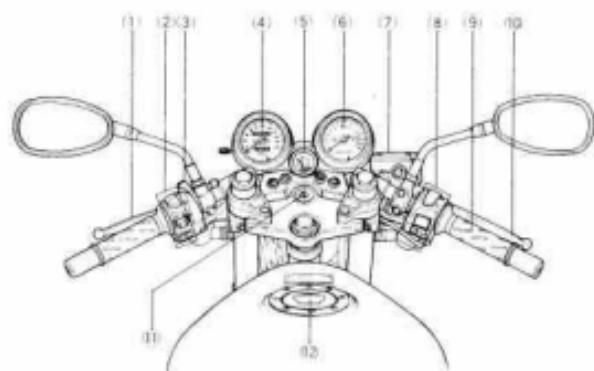
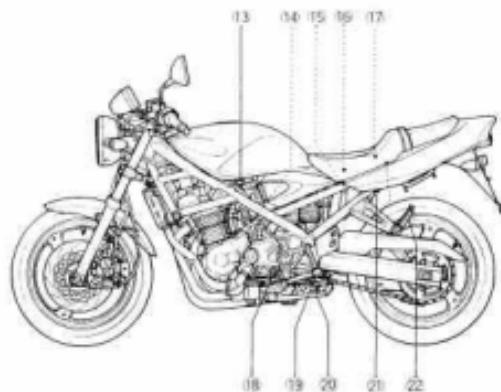


LOCATION OF PARTS



- (1) Clutch lever
- (2) Left handlebar switches
- (3) Choke lever
- (4) Speedometer
- (5) Fuel level gauge
- (6) Tachometer
- (7) Front brake fluid reservoir
- (8) Right handlebar switches
- (9) Throttle grip
- (10) Front brake lever
- (11) Ignition switch
- (12) Fuel tank cap



- (13) Fuel valve
- (14) Throttle stop screw
- (15) Battery
- (16) Tool
- (17) Fuses
- (18) Gearshift lever
- (19) Footrest
- (20) Side stand
- (21) Helmet holders
- (22) Passenger footrest

FOREWORD

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

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long trouble-free operating life for your motorcycle. Your authorized Suzuki dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. Suzuki reserves the right to make changes at any time.

Please note that this manual applies to all specifications or all respective destinations and explains all equipment. Therefore, your model may have different standard features than shown in this manual.

SUZUKI MOTOR CORPORATION

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

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

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

WARNING

Improper accessories or modifications can make your motorcycle unsafe and can lead to an accident.

Never modify the motorcycle with improper or poorly installed accessories. Follow all instructions in this owner's manual regarding accessories and modifications. Use genuine SUZUKI accessories or equivalent designed and tested for your motorcycle. Consult your SUZUKI dealer if you have any questions.

- Any time that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid, non-movable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.
- 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.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork should be as light as possible and kept to a minimum.
- The motorcycle may be affected by a lifting condition or by an instability in cross winds 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.
- Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit rider's control ability.
- 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.

When carrying a load on the motorcycle mount it as low as possible and as close as possible to the machine. An improperly mounted load can create a high center of gravity which is very dangerous and makes the motorcycle difficult to handle. The size of the "load" can also affect the aerodynamics and handling of the motorcycle. Balance the load between the right and left side of the motorcycle and fasten it securely.

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal.

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 helmet. One of the most serious injuries that can happen is a head injury. **ALWAYS** wear a properly approved helmet. You should also wear 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

Review 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.

FAMILIARIZE 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.

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off of the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges. Whenever in doubt about road condition, slow down!

SERIAL NUMBER LOCATION

The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your authorized Suzuki dealer when ordering parts or referring to special service information.

Please write down the numbers in the box provided below for your future reference.

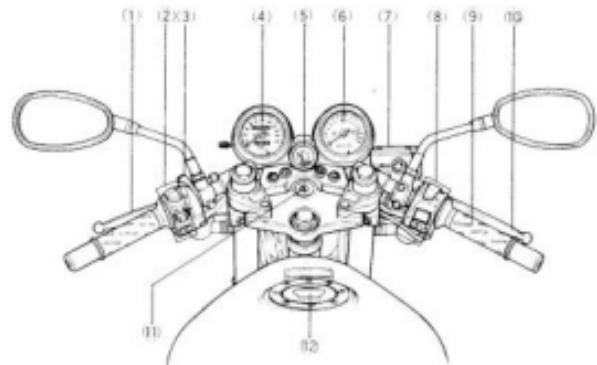
Frame number:

Engine number:

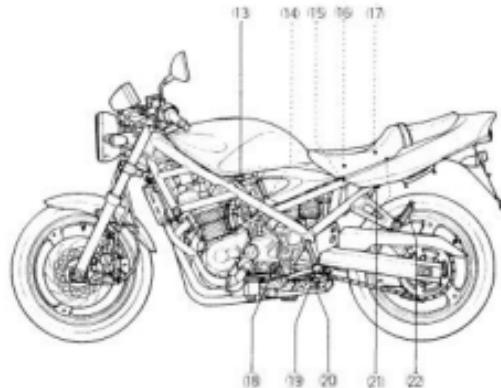


The frame number (1) is stamped on the steering head. The engine serial number (2) is stamped on right side of the crankcase.

LOCATION OF PARTS



- (1) Clutch lever
- (2) Left handlebar switches
- (3) Choke lever
- (4) Speedometer
- (5) Fuel level gauge
- (6) Tachometer
- (7) Front brake fluid reservoir
- (8) Right handlebar switches
- (9) Throttle grip
- (10) Front brake lever
- (11) Ignition switch
- (12) Fuel tank cap



- (13) Fuel valve
- (14) Throttle stop screw
- (15) Battery
- (16) Tool
- (17) Fuses
- (18) Gearshift lever
- (19) Footrest
- (20) Side stand
- (21) Helmet holders
- (22) Passenger footrest

⚠ WARNING

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

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

NOTE: The key hole can be covered by turning the lid for anti-theft purpose.

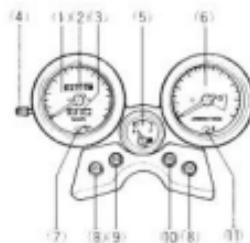


Turn the ignition switch to "LOCK" position and change the lid hole position when leaving your motorcycle.



Align the lid hole position to the key hole position when inserting the key.

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.

TRIP METER (3)

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

FUEL GAUGE (5)

The fuel gauge indicates the amount of gasoline in the fuel tank. "E" mark stands for empty and "F" mark stands for full.

TACHOMETER (6)

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

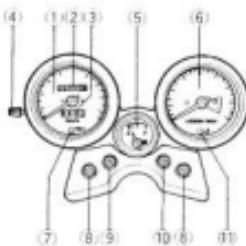
OIL PRESSURE INDICATOR LIGHT (7)

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

⚠ CAUTION

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

Whenever the oil pressure indicator lights up, indicating low oil pressure, stop the engine immediately. Check the oil level and determine if the proper amount of oil is in the engine. If the light still does not go out, have your authorized SUZUKI dealer or qualified mechanic troubleshoot your motorcycle.



HIGH BEAM INDICATOR LIGHT (6)

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

COOLANT TEMPERATURE CHECK LIGHT (10)

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

CAUTION

Running the engine with high engine coolant temperature can cause serious engine damage. If the engine coolant temperature check light comes on, stop the engine to let it cool.

Do not run the engine until the coolant temperature check light goes out.

TURN SIGNAL INDICATOR LIGHT (8)

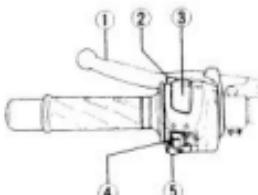
When the turn signals are being operated either to the right or to the left, the indicator will flash at the same time.

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

NEUTRAL INDICATOR LIGHT (9)

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

LEFT HANDLEBAR



TURN SIGNAL SWITCH (4)

Moving the switch to the " \leftarrow " position will flash the left turn signals. Moving the switch to the " \rightarrow " position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch on.

WARNING

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

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

CLUTCH LEVER (1)

The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.

HEADLIGHT FLASHER SWITCH (2)

Press the switch to light the headlight.

DIMMER SWITCH (3)

* $\oplus\ominus$ " position

The headlight low beam and taillight turn on. The high beam indicator light also turns on.

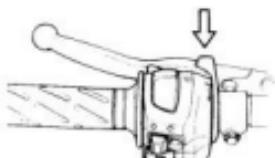
* $\ominus\oplus$ " position

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

HORN SWITCH "HORN" (5)

Press the switch to sound the horn.

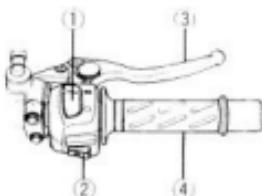
CHOKE LEVER



The carburetor is equipped with a choke system to provide easy starting when the engine is cold. When starting the cold engine, turn the choke lever all the way toward you. The choke works best when the throttle is in the closed position. When the engine is warm, you do not need to use the choke system for starting.

NOTE: Refer to the RIDING TIPS section of this manual for the engine starting procedure.

RIGHT HANDLEBAR



ENGINE STOP SWITCH ④

" " position

The ignition circuit is off. The engine can not start or run.

" " position

The ignition circuit is on and the engine can run.

ELECTRIC STARTER BUTTON ⑤ ⑥

This button is used for turning the starter motor. With the ignition switch in the "ON" position, engine stop switch in the " " position, the transmission in neutral, and push the electric starter button to engage the starter motor to start the engine.

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

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

▲ CAUTION

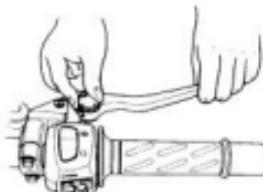
To prevent electrical system damage, do not operate the starter motor more than five seconds at a time.

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

FRONT BRAKE LEVER ⑦

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

Front Brake Lever Adjustment

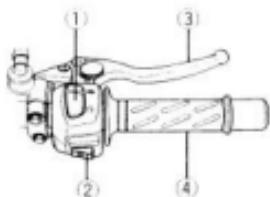


The distance between the throttle grip and the front brake lever is adjustable in four positions. To change the position, push the brake lever forward and turn the adjuster to the desired position. When changing the brake lever position, always be sure the adjuster stops in the proper position; a projection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

▲ WARNING

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

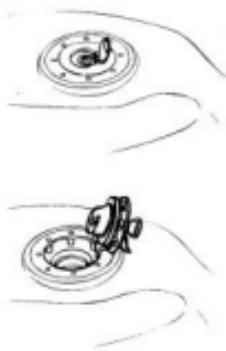
Always keep both hands on the handlebars while riding.



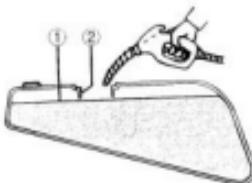
THROTTLE GRIP ④

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

FUEL TANK CAP



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



① Fuel level
② Filler neck

FUEL VALVE

This motorcycle is equipped with an automatic type, diaphragm style fuel valve. There are three positions: "ON," "RES" and "PRI."

"ON" POSITION



The normal position for the fuel valve is in the "ON" position. In this position, no fuel will flow from the fuel valve to the carburetors unless the engine is running or being started.

WARNING

Overfilling the fuel tank can cause the fuel to overflow when it expands due to heat from the engine or the sun. Spilled fuel can catch on fire.

Never fill the fuel above the bottom of the filler neck.

WARNING

Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when refueling.

- Stop the engine and keep flames, sparks and heat sources away.
- Refuel only outdoors or in a well ventilated area.
- Do not smoke.
- Wipe up spills immediately.
- Avoid breathing fuel vapor.
- Keep children and pets away.

"RES" (RESERVE) POSITION



If the fuel level in the tank is too low, turn the fuel valve to the "RES" position to use the reserve fuel supply. In this position, no fuel will flow from the fuel valve to the carburetors unless the engine is running or being started.

Reserve fuel supply: 3.0 L (0.8/0.7 US/lmp gal)

NOTE: After turning the fuel valve to the "RES" position, refill the tank at the closest gasoline station. After refueling, be sure to turn the fuel valve back to the "ON" position.

"PRI" (PRIME) POSITION



If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetors. In this instance the fuel valve should be moved to the "PRI" position. This will allow the fuel to flow directly into the carburetors even though the engine is not operating. Upon starting the engine, be sure to return the fuel valve to the "ON" position or, if necessary, to the "RES" position.

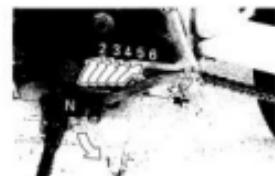
WARNING

Leaving the fuel valve in "PRI" position when the engine is off can be hazardous. The carburetor may overflow and fuel may run into the engine. This can cause a fire or cause severe damage when you start the engine.

Always leave the fuel valve in the "ON" or "RESERVE" position.

NOTE: Before turning the fuel valve to the "PRI" position, remove the stopper screw ①. After returning the fuel valve to the "ON" or "RES" position, retighten the screw.

GEARSHIFT LEVER



This motorcycle has 6-speed transmission which operates as shown. To shift properly, pull the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the gearshift lever to upshift and depress the lever to downshift. Neutral is located between low and 2nd gear. When neutral is desired, depress or lift the lever halfway between low and 2nd gear.

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

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

REAR BRAKE PEDAL



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

SEAT LOCK



To open the seat, insert the ignition key into the lock and turn the key clockwise until the lock is released. To lock the seat, slide the seat hooks into holding bracket and push down on the seat firmly until the seat latch snaps into the locked position.

⚠ WARNING

Failure to install the seat properly could allow the seat to move and cause loss of rider control.

Latch the seat securely in its proper position.

HELMET HOLDERS



To use helmet holder (1), insert the key to the lock and turn it clockwise to open the latch. Hook your helmet fastener ring to the latch and return back the latch to the closed position to lock the holder.



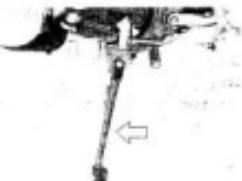
The helmet holder (2) is under the seat. Hook the helmet fastener ring to the hook and close the seat.

⚠ WARNING

Riding with a helmet fastened to the helmet holder can interfere with rider control.

Never carry a helmet fastened to the helmet holder. Fix the helmet securely atop the seat if you must carry it.

SIDE STAND



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

The side stand/ignition interlock switch works as follows:

- If the side is down and the transmission is in gear, the engine can not be started.
- If the engine is running and the transmission is shifted into gear with the side stand down, the engine will stop running.
- If the engine is running and the side stand is put down with the transmission in gear, the engine will stop running.

⚠ CAUTION

Park the motorcycle on firm, level ground to help prevent it from falling over.

If you must park on an incline, aim the front of the motorcycle uphill and put the transmission into 1st gear to reduce the possibility of rolling off the side stand.

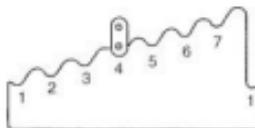
⚠ WARNING

Riding with the side stand incompletely retracted can result in an accident when you turn left.

- Check operation of the side stand/ignition interlock system before riding.
- Always retract the side stand completely before starting off.

REAR SUSPENSION

Spring Adjustment



To adjust the spring pre-load, place the motorcycle on the side stand and turn the adjuster clockwise or counterclockwise to the desired position with the tool provided in the tool kit. Position 1 provides the softest spring pre-load and position 7 provides the stiffest. This motorcycle is delivered from the factory with its adjuster set on position 4.

FUEL, ENGINE OIL AND ENGINE COOLANT RECOMMENDATION

FUEL

Use unleaded gasoline with an octane rating of 91 or higher (Research method). Unleaded gasoline can extend spark plug life and exhaust components life.

If pinking or knocking is experienced, substitute higher octane grade gasoline or another brand, because there are differences between brands.

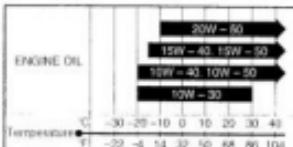
CAUTION

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

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

ENGINE OIL

Use a premium quality 4-stroke motor oil to ensure longer service life of your motorcycle. Use only oils which are rated SF or SG under the API service classification. The recommended viscosity is SAE 10W-40. If a SAE 10W-40 motor oil is not available, select an alternative according to the following chart.



ENGINE COOLANT

Use an anti-freeze compatible with aluminium radiator mixed with distilled water only at the ratio of 50:50.

WARNING

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

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

CAUTION

Spilled engine coolant can damage painted surfaces.

Do not spill any fluid when filling the radiator. Wipe spilled engine coolant up immediately.

Water for mixing

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

Anti-freeze

The coolant performs as rust inhibitor and water pump lubricant as well as anti-freeze. Therefore the coolant should be used at all times even though the atmospheric temperature in your area does not go down to freezing point.

Required amount of water/coolant
Solution capacity (total): 1900ml
(4.0/3.3 US/Imp pt)

50%	Water	950 ml (2.0/1.7 US/Imp pt)
	Coolant	950 ml (2.0/1.7 US/Imp pt)

NOTE: This 50% mixture will protect the cooling system from freezing at temperatures above -31°C. If the motorcycle is to be exposed to temperature below -31°C, this mixing ratio should be increased up to 55% (-40°C) or 60% (-55°C). The mixing ratio should not exceed 60%.

BREAK-IN (RUNNING-IN)

The opening explains how important proper break-in is to achieve maximum life and performance from your new Suzuki. The following guidelines explain proper break-in procedures.

MAXIMUM ENGINE SPEED RECOMMENDATION

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

Initial	800 km (500 miles)	Below 8000 r/min
Up to	1600 km (1000 miles)	Below 12000 r/min
Over	1600 km (1000 miles)	Below 16000 r/min

VARY THE ENGINE SPEED

The engine speed should be varied 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 break-in to ensure this mating process. Do not, though, apply excessive load on the engine.

BREAKING IN THE NEW TIRES

New tires need proper break-in to assure maximum performance, just as the engine does. Wear in the tread surface by gradually increasing your cornering lean angles over the first 160 km (100 miles) before attempting maximum performance. Avoid hard acceleration, hard cornering, and hard breaking for the first 160 km (100 miles).

A WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control.

Use extra care when riding on new tires. Perform proper break-in of the tires as described in this section and avoid hard acceleration, hard cornering, and hard breaking for the first 160 km (100 miles).

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 (1000 miles).

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

Allow sufficient idling time after warm or cold engine starts up before applying load or revving the engine. This allows time for the lubricating oil to reach all critical engine components.

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The 1000 km (600 miles) service is the most important service your motorcycle will receive. During break-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 will be tightened, and the dirty oil and oil filter will be replaced. Timely performance of the 1000 km (600 miles) service will ensure optimum service life and performance from the engine.

NOTE: The 1000 km (600 miles) service should be performed as outlined in the INSPECTION AND MAINTENANCE section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

INSPECTION BEFORE RIDING

A WARNING

Failure to inspect and maintain your motorcycle properly increases the chance of an accident or equipment damage.

Always perform a pre-ride inspection before each ride. Refer to the table below for check items. For further details, refer to the INSPECTION AND MAINTENANCE section.

A WARNING

Using worn, improperly inflated, or incorrect tires will reduce stability and can cause an accident.

Follow all instructions in the TIRES section in this owner's manual.

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 motorcycle.

A WARNING

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

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

WHAT TO CHECK	CHECK FOR:
Steering	<ul style="list-style-type: none"> • Smoothness • No play or looseness
Throttle	<ul style="list-style-type: none"> • Correct play • Smooth operation and positive return
Clutch	<ul style="list-style-type: none"> • Correct play • Smooth and progressive action
Brakes	<ul style="list-style-type: none"> • Proper fluid level • No fluid leakage • Brake pads wear • Correct pedal and lever play • No "sponginess" • No dragging
Suspensions	Smooth movement
Cooling system	<ul style="list-style-type: none"> • Proper coolant level • No leaks
Fuel	Enough fuel for the planned distance of operation
Drive chain	<ul style="list-style-type: none"> • Correct tension or slack • Adequate lubrication • No excessive or damage
Tires	<ul style="list-style-type: none"> • Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil	Correct level
Lighting	Operation of all lights and indicators
Horn	Correct function
Engine stop switch	Correct function
Side stand/ Ignition interlock switch	Correct function

RIDING TIPS STARTING THE ENGINE

Before attempting to start the engine, make sure:

- The transmission is in neutral.
- The fuel valve is in the "ON" position.
- The engine stop switch is in the "OFF" position.

NOTE: This motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit.

The engine can only be started if:

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

When the engine is cold:

1. Turn the choke lever fully toward you.
2. Close the throttle completely. Push the electric starter switch and the engine will start.
3. Immediately after the engine starts, return the choke lever halfway and warm up the engine.
4. Return the choke lever all the way to its disengaged position.

When the engine is warm:

Open the throttle 1/8 to 1/4 turn and push the electric starter switch. Operation of the carburetor choke system is usually not necessary when the engine is warm.

NOTE: Operation of the carburetor choke system is not necessary when the engine is warm.

WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

CAUTION

Running the engine too long without riding may cause the engine to overheat. Overheating can result in damage to internal engine components and discoloration of exhaust pipes.

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

STARTING OFF

WARNING

Riding this motorcycle at excessive speed increases your chances of losing control of the motorcycle. This may result in an accident.

Always ride within the limits of your skills, your motorcycle, and the riding conditions.

WARNING

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

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

WARNING

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

Reduce your speed and be alert to side winds.

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

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

USING THE TRANSMISSION

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

WARNING

Downshifting when engine speed is too high can:

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

Reduce speed before downshifting.

WARNING

Downshifting while the motorcycle is leaned over in a corner may cause rear wheel skid and loss of control.

Reduce your speed and downshift before entering the corner.

CAUTION

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

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

RIDING ON HILLS

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

STOPPING AND PARKING

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

WARNING

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

Apply both brakes evenly and at the same time.

WARNING

Hard braking while turning may cause wheel skid and loss of control.

Brake before you begin to turn.

WARNING

Hard braking on wet, loose, rough, or other slippery surfaces can cause wheel skid and loss of control.

Brake lightly and with care on slippery or irregular surfaces.

▲ WARNING

Following another vehicle too closely can lead to a collision. As vehicle speeds increase, stopping distance increases progressively.

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

5. Park the motorcycle on a firm, flat surface where it will not fall over.

▲ WARNING

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

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

NOTE: If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Return to neutral before starting engine.

6. Turn the ignition key to the "OFF" position.
7. Turn the handlebars all the way to the left and lock the steering for security.
8. Remove the ignition key.

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

The chart indicates the intervals between periodic services in miles, kilometers and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to ensure reliability of the machine as explained in the maintenance section. Your authorized Suzuki dealer can provide you with further guidelines. Steering components, suspensions 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 authorized Suzuki dealer or a qualified service mechanic.

▲ WARNING

Improper maintenance or failure to perform recommended maintenance increases the chance of an accident or motorcycle damage.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual. Ask your SUZUKI dealer or qualified mechanic to do the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, have your SUZUKI dealer or qualified mechanic do them.

▲ WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

NOTE: The MAINTENANCE CHART specifies the minimum requirements for maintenance. If you use your motorcycle under severe conditions, perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your SUZUKI dealer or qualified mechanic.

▲ CAUTION

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

Use only genuine SUZUKI replacement parts or their equivalent.

MAINTENANCE CHART

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

Item	Interval	km	1000	5000	10000	15000
		miles	600	3000	6000	9500
	months	3	15	30	45	
Air cleaner element		—	C	C	R	
* Exhaust pipe nuts and muffler mounting bolts		—	T	T	T	
* Valve clearance		I	I	I	I	
Spark plug		—	I	R	I	
Fuel hose		—	I	I	I	
		Replace every 4 years				
Engine oil		R	R	R	R	
Engine oil filter		R	—	R	—	
Throttle cable		I	I	I	I	
Idle speed		I	I	I	I	
Clutch		—	I	I	I	
Drive chain		I	I	I	I	
		Clean and lubricate every 1000 km				
* Brakes		I	I	I	I	
Brake hose		—	I	I	I	
		*Replace every 4 years				
Brake fluid		—	I	I	I	
		*Replace every 2 years				
Tire		—	I	I	I	
* Steering		I	—	I	—	
* Front forks		—	—	I	—	
* Rear suspension		—	—	I	—	
* Chassis bolts and nuts		T	T	T	T	

NOTE: I=Inspect and clean, adjust, replace or lubricate as necessary;
C=Clean; R=Replace; T=Tighten

TOOLS

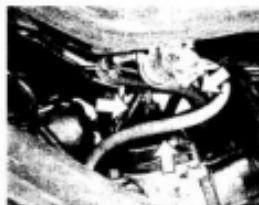


FUEL TANK REMOVAL

1. Remove the seat.



2. Remove the bolts.
3. Side the fuel tank backward and lift up the fuel tank.



4. Disconnect the fuel hose, drain hose and vacuum hose.

WARNING

Fuel spilled from the fuel hose can catch on fire.

Stop the engine before disconnecting the fuel hose. Keep flames, sparks, and heat sources away. Do not smoke. Catch fuel in a container and dispose of drained fuel properly.



5. Disconnect the fuel gauge lead wire coupler.
6. Remove the fuel tank.

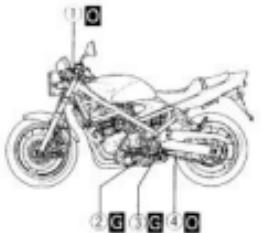
Installation

Reinstall the fuel tank in the reverse order of the removal.

- Connect fuel hoses securely with clamps.
- Position the fuel tank securely.

LUBRICATION POINTS

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



- ①...Clutch lever holder
- ②...Side stand pivot and spring hook
- ③...Gearshift lever pivot and footrest pivot
- ④...Drive chain
- ⑤...Brake lever holder
- ⑥...Brake pedal pivot and footrest pivot

- ①...Motor oil
- ②...Grease

BATTERY

The battery is located under the seat. To remove the battery, follow the procedure below;

1. Remove the seat.



2. Remove the tool box ① by removing the screws ②.



3. Disconnect the battery terminals and remove the battery.

This battery is sealed type and requires no maintenance of fluid level and gravity. But have your authorized Suzuki dealer check the charging condition of the battery periodically. The standard charging rate is $0.7\text{A} \times 5$ to 10 hours and maximum rate is $3.0\text{A} \times 1$ hour.

WARNING

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

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

CAUTION

Exceeding the maximum charging rate for the battery can shorten its life.

Never exceed the maximum charging rate.

CAUTION

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

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

AIR CLEANER

The air cleaner element is located under the fuel tank. If the element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. Check and clean the cleaner periodically according to the following procedure.

WARNING

Operating the engine without the air cleaner element in place could allow a flame spit back from the engine to the air cleaner, or could allow dirt to enter the engine. This could cause a fire or severe engine damage.

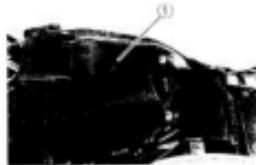
Never run the engine without the air cleaner element properly installed.

CAUTION

Clean or replace the air cleaner element frequently if the motorcycle is used in dusty, wet or muddy conditions. The air cleaner element will clog under these conditions, and this may cause engine damage, poor performance, and poor fuel economy.

Clean the air cleaner case and element immediately if water gets in the air cleaner case.

1. Remove the fuel tank by referring to the FUEL TANK REMOVAL section.



2. Remove the air cleaner case cover ①.

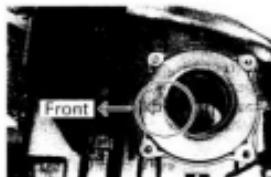


3. Remove the air cleaner element ④ by removing four screws ②, ③.



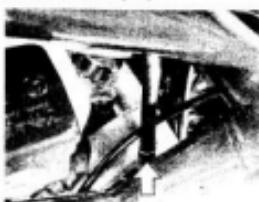
4. Blow the dust off the air cleaner element.

NOTE: Always apply air pressure to the outside of the air cleaner element only. If you apply air pressure to the inside, dirt will be forced into the pores of the element, restricting the air flow through the element.



5. Reinstall the cleaned element or new air cleaner element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.
6. Reverse the sequence of removal and set up the machine.

Air cleaner drain plug



Remove the plug and drain water and oil at the periodic maintenance interval.

CAUTION

A torn air cleaner element will allow dirt to enter the engine and can damage the engine.

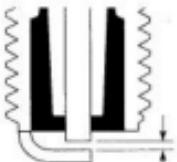
Carefully examine the air cleaner element for tears during cleaning. Replace it with a new one if it is torn.

CAUTION

Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.

SPARK PLUGS



0.7-0.8 mm
(0.028-0.031 in)

Remove the carbon deposits periodically from the spark plug with a piece of hard wire or pin. Readjust the spark plug gap to 0.7 – 0.8 mm (0.028 – 0.031 in) with a spark plug gap thickness gauge.

Whenever removing the carbon deposits be sure to observe the operational color of each spark plugs porcelain tip. This color tells you whenever or not the standard spark plug is suitable for your type of usage. A normal operating spark plug should be very light brown in color.

▲ CAUTION

An improper spark plug may have an incorrect fit or heat range for your engine. This may cause severe engine damage which will not be covered under warranty.

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

Plug replacement guide

NGK	DENSO	REMARKS
CR7E	U22ESR-N	If the standard plug is wet in appearance on very dark, replace with this plug.
CR8E	U24ESR-N	Standard
CR9E	U27ESR-N	If the standard plug is glazed appearing or very white in color, replace with this plug.

▲ CAUTION

A crossthreaded or overtightened spark plug will damage the aluminum threads of the cylinder head.

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

▲ CAUTION

Dirt can damage your engine if it enters an open spark plug hole.

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

FUEL HOSE



Inspect the fuel hose for damage and fuel leakage. If any defects are found, the fuel hose must be replaced.



3. Hold the motorcycle vertically and inspect the engine oil level through the engine oil level inspection window.

▲ CAUTION

The engine oil level must be between the "L" (Low) line and "F" (Full) line, or engine damage may occur.

Check the oil level, through the inspection window, with the motorcycle held vertically on level ground before each use of the motorcycle.

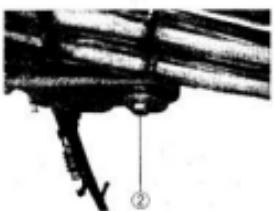
ENGINE OIL AND FILTER CHANGE

Change the engine oil and oil filter at the initial 1000 km (600 miles) and at each maintenance interval. The oil should be changed when the engine is hot so that the oil will drain thoroughly from the engine. The procedure is as follows:

1. Place the motorcycle on the side stand.



2. Remove the oil filler cap (1).



3. Place a drain pan under the drain plug (2).

4. Remove the drain plug with a wrench and drain out the engine oil while holding the motorcycle vertically.

WARNING

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

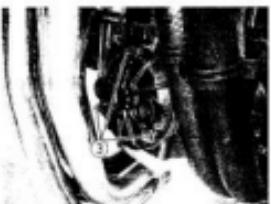
Wait until the oil drain plug and exhaust pipes are cool enough to touch with bare hands before draining oil.

WARNING

New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Continuous contact with used engine oil has been found to cause skin cancer in laboratory animals. Brief contact with used oil or solvent may irritate skin.

- Keep new and used oil and solvent away from children and pets.
- Wear a long-sleeve shirt and waterproof gloves.
- Wash with soap if oil or solvent contacts your skin.

NOTE: Recycle or properly dispose of used oil and solvent.



5. Remove the three nuts (3) holding the filter cap in place.



6. Remove the filter cap, pull out the element (4) and replace with a new oil filter element.

CAUTION

Using an oil filter with the wrong design can cause engine damage.

Use a genuine SUZUKI oil filter or an equivalent designed for your motorcycle.

CAUTION

Failure to insert the new element correctly can damage the engine. No oil flow will result if the element is inserted backwards.

Insert the open end of the new oil filter element into the engine.

7. Before replacing the oil filter cover, check to be sure that the filter spring (5) and the cap "O"-ring (6) installed correctly.

NOTE : Install a new "O" ring each time the filter element is replaced.

8. Replace the oil filter cover and tighten the nuts securely but do not overtighten them.
9. Replace the drain plug and tighten it securely. Pour fresh oil through the filter hole. Approximately 3000 ml (3.2/2.6 US/lmp. qt) of oil will be required.

NOTE: About 2700 ml (2.9/2.4 US/lmp. qt) of oil will be required when changing oil without replacing the oil filter.

CAUTION

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

Use the oil specified in the FUEL, ENGINE OIL AND ENGINE COOLANT RECOMMENDATION section.

10. With the engine running, look carefully for leaks at the oil filter and drain plug. Run the engine at various speeds for 2 to 3 minutes.

11. Stop the engine and wait a few minutes. Check the oil level again. Engine oil level can be inspected through the inspection window while holding the motorcycle upright. If the oil level is lower than the "F" line, add new oil until it reaches the "F" line. Check for leaks again.

CARBURETOR

The carburetor is factory set for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: idle speed and throttle cable play.

IDLE SPEED ADJUSTMENT

1. Start up the engine and warm it up fully.



2. After engine warms up, turn the throttle stop screw located on the carburetor in or out so that engine may run at 1400 – 1600 r/min.

NOTE: The idle speed should be adjusted with the engine fully warmed up.

THROTTLE CABLE ADJUSTMENT

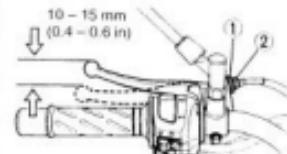


This motorcycle has a twin throttle cable system. Cable (A) is for pulling and cable (B) is for returning.

To adjust the cable play:

1. Loosen the lock nut (1).
2. Turn in the adjuster (2) fully.
3. Loosen the lock nut (3).
4. Turn the adjuster (4) so that the throttle grip should have 2.0 – 4.0 mm (0.08 – 0.16 in) play.
5. Tighten the lock nut (3).
6. While holding the throttle grip at the closed position, turn out the adjuster (2) to feel resistance.
7. Tighten the lock nut (1).

CLUTCH



At each maintenance interval, adjust the clutch cable play with the clutch cable adjuster. The cable play should be 10 – 15 mm (0.39 – 0.59 in) as measured at the clutch lever end before the clutch begins to disengage. If you find the play of clutch incorrect, adjust it in the following way:

1. Loosen the lock nut (1).
2. Turn clutch lever adjuster (2) clockwise as far as it will go.



WARNING

Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebars. This can lead to loss of rider control.

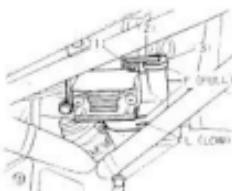
Adjust the throttle cable play so that engine idle speed does not rise due to handlebar movement.

3. Loosen cable adjuster lock nut (3), and turn cable adjuster (4) to obtain approximately 10 – 15 mm (0.4 – 0.6 in) of free play at the clutch lever end as indicated.

- Minor adjustment can now be made with the adjuster (2).
- Tighten the lock nuts, (1) and (3), after finishing adjustment.

NOTE: Any maintenance of the clutch other than the clutch cable play should be performed by your authorized Suzuki dealer.

COOLANT COOLANT LEVEL



The coolant should be kept between the "FULL" and "LOW" level lines in the reservoir tank at all times. Inspect the level every time before riding the motorcycle. Hold the motorcycle upright to inspect the coolant level. If the coolant is found lower than the "LOW" level line, add properly mixed coolant through the filler hole until it reaches the "FULL" line.

To add coolant, follow the procedure below.

- Place the motorcycle on the side stand.
- Loosen the screw (1) and take off the stopper (2).
- Remove the coolant reservoir tank cap (3).
- Pour properly mixed coolant into the filler hole.

WARNING

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

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

NOTE: Adding only water will dilute the engine coolant and reduce its effectiveness. Add 50:50 mixture of engine coolant and water.

CHANGING THE COOLANT

Change the coolant every two years.

NOTE: About 1900 ml (2.0/1.7 US/Imp. qt) of coolant will required when filling the radiator and reservoir tank.

DRIVE CHAIN

This motorcycle has a continuous drive chain constructed from special materials. It does not use a master link. We recommend that you take your motorcycle to an authorized Suzuki dealer if the drive chain needs replacing.

The condition and adjustment of the drive chain should be checked each day before your ride. Always follow the guidelines below for inspecting and servicing the chain.

WARNING

Riding with the chain in poor condition or improperly adjusted can lead to an accident.

Inspect, adjust, and maintain the chain properly before each ride, according to this section.

INSPECTING THE DRIVE CHAIN

When inspecting the chain, look for the following:

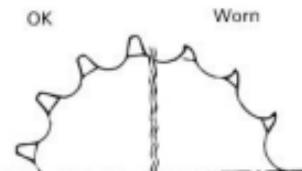
- Loose pins
- Damaged rollers
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper chain adjustment

If you find anything wrong with the drive chain condition or adjustment, correct the problem if you know how. If necessary, consult your authorized Suzuki dealer.

Damage to the drive chain means that the sprockets may also be damaged. Inspect the sprockets for the following:

- Excessively worn teeth
- Broken or damaged teeth
- Loose sprocket mounting nuts

If you find any of these problems with your sprocket, consult your authorized Suzuki dealer.



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

▲ WARNING

Improperly installing a replacement chain, or using a joint-clip type chain, can be hazardous. An incompletely riveted master link, or a joint-clip type master link, may come apart and cause an accident or severe engine damage.

Do not use a joint-clip type chain. Chain replacement requires a special riveting tool and a high-quality, non-joint-clip type chain. Ask an authorized SUZUKI dealer or qualified mechanic to perform this work.

DRIVE CHAIN CLEANING AND OILING

This drive chain has special "O" rings that permanently seal grease inside. Clean and oil the chain periodically, as follows:

1. Cleaning the chain with kerosene is strongly recommended. If the chain tends to rust, the interval must be shortened. Kerosene is a petroleum product and will provide some lubrication as well as cleaning action.

▲ WARNING

Kerosene can be hazardous. Kerosene is flammable. Children or pets may be harmed from contact with kerosene.

Keep flames and smoking materials away from kerosene. Keep children and pets away from kerosene. If swallowed, do not induce vomiting. Call a physician immediately. Dispose of used kerosene properly.

▲ CAUTION

Cleaning the chain with gasoline or commercial cleaning solvents can damage O-rings and ruin the chain.

Clean the drive chain with kerosene only.

2. After thoroughly washing the chain and allowing it to dry, oil the links with Suzuki chain lube or an equivalent.

▲ CAUTION

Some drive chain lubricants contain solvents and additives which could damage the O-rings in your chain.

Use SUZUKI chain lube or an equivalent that is specifically intended for use with O-ring chains.

DRIVE CHAIN ADJUSTMENT

Adjust the drive chain slack to the proper specification. The chain may require more frequent adjustments than it is with periodic maintenance depending upon your riding conditions.

▲ WARNING

Too much chain slack can cause the chain to come off the sprockets, resulting in an accident or serious damage to the motorcycle.

Inspect and adjust the drive chain slack before each use.

To adjust the drive chain, follow these directions:

1. Place the motorcycle on the side stand.



2. Loosen the axle nut (1).

▲ WARNING

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Wait until the muffler cools to avoid burns.

3. Adjust the slack in the drive chain by turning the right and left chain adjuster screws (2). At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks (3) on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.



25 – 35 mm
(1.0 – 1.4 in)

- After aligning and adjusting the slack in the drive chain to 25 – 35 mm (1.0 – 1.4 in), retighten the axle nut securely.

Rear axle nut tightening torque:

65 N·m
(6.5 kgf·m)
(47.0 lb·ft)

BRAKES

This motorcycle utilizes front and rear disk brakes. Properly operating brake systems are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

BRAKE SYSTEM

WARNING

Failure to inspect and properly maintain the brakes increases your chance of having an accident.

Inspect the brake system before each use according to the INSPECTION BEFORE RIDING section. Follow the MAINTENANCE SCHEDULE section to maintain your brake system.

Inspect your brake system for the following items daily:

- Inspect the front and rear brake system for signs of fluid leakage.
- Inspect the brake hose for leakage or a cracked appearance.
- Check the wear of the disk brake pads.
- The brake lever and pedal should have the proper stroke and be firm at all times.

BRAKE FLUID

WARNING

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

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



FRONT



REAR

WARNING

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

Inspect the brake fluid level before each use. Use only DOT4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a SUZUKI dealer or qualified mechanic for inspection.

CAUTION

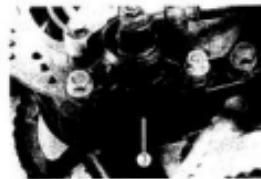
Spilled brake fluid can damage painted surfaces and plastic parts.

Avoid spilling any fluid when filling the reservoir. Wipe up spills immediately.

BRAKE PAD

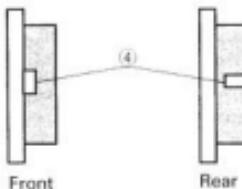


FRONT



REAR

NOTE: Remove the plastic cover (3) to inspect the rear brake pads. Use a mirror to inspect them.



Inspect the front and rear brake pads by noting whether or not the friction pads are worn down to the grooved wear limit line (4). If a pad is worn to the grooved wear limit line it must be replaced with a new one by your authorized Suzuki dealer or qualified service mechanic.

WARNING

Riding with worn brake pads will reduce braking performance and will increase your chance of having an accident.

Inspect brake pad wear before each use. Ask your SUZUKI dealer or qualified mechanic to replace brake pads if any pad is worn to the limit.

WARNING

Failure to extend brake pads after repair or replacement can cause poor braking performance and may result in an accident.

Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored.

NOTE : Do not squeeze/depress the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back and brake fluid leakage may result.

REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal position must be properly adjusted at all times or the disk brake pads will bear against the disk causing damage to the pads and to the disk surface. Adjust the brake pedal position in the following manner:



1. Loosen lock nut (1), and rotate push rod (2) to locate the pedal 40 – 50 mm (1.6 – 2.0 in) below the top face of the footrest.
2. Retighten lock nut (1) to secure push rod (2) in the proper position.

CAUTION

An incorrectly adjusted brake pedal may force brake pads to rub against the disk at all times, causing damage to the pads and disk.

Follow the steps in this section to adjust the brake pedal properly.

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 it so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

TIRES

⚠ WARNING

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

Follow these instructions :

- Check tire condition and pressure, and adjust pressure before each ride.
- Avoid overloading your motorcycle.
- Replace a tire when worn to the specified limit, or if you find damage such as cuts or cracks.
- Always use the size and type of tires specified in this owner's manual.
- Balance the wheel after tire installation.
- Read this section of owner's manual carefully.

⚠ WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control.

Use extra care when riding on new tires. Perform proper break-in of the tires to the BREAK-IN section and avoid hard acceleration, hard cornering, and hard breaking for the first 160 km (100 miles).

TIRE PRESSURE AND LOADING

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

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

Cold Tire Inflation Pressure

LOAD	SOLID RIDING	TWO-UP RIDING
FRONT	200 kPa 2.00 kg/cm ² 29 psi	200 kPa 2.00 kg/cm ² 29 psi
REAR	225 kPa 2.25 kg/cm ² 33 psi	250 kPa 2.50 kg/cm ² 36 psi

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

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

TIRE CONDITION AND TYPE

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



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

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

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

	FRONT	REAR
SIZE	110/70R17 58H	150/60R17 66 H
TYPE	DUNLOP D202FJ	DUNLOP D202J

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

⚠ WARNING

An improperly repaired, installed, or balanced tire can cause loss of control or shorten tire life.

- Ask your SUZUKI dealer or qualified mechanic to perform tire repair, replacement, and balancing because proper tools and experience are required.
- Install tires according to the rotation direction shown by arrows on the sidewall of each tire.

⚠ WARNING

Failure to follow these instructions about tubeless tires may result in an accident due to tire failure. Tubeless tires require different service procedures than tube tires.

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

SIDE STAND/IGNITION INTERLOCK SWITCH



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

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

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

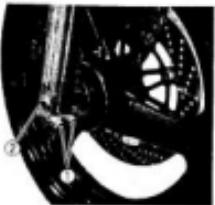
⚠ WARNING

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

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

FRONT WHEEL REMOVAL

1. Place the motorcycle on the side stand.



2. Loosen the axle holder bolts ①.
3. Lift the front end of the motorcycle up and place a jack or a block under the engine or exhaust pipes.
4. Loosen the axle ② and draw it out.



6. Slide the front wheel forward.
7. To reinstall the wheel assembly reverse the sequence as described.
8. After installing the wheel, apply the brake several times to restore the proper lever stroke.

⚠ WARNING

Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident.

Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

⚠ WARNING

Installing the front wheel in the reverse direction can be hazardous. The tire for this motorcycle is directional. Therefore, the motorcycle may have unusual handling if the wheel installed incorrectly.

Install the front wheel in a specified direction, as indicated by the arrow on the sidewall of the tire.

⚠ WARNING

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

Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized SUZUKI dealer or qualified mechanic do this.

Front axle tightening torque:

$$\begin{aligned} & 65 \text{ N-m} \\ & (6.5 \text{ kgf-m}) \\ & (47.0 \text{ lb-ft}) \end{aligned}$$

Front axle holder bolt tightening torque:

$$\begin{aligned} & 23 \text{ N-m} \\ & (2.3 \text{ kgf-m}) \\ & (16.5 \text{ lb-ft}) \end{aligned}$$

REAR WHEEL REMOVAL

- Place the motorcycle on the side stand.



- Remove the axle nut ①

⚠ WARNING

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Wait until the muffler cools to avoid burns.

- Turn the chain adjusting screws ② counterclockwise.
- Lift the rear end of the motorcycle and place a jack or block under the engine or chassis tubes.



- Draw out the axle.



- With the wheel moved forward, remove the chain from the sprocket.
- Pull the rear wheel assembly rearward.

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

- To replace the wheel reverse the complete sequence listed.
- After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

⚠ WARNING

Failure to adjust the drive chain and failure to torque bolts and nuts properly could lead to an accident.

- Adjust the drive chain as described in DRIVE CHAIN ADJUSTMENT section after installing the rear wheel.
- Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized SUZUKI dealer or qualified mechanic do this.

Rear axle nut tightening torque

$$\begin{aligned} & 65 \text{ N-m} \\ & (6.5 \text{ kgf-m}) \\ & (47.0 \text{ lb-ft}) \end{aligned}$$

⚠ WARNING

Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident.

Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

LIGHT BULB REPLACEMENT

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

CAUTION

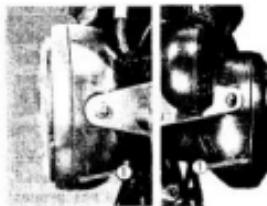
Using a light bulb with the wrong wattage rating can cause electrical system damage or shorten bulb life.

Always use the specified light bulb.

Headlight	12V 60/55W
Turn signal light	12V 21W
Brake light/Taillight	12V 21/5W × 2
License plate light	12V 5W

HEADLIGHT

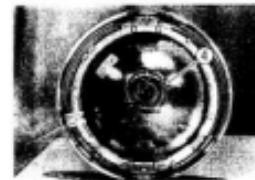
To replace the headlight bulb, follow the procedure below.



1. Remove two screws ①, and the headlight assembly.



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



3. Unhook the bulb holder spring ④.

CAUTION

Oil from your skin may damage the headlight bulb or shorten its life.

Grasp the new bulb with a clean cloth.

BRAKE LIGHT

To replace the brake light bulb, follow the procedure below.

1. Remove the seat.



2. Turn the socket counterclockwise and pull it off.



3. Push in on the bulb and turn it counterclockwise.

4. To fit a new bulb, push it in the bulb and turn it to the right.

TAIL/ LICENSE PLATE LIGHT

To replace the tail/license plate light bulb, follow the procedure below:

1. Remove the seat.



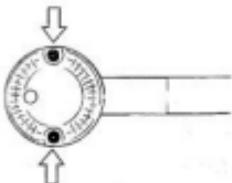
2. Pull off the socket.



3. Pull off the bulb.

TURN SIGNAL LIGHT

To replace the turn sight light bulb, follow the procedure below:



1. Remove the two screws and the lens.



2. Push in on the bulb, turn it to the left, and pull it out.
3. To fit the replacement bulb, push it in and turn it to the right pushing.

CAUTION

Overtightening the screws may cause the lens to crack.

Tighten the screws only until they are snug.

HEADLIGHT BEAM ADJUSTMENT

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



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

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

FUSES



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

CAUTION

Installing a fuse of incorrect rating or using aluminum foil or wire instead of a fuse may seriously damage the electrical system.

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

FUSE LIST

1. 30A MAIN fuse protects all electrical system.
2. 15A HEAD-HI fuse protects the headlight and high beam indicator light.
3. 15A HEAD-LO fuse protects the headlight low beam.
4. 10A IGNITION fuse protects ignition coil and fan motor.
5. 15A SIGNAL fuse protects turn signal light, turn signal indicator light, brake light, horn, neutral indicator light, oil presser indicator light, coolant temperature check light and fuel gauge.
6. 10A TAIL fuse protects speedometer light, tachometer light and taillight.

TROUBLESHOOTING

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

CAUTION

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

If you are not sure about the proper action, consult your SUZUKI dealer or qualified mechanic about the problem.

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

Fuel Supply Check

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

WARNING

Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when handling fuel.

When draining the carburetor:

- Stop the engine and keep flames, sparks, and heat sources away.
- Drain fuel only outdoors or in a well-ventilated area.
- Do not smoke.
- Wipe up spills immediately.
- Avoid breathing fuel vapor.
- Keep children and pets away.
- Dispose of drained fuel properly.

- b. Place the empty container under the carburetor. Turn the fuel valve to the "PRI" position and see if the fuel flows from the drain hole.
 - c. Turn the fuel valve to the "ON" position.
 - d. Drain the fuel and tighten the drain screw.
 - e. Push the electric starter button for a several seconds to crank the engine referring to the STARTING THE ENGINE section.
 - f. Loosen the drain screw and check that the carburetor is filled back up with fuel.
 - g. Tighten the drain screw.
4. If fuel is reaching the carburetor, ignition system should be checked next.

Ignition System Check

1. Remove the sparks plugs and reattach them to the spark plug leads.



2. While holding the spark plug firmly against the engine, push the starter switch with the ignition switch in the "ON" position, the engine stop switch in the "ON" position, the transmission in neutral, and the clutch disengaged. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your authorized Suzuki dealer for repairs.

WARNING

Performing the spark test improperly can cause a high voltage electrical shock or an explosion.

Avoid performing this check if you are not familiar with this procedure, or if you have a heart condition or wear a pacemaker. Keep the spark plug away from the spark plug hole during this test.

ENGINE STALLING

- Check the fuel supply in the fuel tank.
- Check the ignition system for intermittent spark.
- Check the idle speed.

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, follow the instruction below:

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

▲ CAUTION

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

Do not spray high pressure water on the radiator and oil cooler fins.

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

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

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

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

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

Waxing the Motorcycle

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

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

Inspection after Cleaning

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

▲ WARNING

Wet brakes can cause poor braking performance and may lead to an accident.

Avoid a possible accident by expecting longer stopping distances after washing your motorcycle. Apply brakes several times to let heat dry the brake pads or shoes.

STORAGE PROCEDURE

If the motorcycle is to be left unused for extended period of time for winter storage or any other reason, the machine needs special servicing requiring appropriate materials, equipment and skill. For this reason, authorized Suzuki recommends that you trust this maintenance work to your authorized Suzuki dealer. If you need to service the machine for storage yourself, follow the general guidelines as shown.

MOTORCYCLE

- Clean the entire motorcycle. Place the motorcycle on the side stand on a firm, flat surface where it will not fall over. Turn the handlebars all the way to the left and lock the steering, and remove the keys.

FUEL

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

*NOTE:*Make sure that the fuel valve is in "ON" position.

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

WARNING

Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when handling fuel.

When draining the carburetor:

- Stop the engine and keep flames, sparks, and heat sources away.
- Drain fuel only outdoors or in a well-ventilated area.
- Do not smoke.
- Wipe up spills immediately.
- Avoid breathing fuel vapor.
- Keep children and pets away.
- Dispose of drained fuel properly.

ENGINE

- Pour one tablespoon of motor oil into the spark plug holes. Reinstall the spark plugs and crank the engine a few times.
- Drain the engine oil thoroughly and fill the crankcase with the fresh engine oil all the way up to the filler hole.

BATTERY

- Remove the battery from the motorcycle.

NOTE: Be sure to remove the negative terminal first, then remove the positive terminal.

- Clean the outside of the battery with a mild detergent and remove any corrosion from the terminals and wiring harness connections.
- Store the battery in a room above freezing.

TIRE

- Inflate the tires to the normal specifications.

EXTERNAL

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

PROCEDURE DURING STORAGE

- Once a month, recharge the battery with the specified charging rate (Ampere). Standard charging rate is $0.7A \times 5$ to 10 hours.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery.

NOTE: Be sure to connect the positive terminal first, then connect the negative terminal.

- Remove the spark plugs. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstall the spark plugs.
- Drain the engine oil thoroughly. Replace the oil filter with a new one and pour fresh oil as outlined in this manual.
- Adjust the pressure of tires as described in the TIRE section.
- Lubricate all places as instructed in this manual.
- Do the "Inspection Before Riding" as listed in this manual.

SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	2050 mm (80.7 in)
Overall width	730 mm (28.7 in)
Overall height	1055 mm (41.5 in)
Wheelbase	1415 mm (55.7 in)
Ground clearance	140 mm (5.5 in)
Dry mass (weight)	146 kg (321 lbs)

ENGINE

Type	Four-stroke, liquid-cooled DOHC
Number of cylinders	4
Bore	49.0 mm (1.929 in)
Stroke	33.0 mm (1.299 in)
Displacement	248 cm ³ (15.13 cu.in)
Compression ratio	12.5 : 1
Carburetors	MIKUNI BST29 × 4
Air cleaner	Non woven fabric element
Starter system	Electric starter motor
Lubrication system	Wet sump

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down, 5-up
Primary reduction ratio	2.285 (80/36)
Gear ratios, Low	3.063 (37/12)
2nd	2.200 (33/15)
3rd	1.722 (31/18)
4th	1.450 (29/20)
5th	1.285 (27/21)
Top	1.160 (23/20)
Final reduction ratio	3.615 (47/13)
Drive chain	DID520V2 114 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Link type, coil spring, gas/oil damped, spring pre-load 7-way adjustable
Steering angle	35° (right & left)
Caster	26° 30'
Trail	103 mm (4.1 in)
Turning radius	2.7 m (8.8 ft)
Front brake	Disk
Rear brake	Disk
Front tire size	110/70R17 54H
Rear tire size	150/60R17 66H

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK CR8E or DENSO 24ESR N
Battery	12V 21.6 kC (6 Ah)/10HR
Generator	Three-phase A.C. generator
Fuse	30/15/15/15/10/10A
Headlight	12V 60/55W
Turn signalight	12V 21W
Brake light / taillight	12V 21.5W × 2
License plate light	12V 5 W
Speedometer light	12V 1.7 W
Tachometer light	12V 1.7 W
Neutral indicator light	12V 1.7W
High beam indicator light	12V 1.7W
Turn signal indicator light	12V 1.7W × 2
Oil pressure indicator light	12V 1.7W
Coolant temperature light	12V 1.7W
Fuel gauge light	12V 1.7W

CAPACITIES

Fuel tank, including reserve	15.0 L (4.0/3.3 US/Imp. gall) reserve	3.0 L (0.8/0.7 US/Imp. gall)
Engine oil (oil change)	2700 ml (2.9/2.4 US/Imp. qt)	
(with filter change)	3000 ml (3.2/2.6 US/Imp. qt)	

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)**TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED**

Owners are warned that the law may prohibit :

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.