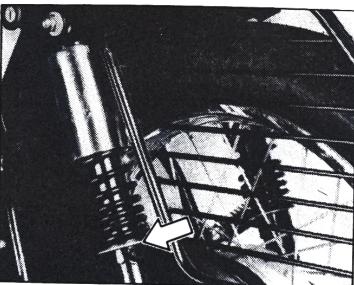
- * Turn the adjuster to the left for rough roads and heavy loads.
- * Turn the adjuster to the right for smooth roads and light loads.

CAUTION:

Keep both LH & RH adjusters in the same position.

CAUTION .

If driving under dusty conditions, the air cleaner element must be cleaned more frequently. NEVER OPERATE THE ENGINE WITHOUT THE ELEMENT IN POSITION. Operating the engine without the air cleaner element will increase engine wear. Always be sure that the air cleaner element is in excellent operational condition at all times. The life of the engine depends largely on this single component.



A spark plug heavily carboned or otherwise fouled will not provide strong sparking. Hence at every 1000 Km, remove the carbon deposit from the spark plug with a small wire brush or a spark plug cleaning tool/machine. Readjust the

spark plug gap to 0.6-0.8 mm, by using a spark plug gap thickness gauge and do the same procedures at every 3000 Km. The spark plug should be inspected and replaced if necessary every 6000 Km. Whenever removing the carbon deposits be sure to observe the operational colour of spark plug's porcelain tip. This colour tells you whether or not the standard spark plug is suitable for your type of usage. If the standard plug is appearing wet or very dark in colour, the hotter spark plug may be more suitable. A normal operating spark plug should be very light brown in colour. If the spark plug is very white or glazed appearing, then it has been operating much too hot. This spark plug should be replaced with the colder plug.

CAUTION:

Always use ONLY the standard recommended makes and types of spark plugs.

CAUTION:

Do not overtighten or cross thread the spark plug, as the aluminium threads of the cylinder head will be damaged.

CAUTION:

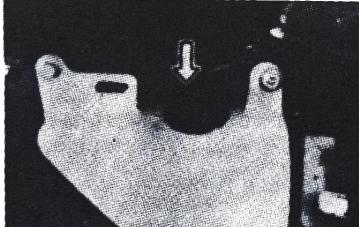
Do not allow contaminants to enter the engine through the spark plug holes when the plug is removed.

ENGINE OIL LEVEL

Before starting the engine, ensure the oil level in the oil tank by the oil level indicator light in the oil panel. If the oil level indicator light remains "ON" in DAY, NIGHT switch positions replenish the oil tank with the recommended engine oil specified on Page No. 51

It is recommended to keep a sealed tin of proper engine oil at residence.

The oil tank holds 1.3 Lts of oil.



Oil tank cap

CAUTION:

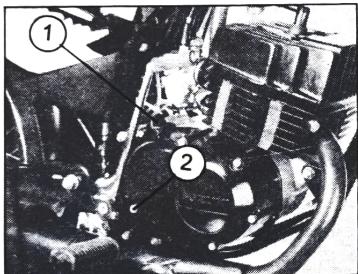
A seized engine is usually a result of engine starting with no oil in the oil tank. Check the oil before starting and avoid costly damage. Make sure to top up oil level every 500 Kms or 15 days whichever is earlier.

NOTE: It is better to loosen the spark plug after tightening by hand once and then slightly retightening fully by a spark plug wrench to the specified torque to ensure proper sealing.

CAUTION:
Be sure to always use specified engine oil described on Page No.48.

TRANSMISSION OIL

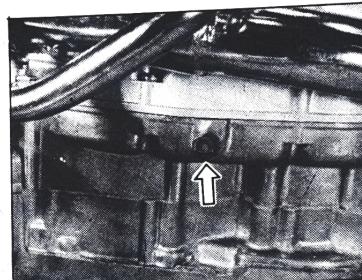
Transmission oil lubricating performance decreases if it is used for long time or Km. Change oil initially at 1000 Km and every 6000 Km in the following manner.



(1) Filler Plug

(2) Oil Level inspection screw

- (1) Remove the oil filler plug and the oil drain plug located on the bottom of the engine and drain all the used oil. To accomplish this completely and quickly, drain the used oil while the engine is warm.



Drain plug

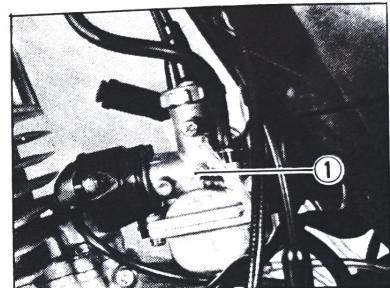
- (2) Reinstall the drain plug. Be sure to fit the gasket when refitting the drain plug. Do not overtighten.
- (3) Measure 900 ml of the recommended multi-grade Engine oil and pour it into the transmission slowly and check oil level by unscrewing oil level inspection screw.
- (4) Refit the oil filler Plug.

CARBURETTOR

Undisturbed carburation is the basis of the performance you ought to expect of your engine. The carburettor is factory set for the best carburation. Do not attempt to alter its setting. There are two items of adjustment, however, under your care ; Engine idle rpm

and throttle cable play.

CARBURETTOR IDLE ADJUSTMENT



(1) Throttle valve stop screw

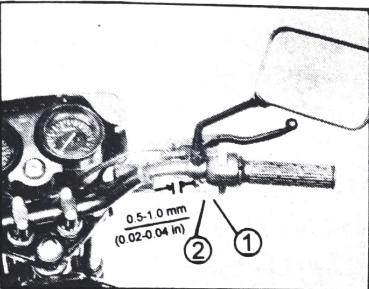
- (1) Start the engine and warm it up.
- (2) After engine warms up, turn the throttle valve stop screw in or out so that engine may run at around 1500. rpm,

CAUTION :

* TVS-SUZUKI Ltd recommends that this adjustment should be performed by your authorised SUZUKI dealer only.
* If you have a tachometer, you can do this adjustment by referring to the procedures described above.

THROTTLE CABLE ADJUSTMENT

Adjust the throttle cable in the following manner



- (1) Lock nut
- (2) Adjuster

- (1) Loosen lock nut.
- (2) Adjust the cable slack by turning adjuster in or out to obtain the correct slack of 0.5-1.0 mm.
- (3) After adjusting the slack, tighten the lock nut.

CAUTION :

This adjustment could affect the oil pump lever adjustment. Therefore, readjust the oil pump lever cable as necessary.

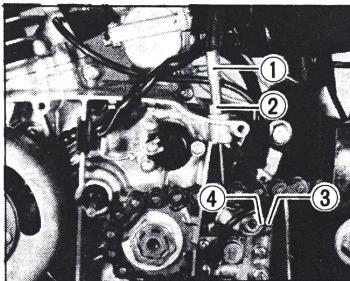
OIL PUMP

The engine oil is fed by the oil pump to the inside of engine. The amount of oil fed to

these areas is regulated by engine speed and the oil pump control lever which is controlled by the amount of throttle opening.

CAUTION :

Oil pump control cable adjustment must be done after throttle cable adjustment.



- (1) Cable adjuster
- (2) Lock nut
- (3) Aligning mark
- (4) Index mark

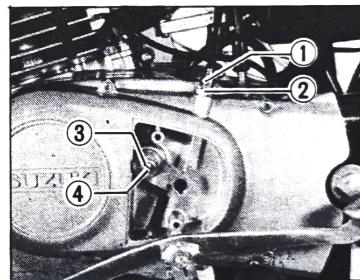
Adjust the oil pump control cable with the cable adjuster at initial 1000 Kms and every 3000 Kms so that aligning mark (3) of the lever and (4) on the pump housing should coincide, when the throttle is fully opened.

CLUTCH ADJUSTMENT

At initial 1000 Km and thereafter every 3000 Km adjust the clutch by means of clutch cable adjuster.



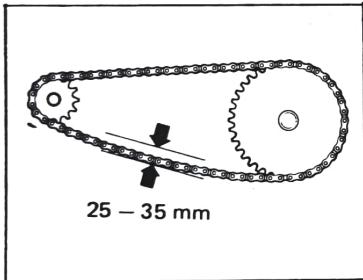
The play of the clutch should be 4 mm as measured at the clutch lever holder before the clutch begins to disengage. If you find the play to the clutch incorrect, adjust it in the following way.



Clutch adjustment is done in two stages, i.e., adjustment of play in clutch cable and that of clutch release mechanism.

- (1) Loosen the lock nut (2) and turn the clutch cable adjuster (1) to give sufficient play to the clutch cable.
- (2) Loosen the lock nut (3) temporarily with open end wrench and turn in the release adjusting screw (4) until it stops slightly and then back it out $\frac{1}{4}$ – $\frac{1}{2}$ turn.
- (3) Secure the lock nut.
- (4) Finally adjust the clutch cable adjuster until about 4 mm of play is left at the bottom of the clutch lever.

DRIVE CHAIN ADJUSTMENT



Every 1000 Km, adjust the drive chain slack in the following manner until it has 25–35 mm of slack at the mid point between the two sprockets.

The chain may require more frequent adjustments depending upon your riding conditions. Also clean and lubricate the chain after adjustment.

WARNING:

These recommendations are the maximum intervals between the adjustment periods. The drive chain adjustment should be checked every time that the machine is operated. Excessive chain slack could cause the chain to come off the sprockets and result in an accident or serious engine damage.

① Hex nut (for sprocket drumshaft)

② Lock nuts

③ Adjuster bolt

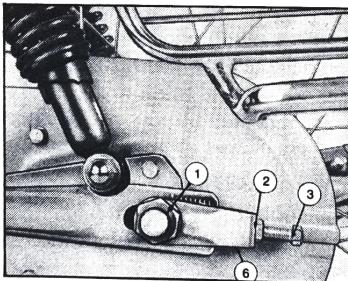
④ Cotter pin

⑤ Axle nut (castilled)

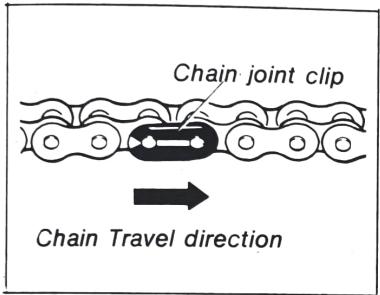
⑥ Chain adjusters

To adjust the drive chain, follow these directions :

- (1) Place the machine on the centre stand
- (2) Remove cotter pin ④ and loosen axle nut 5
- (3) Loosen Hex nut ①
- (4) Loosen lock nuts ②
- (5) Adjust slackness in the chain by screwing in the adjuster bolts ③ equally on both sides using the reference marks provided on the swing arm and chain adjusters ⑥
- (6) After adjusting the slackness in the drive chain to 25–35 mm, retighten the hex nut and axle nut securely and replace the cotter pin with a new one.
- (7) Tighten the chain adjuster lock nuts and perform final inspection.



NOTE: The two sprockets should be inspected for wear when a new chain is installed and replaced if necessary.



CAUTION :

The drive chain joint clip should be attached in the way that the slit end will face opposite to the direction of Chain Travel.

At the periodic inspections, the drive chain should be inspected for the following conditions.

- (1) Loose pins
- (2) Damaged rollers
- (3) Dry or rusted links

- (4) Twisted or seized links
- (5) Excessive wear
- (6) Improper chain adjustment.

If the drive chain has any of these items wrong with it, then there is a strong possibility that the sprockets will have some damage to them also. Inspect the sprockets for the following :

- (1) Excessively worn teeth.
- (2) Broken or damaged teeth.

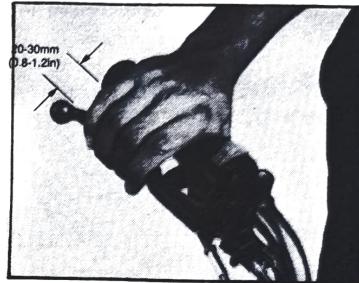
BRAKES

Initial 1000 Km and every 3000 Km, check the brakes as follows:

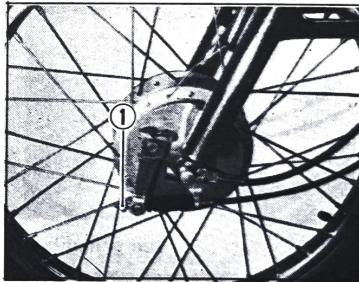
WARNING :

Brakes are items of personal safety and should always be maintained in proper adjustment.

FRONT BRAKE



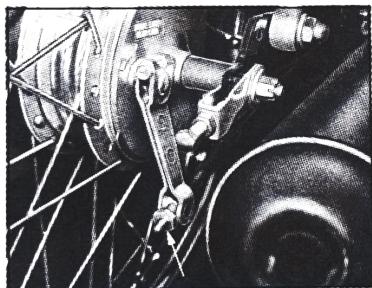
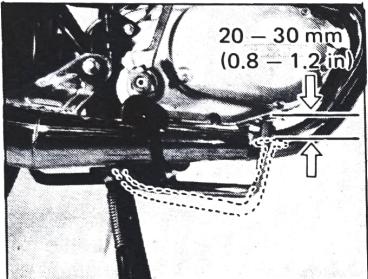
- (1) Measure the clearance between the front brake lever end and throttle grip when the brake is fully applied. The distance should be 20–30 mm.



(1) Adjusting nut

- (2) If adjustment is necessary, turning the front brake adjusting nut in the clockwise direction will increase the distance.

REAR BRAKE



Adjuster Nut

When adjusting the travel of brake pedal, adjust the free travel to 20-

30 mm by screwing in or out the rear brake adjusting nut.

REAR BRAKE LIGHT SWITCH



The rear brake light switch is located under the right frame cover. To adjust the brake light switch, raise or lower the switch so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

TYRES

Check the tyre inflation pressure and tyre tread condition at the periodic inspection at initial 1000 Km and every 3000 Km. For maximum safety and good tyre life, the tyre pressure should be inspected more often.

TYRE PRESSURE

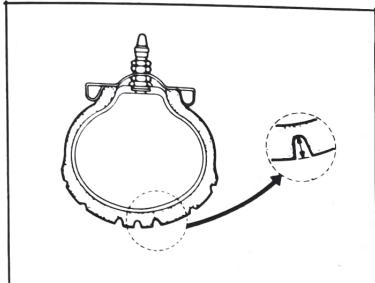
Insufficient air pressure in the tyres not only hasten tyre wear but also seriously affects the stability of the motorcycle. Underinflated tyres make smooth cornering difficult and overinflated tyres decrease the tyre contact with the ground which can lead to skids and loss of control. Be sure that the tyre pressure is within the specified limits at all times. Tyre pressure should only be adjusted when the tyres are cold.

	Solo Riding	Dual Riding
FRONT	1.75 kg/cm^2 24 psi	1.75 kg/cm^2 24 psi
REAR	2.00 kg/cm^2 28 psi	2.25 kg/cm^2 32 psi

WARNING

Tyre inflation pressure & the tyre condition are extremely important for the performance & safety of the motorcycle. Check your tyres frequently for inflation pressure as well as the wear pattern on it.

Tyre Tread Condition



Operating the motorcycle with excessively worn tyres will decrease riding stability and can lead to loss of control. It is recommended that a tyre be replaced when the tyre tread depth becomes 1.6 mm or less.

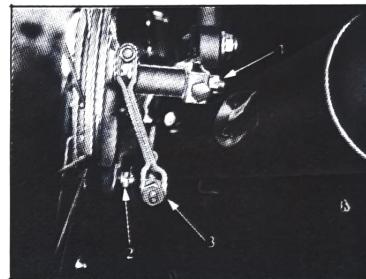
CAUTION :

The standard tyre fitted on the motorcycle is 2.75 - 18" - 4PR for front and 3.00 - 18" - 4PR for rear. The use of a tyre other than the standard may cause instability. It is always advised to use the recommended genuine tyre.

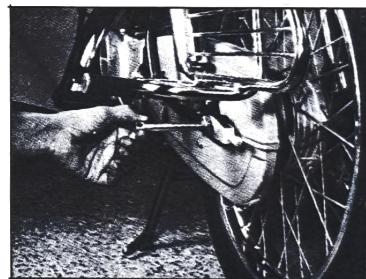
FRONT WHEEL REMOVAL

- (1) Loosen and remove the nuts of the speedometer and front brake cable ends and pull the cables out.
- (2) Remove split pin and nuts on the right hand side of the front wheel axle.
- (3) Pull out the axle from the wheel assembly.
- (4) Place a support like wooden block below the engine to prevent the vehicle from falling in the front side.
- (5) Push the front fork up and slide the wheel out while the rear wheel would be in contact with the ground.

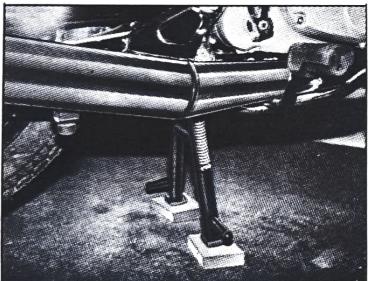
REAR WHEEL REMOVAL



Remove the split pin and remove the axle nut



2. Pull out the Axle from the Wheel Assembly
3. Tilt the motor cycle to the left. The wheel assembly can now be taken out.



(6) alternatively take two numbers 20 mm thick wooden props and park motorcycle centre stand over them as shown above. This will avoid loosening of torque link nut. Tilting and wheel removal will become easier.

HEADLIGHT	12V 35/35W
CITYLIGHT	12V 3.4W
TAIL/BRAKE LIGHT	12V 5/10W
TURN SIGNAL LIGHT	12V 10W

WARNING:

Ensure that the split pin is assembled and the axle nut is retightened to the proper torque after refitting the wheel, for better safety.

LIGHT BULBS REPLACEMENT

The wattage rating of each bulb is shown on the chart below. When replacing a burnt out bulb, always use the exact wattage rating. Using a bulb other than the specified one can result in overloading the electrical system or premature failure of a bulb.

Headlight

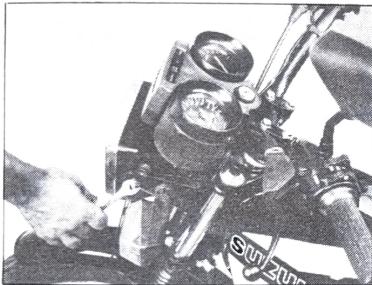
To replace the headlight bulb, perform the following steps :



- (1) Remove the two screws located under the headlight housing.

- (2) Pull the headlight reflector assembly forward by tilting the bottom upward and forward.
- (3) Push in on the bulb, twist it to the left, and pull it out.
- (4) To fit the replacement bulb, push it in and twist it to the right while pushing.

Headlight Beam Adjustment

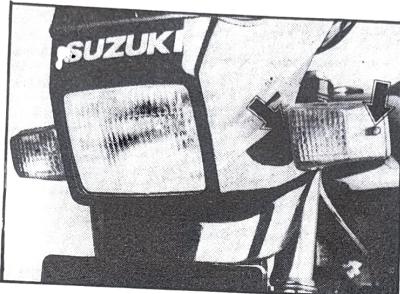


The headlight beam can be adjusted vertically if necessary.

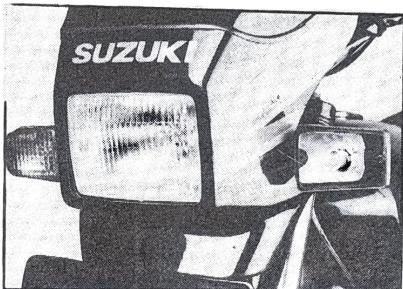
To adjust the beam vertically:

Loosen the headlight housing fitting bolts and tilt the headlight housing up or down as required.

TURN SIGNAL LIGHT



- (1) Remove two screws and take off the lens.



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

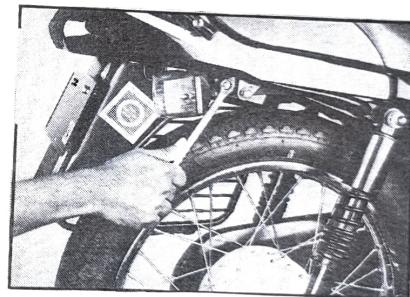
- (3) To fit the replacement bulb, push it in and twist to the right while pushing.

CAUTION :

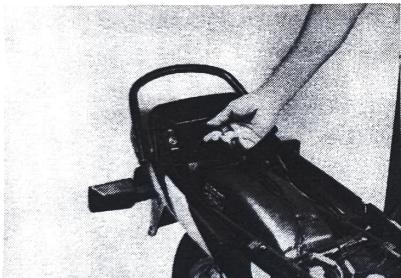
After setting the lens, be careful not to overtighten the two securing screws lest the lens should break.

Tail/Brake Light

To replace the tail/brake light bulb, follow these directions :



- 1) Remove the seat mounting bolts 2 numbers and take the seat assembly out of the vehicle.
- 2) Rotate the holder of the bulb. Pull out the holder.
- 3) Push the bulb in and rotate till the engagement pins are disconnected and take the bulb out.
- 4) Replace the bulb and follow the procedure in the reverse order for assembling.



**"FOR ALL YOUR AFTER-SALES-SERVICE COMPLAINTS/REQUIREMENTS,
PLEASE CONTACT OUR AREA INCHARGE LOCATED AT THE FOLLOWING
ADDRESS NEARER TO YOU.**

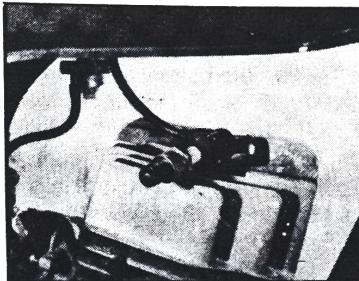
1. TVS Suzuki Ltd
Lalghati crossing,
new VIP Lake view Road,
Rizwan Road, Bhopal-462 032.
2. TVS - Suzuki Ltd.
688/B-1-9 Mahesh Chambers
1st Floor, Pune - Satara Road
Pune 411 037
3. TVS - Suzuki Ltd
C/o. Lucas Indian Service Ltd.,
232 B Acharya Jagadish Bose Road
Calcutta 700 020.
4. TVS-Suzuki Ltd.,
66-67/2247 Naiwalan Gali
Lakshmi Rani Dawar Marg
Karolbagh
New Delhi-110 005.
5. TVS - Suzuki Ltd
Jayalakshmi Estates
No. 8, Haddows Road
Madras 600 006
6. TVS-Suzuki Ltd
CVR Building
12, Hosur Road
Bangalore - 560 027.
7. TVS-Suzuki Ltd.,
G.S. Reddy Complex,
7-2-109,
Bairamangalguda, Ring Road,
Hyderabad-500 963.
8. TVS - Suzuki Ltd.,
1st Floor, No. 8, Prayag Society
Ankur Road, Naranpura
Ahmedabad-380 013.
9. TVS - Suzuki Ltd.,
New Sanganer Road
Sodala
Jaipur - 302 006.
10. TVS - Suzuki Ltd.
Basement Floor,
Pee-Kay Bhawan
18, Madan Mohan Malviya Marg
Lucknow-226 001.

TROUBLE SHOOTING

ENGINE DIFFICULT TO START

If the engine refuses to start, perform the following inspections to determine the cause.

- (1) Is there enough fuel in the fuel tank?
- (2) Is the fuel reaching the carburettor from the fuelcock?
- (3) Disconnect the fuel line from the carburettor, turn the fuelcock to the "ON" position and see if petrol flows from the fuel line.
- (4) If it has been determined that fuel is reaching the carburettor, the ignition system should be checked next.



ENGINE STALLING

- (1) Check the fuel supply in the fuel tank.
- (2) Check the ignition system for intermittent spark.
- (3) Check the engine idle speed.

- (5) Remove the spark plug and re-attach it to the spark plug lead.
- (6) While holding the spark plug firmly against the engine, crank the engine with the ignition switch in the "ON" position. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your authorised dealer for repairs.

STORAGE PROCEDURES

For long term (about a month or more) storage of your motorcycle, the following steps are recommended to be carried out:

- (1) Have the motorcycle thoroughly cleaned and serviced as per the maintenance schedule.
- (2) Run the engine for a few minutes and then drain transmission oil.
- (3) Empty the fuel tank and spray oil inside the tank to avoid rusting of tank. Alternatively remove fuel tank and put in 250 ml of engine oil and shake well. Drain the excess oil and refit the fuel tank. Turn the fuel cock lever to "off" position.
- (4) Drain the petrol from Carburettor by unscrewing the drain screw.
- (5) Remove spark plug and feed in several drops of engine oil through spark plug hole. Put the gear lever in neutral gear position and crank the engine slowly a number of times using the kick starter and re-install the spark plug.

(6) In the coastal areas apply anti-rust solution on chrome plated components. Be careful to avoid brake parts and painted parts from this anti-rust solution.

- (7) Remove the battery and store it in a dry cool place (not in a freezing place). Fill the distilled water if necessary to 'upper mark' level and apply vasaline or petrolum jelly on its terminals & those on the wiring harness.

NOTE: During storage the battery must be re-charged on a constant current charger at least once in a month.

- (8) Deflate the tyres to a pressure of 20-22 Psi (1.5 Kg/cm²) and place a wooden block at the bottom of the frame bar just infront of the engine to keep both the tyres off the ground. This will ensure better tyre life as their shape will not get distorted.
- (9) Ensure no loose electrical main wires hanging around the motorcycle for safety.

(10) Cover up the motorcycle completely with a clean tarpaulin or any other suitable cover.

- (11) Keep the motorcycle inside a garage or in a covered area to avoid effect of dust & rain.

To take the motorcycle out of storage for regular use

- (1) Take the motorcycle out of the garage and clean it properly.
- (2) Wipe out the anti-rust solution completely with petrol or thinner.
- (3) *Remount the battery after charging if required.
- (4) Pour-in the transmission oil.
- (5) Lubricate the parts as instructed in lubricatin section.
- (6) Put engine oil drops in the cylinder & crank slowly.
- (7) Fill up petrol in the fuel tank.
- (8) Inflate the tyres to the proper tyre pressures.

(9) Carry out the daily inspection.

(10) Start the engine and ride out.

RECOMMENDATIONS WHEN TAKING ALONG TRIP OF MORE THAN 500 KMS

(A) Please keep the following items handy for use in case of emergency:

1. Tool Kit.
2. Spark plug as specified — 1 no.
3. Bulbs, Headlight — 12V 35/35W
Rear Combination Lamp bulb —
12 V5/10 W — 1 no.
4. Cables-Throttle, Clutch — 1 no.
5. Transmission chain lock — 1 no.
6. Fuse 10A — 2 nos.
7. Tyre puncture repair kit — cold vulcanising type — 1 set.

(B) Precautions to be taken for the journey:

1. Have your motorcycle serviced by your authorised SUZUKI dealer as per the maintenance schedule.
2. Ensure engine oil tank is fully topped up.

3. Check as per the table given below:

Sl. No.	Check for	Before start	After every 1000 Kms
1.	Tightness of all bolts and nuts with correct torque value	✓	✓
2.	Fitness of Tyres and tubes/tyre pressure/tread depth	✓	—
3.	Battery electrolyte level and specific gravity	✓	✓
4.	All bulbs and indicating lamps and horn function	✓	—
5.	Smooth functioning of all cables and their adjustment	✓	✓
6.	Smoothness of steering operation	✓	—
7.	Drive chain and sprocket condition	✓	✓
8.	Front/Rear brake functioning and rear brake light switch adjustment	✓	✓
9.	Engine oil, Fork oil, Transmission oil level	✓	Engine oil only
10.	Fuel tank and fuel cock cleaning	✓	fuel cock only
11.	Decarbonising of Cyl. Head, piston, silencer	✓	—
12.	Spark plug gap and condition of plug	✓	✓
13.	Carburettor/Air filter overhauling	✓	✓
14.	Oil pump calibration/functioning	✓	—
15.	Correct idling speed/ignition timing	✓	✓
16.	Clutch operation	✓	—
17.	Lubrication of all items mentioned on the lubrication chart	✓	✓

SPECIFICATIONS SHOGUN

DIMENSIONS AND WEIGHT

Overall length.....	1895 mm
Overall width.....	725 mm
Overall height.....	1053 mm
Wheelbase.....	1208 mm
Ground clearance.....	156 mm
Payload.....	130 Kg
Dry mass.....	104 Kg.

ENGINE

Type.....	Two-stroke, aircooled
Intake system.....	Reed valve
Number of cylinders.....	One
Bore.....	52.5 mm
Stroke.....	50.0 mm
Piston displacement.....	108.2 cc
Carburettor.....	/MIKUNI VM 20 SS
Air cleaner	Polyurethane foam element
Starting system.....	Primary kick
Lubrication system.....	Suzuki "CCI"
Compression ratio.....	7.7:1

Maximum.....	10.3 kw (14 BHP)
horsepower	at 8500 rpm
Max. Speed - Top gear ...	Around 105 km/hr
Cruising speed (recommended for best fuel average).....	around 45 Km/hr
Max. torque.....	11.4 Nm at 8250 rpm.
Idling engine rpm.....	1500
Oil consumption (average).....	1200 Km/lt
Gradeability.....	1 in 1.9 (28°)

TRANSMISSION

Clutch.....	Wet multi-plate type
Transmission.....	4 speed constant mesh
Gearshift pattern.....	All down, heel-toe shift
Primary reduction.....	3.4 (51/15)
Final reduction.....	3.385 (44/13)
Gear ratios, 1st.....	3.083 (37/12)
2nd.....	1.867 (28/15)
3rd.....	1.278 (23/18)
Top	0.954 (21/22)
Drive chain.....	1/2*.5/16"
Links.....	112 links

CHASSIS

Front suspension.....	Telescopic, oil damped
Rear suspension.....	Swinging arm, hydraulic shock absorber with coaxial springs
Steering angle.....	42°
Castor.....	63° 00'
Trail.....	74 mm
Turning radius.....	1.8 m
Front brake.....	Internal expanding 130 mm Dia
Rear brake.....	Internal expanding 130 mm Dia
Front tyre size.....	2.75 18" 4 PR
Rear tyre size.....	3.00 18" 4 PR
Front tyre pressure	
SOLO.....	1.75 kg/cm² (24 psi)
DUAL.....	1.75 kg/cm² (24 psi)

Rear tyre pressure

SOLO	2.00 kg/cm ² (28 psi)
DUAL	2.25 kg/cm ² (32 psi)

ELECTRICAL

System	DC type
Ignition type	CDI (Electronic)
Ignition timing	$17^\circ \pm 1^\circ$ B.T.D.C. at 8000 rpm
Spark plug	NGK-BP8HS MICO – W5BC
Battery	12V 2.5Ah / 10 HR
Generator	Flywheel magneto 60W
Fuse	10A
Headlight	12V 35/35W
City light	12V 3.4W
Tail/Brake light	12V 5/10W
Turn signal light	12V 10W
Speedometer light	12V 3.4W
Turn signal indicator light	12V 3.4W
Neutral indicator light	12V 3.4W

High beam indicator light 12V 1.7W

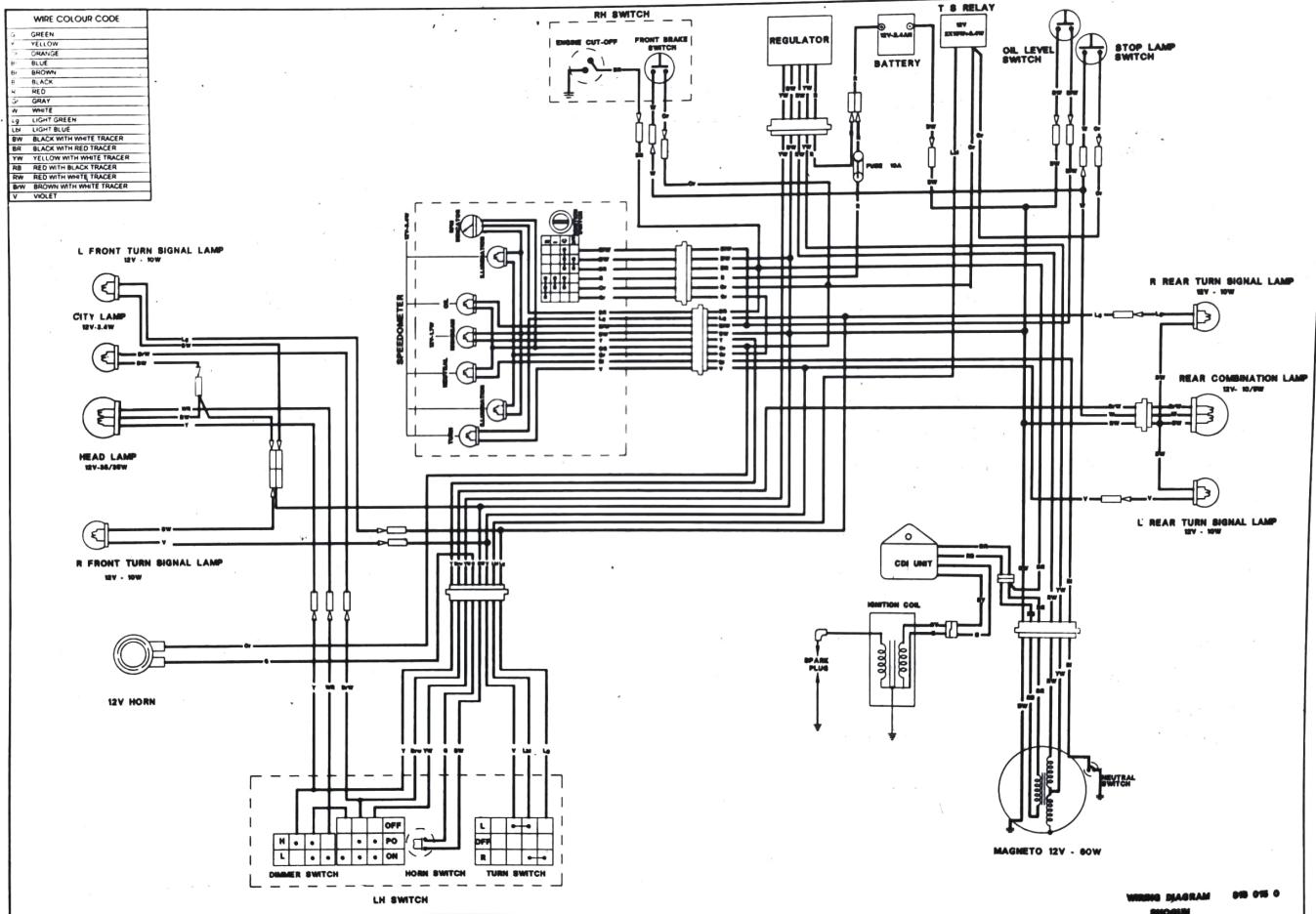
Oil level warning light 12V 3.4W

CAPACITIES

Fuel tank including reserve	12.0 Lts
Reserve	2.0 Lts
Engine oil tank including reserve	1.3 Lts
Reserve	0.1 Lt
Front fork oil	160 ± 3ml each side
Transmission oil	900 ml (approx.)

(These specifications are subject to change
without notice)

SHOGUN WIRING DIAGRAM 12v - 60w SYSTEM



WIRE COLOUR CODE	
1	GREEN
2	YELLOW
3	ORANGE
4	BLUE
5	BROWN
6	BLACK
7	RED
8	GRAY
9	WHITE
10	LIGHT GREEN
11	LIGHT BLUE
12	BW BLACK WITH WHITE TRACER
13	BR BLACK WITH RED TRACER
14	YW YELLOW WITH WHITE TRACER
15	OB ORANGE WITH WHITE TRACER
16	RW RED WITH WHITE TRACER
17	BW BROWN WITH WHITE TRACER
18	VIOLET

L FRONT TURN SIGNAL LAMP
12V - 10W



HEAD LAMP
12V-35/35W

R FRONT TURN SIGNAL LAMP
12V - 10W



12V HORN

12V-3.4W

High Beam

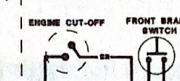
12V-1.7W

SPEEDOMETER

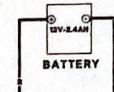
RPM INDICATOR

IGNITION SWITCH

RH SWITCH



T B RELAY

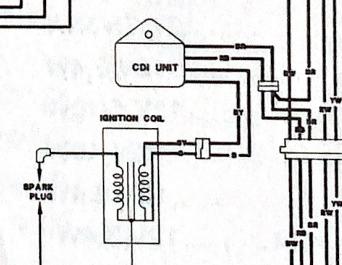


OIL LEVEL SWITCH
STOP LAMP SWITCH

R REAR TURN SIGNAL LAMP
12V - 10W

REAR COMBINATION LAMP
12V - 10/10W

L REAR TURN SIGNAL LAMP
12V - 10W



MAGNETO 12V - 60W



LH SWITCH

RECOMMENDED OILS, LUBRICANTS ETC.

Sl.No.	Application	Material
1.	Engine Oil and Crankshaft L Bearing	Castrol Super TT, HP Super 2T, Bharat Super 2T, IOC Servo 2T Supreme.
2.	Transmission Gears/Lubrication	BP Bharat Actuma multigrade 20W 40, Castrol CRB 20 W 40, castrol Deusol super, IOC Servo super 20 W 40.
3.	Front Fork	Castrol 20 W20
4.	Head Pipe Inner Race	BP MP Grease No. 3, IOC Servo Gem No. 3
5.	Centre Stand Spacer Cam Gear Shaft, Brake Pedal	BP MP Grease No. 3, IOC Servo Gem No. 3
6.	Oil Seal Lip Groove Swing Arm Bushing	BP MP Grease No. 3, IOC Servo Gem No. 3
7.	Crankcase, C-Shaft, Gear Shaft etc. Cleaning	Castrol Rustilo 790
8.	Crankcase, Shafts, Gear etc. Cleaner	Atlas D.G. Cleaner
9.	Magneto Tightening Bolt/Adhesion	Anabond Parmaloc TP Spec Fit 250
10.	Sealer for H.T. Cord	Dunlop Maxfix S 758
11.	Adhesive for Holder Comp. Battery for fixing of Cushion and Protector	Insta Bond 99, Dunlop Maxfix S 758

RIDING SIGNS AND SIGNALS

TURNING TO THE RIGHT

Extend the right arm and hand with the palm turned to the front, and hold rigid in a horizontal position.



TURNING TO THE LEFT

Extend the right arm and rotate it from the shoulder in an anti-clockwise direction.



SLOWING DOWN OR STOPPING

Extend the right arm with the palm of the hand turned downward, and move the arm slowly up and down, keeping the wrist loose.



STOPPING

Extend the right arm bending the elbow at right angles palm facing to the front.



LETTING VEHICLE OVERTAKE

Extend the right arm and hand below the level of the shoulder, and move backwards and forwards.



WARRANTY

TVS-SUZUKI LIMITED (TSL) warrants all motorcycles produced and sold by TSL to be free from defects in manufacturing, material and workmanship, for a period of 9 months or 10,000 Kms, from the date of purchase, whichever is earlier, to the original retail purchaser, under normal use and service.

THE ENGINES WOULD BE COVERED UNDER THIS WARRANTY FOR A PERIOD OF 18 MONTHS OR 20,000 KMS, FROM THE DATE OF PURCHASE, WHICHEVER IS EARLIER, TO THE ORIGINAL RETAIL PURCHASER, UNDER NORMAL USE AND SERVICE.

TSL's obligation under this warranty being limited to making good at its factory, after having all such defective parts returned to it with transportation charges pre-paid and which on its examination shall disclose to its satisfaction to have been thus defective.

The original retail purchaser will notify to TSL's authorised dealer of any defect as soon as it occurs for making any such claims as per warranty terms.

This warranty shall not apply to:

- (i) Normal maintenance operations such as engine tune-up, decarbonising, fuel system cleaning, wheel, brake and clutch adjustments as well as any other normal adjustments.
- (ii) Normal replacement of service (wear and tear) items i.e., bulbs, electrical wiring, filters, spark plugs, clutch and brake linings, fasteners/shims/washers, oil seals, gaskets and rubber, plastic or rexine components (including hoses/pipes etc.), chain & sprockets.
- (iii) Parts of the motorcycle getting rusty due to atmospheric effects.
- (iv) Parts of the motorcycle that have been subjected to the misuse or negligent treatment, accident or which have been used in conjunction with parts and equipment not made or recommended for use by TSL with the SUZUKI motorcycle, if in the sole judgement of TSL, such use prematurely affects the performance and reliability of the motorcycle.
- (v) Parts of the motorcycle that have been altered or replaced in an unauthorised manner, and which, in the sole judgement of TSL, affects its performance or reliability.
- (vi) Motorcycles that are not being serviced by TSL authorised dealers, as per service schedule detailed in the Owners manual issued to the customer.

Warranty claims on proprietary items such as tyres, tubes and batteries should be proffered by the user through the TSL dealer directly on the respective manufacturer, as per their warranty terms and TSL shall not be liable in any manner in respect to the same. TSL will give all assistance in taking up such claims with the original manufacturer. The retail purchaser and an authorised TSL dealer shall not have any other right except those specified above.

TSL reserves the right to make any changes in design or to add any improvements on the motorcycle at any time without incurring any obligation to install the same on a motorcycle previously supplied and sold.

This warranty is expressly in lieu of any other warranty whether by law or otherwise expressed or implied, including any implied warranty and merchantability or fitness, and of any other obligation as TSL may have assumed in a separate written instrument.

**Pages 54 to 69 were service
coupons, so weren't scanned :)**

**WASHING
ENGINE
CARBURETTOR**

- : Wash the vehicle (Never use excessive water pressure).
- : Clean and adjust spark plug. Check Ignition Timing.
- : Remove drain screw and drain out sediments if any.
- : Check and adjust idling speed.

**AIR CLEANER
FUEL SYSTEM**

- : Check, clean and refit element (element should be oiled).
- : Clean Fuel cock sediment bowl and check for leaks and cracks in fuel hoses.

BRAKES

- : Check and adjust.
- : Check rear brake light switch and adjust if necessary.

CABLES

- : Check and adjust throttle cable free play.
- : Lubricate clutch worm with grease and adjust clutch free play.
- : Lubricate all cable knuckles.

**OIL PUMP
ELECTRICALS**

- : Check calibration and bleed the system.
- : Check battery electrolyte level and specific gravity.
- : Top up battery cells.
- : Check for all electrical connections, specially of Resistors.
- : Check for all bulbs and horn function.

**FRAME
STEERING
DRIVE CHAIN
OILING POINTS
TYRES
OILS
ROAD TEST**

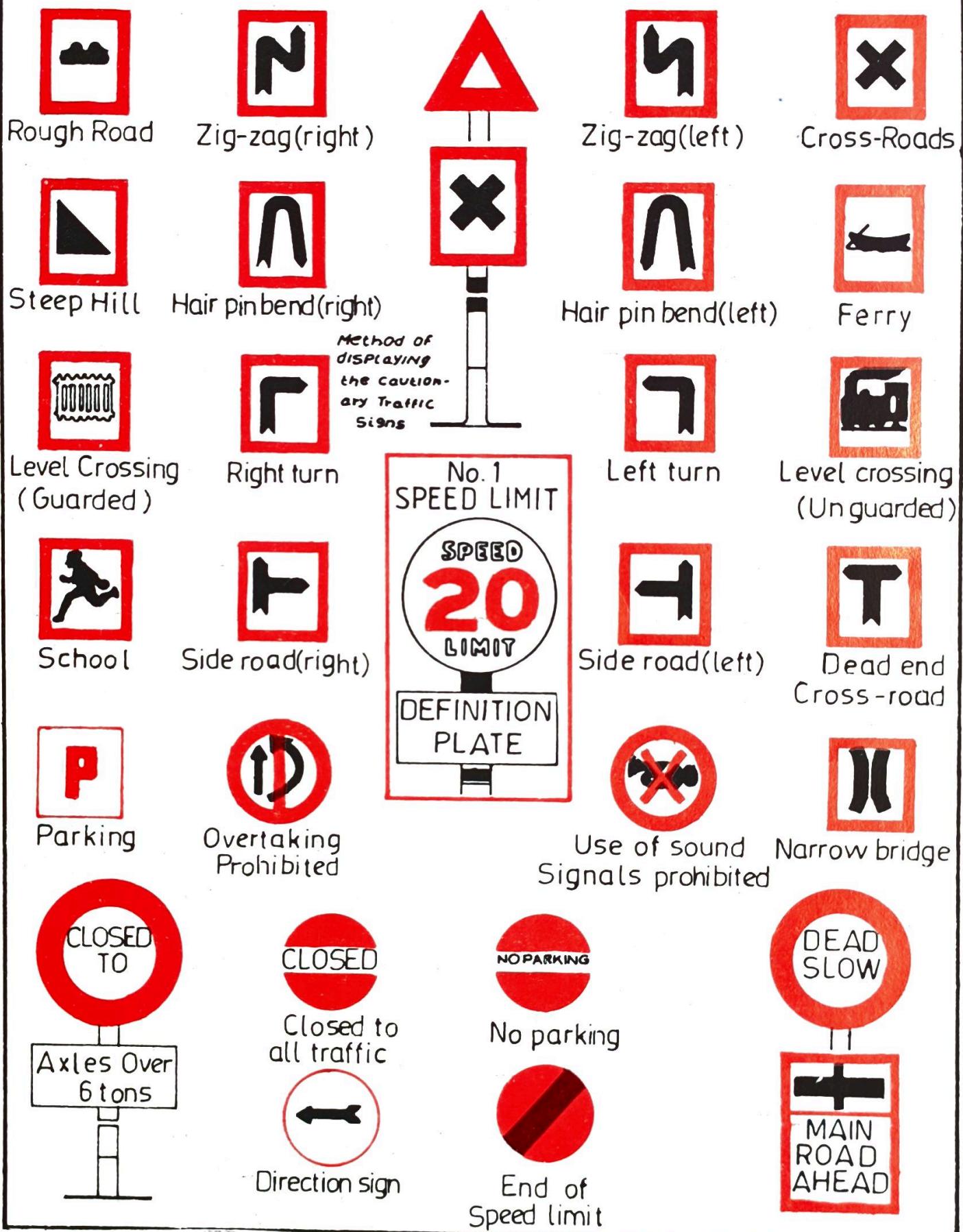
- : Tighten all bolts and nuts to correct torque.
- : Check and adjust for smooth steering operation.
- : Check and adjust. Lubricate with oil.
- : Oil Brake Pedal shaft, Kick Starter Pedal pivot and Brake cams.
- : Check Air pressure and look for abnormal wear.
- : Engine oil & transmission oil – Top up if necessary.
- : Test drive the vehicle and ascertain smooth functioning of all controls and parts.

EMISSION

- : Check and set CO to less than 4.5% at engine idling.



ROAD TRAFFIC SIGNS



1. MANDATORY/PROHIBITORY SIGNS :-

Red bordered circles. To be obeyed by all road users.

2. WARNING/CAUTIONARY SIGNS :-

Red bordered triangles. Cautions the road user for his and other road users safety.

TVS-SUZUKI LIMITED

FACTORY: POST BOX NO.4, HARITA - HOSUR - 635 109, DHARMAPURI DIST., TAMIL NADU.
REGD. OFFICE: JAYALAKSHMI ESTATES, 5TH FLOOR, 8, HADDOWS RD., MADRAS 600 006.