SUZuki

DR-Z400SM

OWNER’S MANUAL

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

Part No. 99011-29F92-03A
May, 2006 EN
WARNING
Engine exhaust, some of its constituents, and certain product components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold or otherwise transferred to a new owner or operator. The manual contains important safety information and instructions which should be read carefully before operating the motorcycle.

IMPORTANT

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

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

CAUTION
Indicates a potential hazard that could result in motorcycle damage.

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

WARNINGs and CAUTIONs are arranged like this:

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

The second part will describe HOW TO AVOID THE HAZARD.

FOREWORD

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

The proper care and maintenance that your motorcycle requires is outline in this manual. By following these instructions explicitly you will ensure a long trouble-free operating life for your motorcycle. This motorcycle also conforms to the U.S. Environmental Protection Agency (EPA) and California Air Resource Board (CARB) emission regulations which apply to new motorcycles. The Proper adjustment of engine components is necessary for this motorcycle to comply with the EPA and CARB regulations. Therefore, please follow the maintenance instructions closely to ensure emission compliance. 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 between information in this manual and your motorcycle. Suzuki reserves the right to make production changes at any time, without notice and without incurring any obligation to make the same or similar changes to vehicles previously built or sold.

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

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**TABLE OF CONTENTS**

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE SPORT OF MOTORCYCLING</td>
<td>1</td>
</tr>
<tr>
<td>FUEL, ENGINE OIL AND COOLANT RECOMMENDATION</td>
<td>2</td>
</tr>
<tr>
<td>CONTROLS, EQUIPMENT AND ADJUSTMENTS</td>
<td>3</td>
</tr>
<tr>
<td>BREAK-IN AND INSPECTION BEFORE RIDING</td>
<td>4</td>
</tr>
<tr>
<td>RIDING TIPS</td>
<td>5</td>
</tr>
<tr>
<td>ACCESSORY USE AND MOTORCYCLE LOADING</td>
<td>6</td>
</tr>
<tr>
<td>INSPECTION AND MAINTENANCE</td>
<td>7</td>
</tr>
<tr>
<td>TROUBLESHOOTING</td>
<td>8</td>
</tr>
<tr>
<td>STORAGE PROCEDURE AND MOTORCYCLE CLEANING</td>
<td>9</td>
</tr>
<tr>
<td>CONSUMER INFORMATION</td>
<td>10</td>
</tr>
<tr>
<td>SPECIFICATIONS</td>
<td></td>
</tr>
<tr>
<td>INDEX</td>
<td></td>
</tr>
</tbody>
</table>
THE SPORT OF MOTORCYCLING

MOST ACCIDENTS CAN BE AVOIDED ........................................1-2
IF YOU DON'T HAVE A HELMET: BUY A HELMET,
AND WEAR IT EVERY TIME YOU RIDE .................................1-2
IF A COLLISION IS IMMINENT, DO SOMETHING! ......................1-3
SPECIAL SITUATIONS REQUIRE SPECIAL CARE ................1-3
KNOW YOUR LIMITS ............................................................1-4
BE EXTRA SAFETY-CONSCIOUS ON BAD WEATHER DAYS ........1-4
PRACTICE AWAY FROM TRAFFIC .......................................1-5
_INSPECTION BEFORE RIDING ...........................................1-5
ACCESSORIES AND LOADING ...........................................1-5
CARRYING A PASSENGER, ON ROAD ..................................1-5
MOTORCYCLE SAFETY FOUNDATION'S
"RIDING TIPS AND PRACTICE GUIDE" HANDBOOK
(FOR OWNERS IN USA) .........................................................1-5
BE STREET SMART ............................................................1-6
CONCLUSION ........................................................................1-6
ADDITIONAL CONSIDERATION WHEN RIDING OFF-HIGHWAY ....1-6
YOUR MOTORCYCLE AND THIS OWNER'S MANUAL HAVE BEEN DESIGNED BY PEOPLE LIKE YOU WHO ENJOY MOTORCYCLING. PEOPLE BECOME MOTORCYCLISTS FOR MANY REASONS. FOR STARTERS, STREET RIDING IS FUN AND INVIGORATING. BUT NO MATTER WHY YOU BECAME A MOTORCYCLIST, OR HOW EXPERIENCED YOU ARE, YOU WILL EVENTUALLY FACE SOME CHALLENGING SITUATIONS.

IN PREPARING FOR THESE CHALLENGES, YOU WILL BE FINE-TUNING YOUR COORDINATION, CONCENTRATION, AND ATTITUDE. LEARNING THE SKILLS AND STRATEGIES ASSOCIATED WITH MOTORCYCLING IS THE BASIS FOR SAFETY PARTICIPATING IN THIS SPORT. MANY MOTORCYCLISTS FIND THAT AS THEY BECOME BETTER RIDERS, THEY ALSO GET MORE ENJOYMENT FROM THE FREEDOM UNIQUE TO MOTORCYCLING.

PLEASE REMEMBER:

**MOST ACCIDENTS CAN BE AVOIDED**

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

**IF YOU DON'T HAVE A HELMET-BUY A HELMET, AND WEAR IT EVERY TIME YOU RIDE**

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

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

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

**IF A COLLISION IS IMMINENT, DO SOMETHING!**

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

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

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

**SPECIAL SITUATIONS REQUIRE SPECIAL CARE**

Of course, there are some times when full-force braking is not the correct technique. When the road surface is wet, loose, or rough, you should brake with care. When you're leaned over in a corner, avoid braking. Straighten up before braking. Better yet, slow down before entering the corner.
In these situations, the traction available between your tires and the road surface is limited. Overbraking when traction is limited will cause your tires to skid, possibly resulting in loss of directional control or causing you and your motorcycle to fall over.

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

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

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

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

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

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

INSPECTION BEFORE RIDING
Review the instructions in the "INSPECTION BEFORE RIDING" section of this manual. Perform an entire pre-ride inspection before you head out on the road. Spending a few minutes preparing your machine for a ride can help prevent accidents due to mechanical failure or costly, inconvenient breakdowns far from home.

ACCESSORIES AND LOADING
The accessories you use with your motorcycle and the manner in which you load your gear onto the bike might create hazards. Aerodynamics, handling, balance, and cornering clearance can suffer, and the suspension and tires can be overloaded. Read the "ACCESSORY USE AND MOTORCYCLE LOADING" section.

CARRYING A PASSENGER, ON ROAD
Carrying a passenger, when done correctly, is a great way to share the joy of motorcycling. You will have to alter your riding style somewhat since the extra weight of a passenger will affect handling and braking. You may also need to adjust tire pressures and suspension; please refer to the Tire Pressure and Loading section and the Suspension section for more details.

A passenger needs the same protection that you do, including a helmet and proper clothing. The passenger should not wear long shoelaces or loose pants that could get caught in the wheel or the chain. Passengers must be tall enough that their feet reach the footrests. Note the limits on carrying a passenger off-road in the "ADDITIONAL CONSIDERATIONS WHEN RIDING OFF-HIGHWAY" section.

MOTORCYCLE SAFETY FOUNDATION'S "RIDING TIPS AND PRACTICE GUIDE" HANDBOOK (FOR OWNERS IN USA)
This special handbook, supplied with your owner's manual, contains a variety of safety tips, helpful hints, and practice exercises. This manual can increase your riding enjoyment and safety. You should read it thoroughly.
**BE STREET SMART**
Always heed speed limits, local laws, and the basic rules of the road. Set a good example for others by demonstrating a courteous attitude and a responsible riding style.

**CONCLUSION**
Traffic, road and weather conditions vary. Other motorists’ actions are unpredictable. Your motorcycle’s condition can change. These factors can best be dealt with by giving every ride your full attention.

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

The best way to learn basic riding skills and evasive maneuvers or refresh your own riding skills is to take one of the courses offered by the Motorcycle Safety Foundation. Your Suzuki dealer can help you locate the fundamental or advanced riding skills course nearest you, or owners in the USA can call toll free 1-800-446-9227.

Good riding on your new Suzuki!

**ADDITIONAL CONSIDERATION WHEN RIDING OFF-HIGHWAY**

**Off-highway riding calls for off-highway protective gear**
In addition to the reasons cited above for wearing a helmet and eye protection on the street, the trail presents its own hazards. Visibility and trail conditions can vary greatly from section to section and season to season. These changes are sometimes unpredictable, and even an experienced rider can have an accident. There may be branches hanging over the trail at eye level. Wear a helmet and eye protection every time you ride.

Wear protective clothing when you ride. Avoid loose clothes or scarves, which could get caught in moving parts. Abrasion injuries can be minimized by wearing protective clothing including gloves, strong boots that fit over the ankle, long pants, and a long sleeve shirt or jacket. Experienced riders often wear a kidney belt and chest or back protector for additional comfort and protection.

**Carrying a Passenger, Off-Road**
Although your Dual Sport motorcycle is equipped to carry a passenger, carrying a passenger or cargo while riding in rough terrain could be hazardous. Carrying a passenger or strapping cargo to the passenger seat can greatly reduce your ability to balance and steer the motorcycle and deal with quickly changing off-road conditions. Ride at a reduced speed and limit your off-road riding to smooth, level surfaces when carrying a passenger or cargo.

**Use the buddy system**
Share the fun of a good off-road ride. A riding partner can also be a great help if one of you gets stranded or injured. If none of your friends rides off-highway, ask your Suzuki dealer how to go about joining a club. If your friends do ride, you can all join a club or start one of your own.

**Obstacles come with the territory**
Negotiating obstacles is a normal part, and often the most fun and challenging part, of off-highway riding. Scan the areas ahead. You may come upon naturally-occurring obstacles such as ruts, bumps, trees, low branches, blind corners, or sudden dropoffs. You may encounter animals, other recreational vehicles, horseback riders, or hikers. The sooner you notice potential obstacles and trail-sharing needs, the sooner you can plan your actions accordingly.

**Remember: Practice on level ground**
Before you begin riding off-highway, you should find a good place to practice the skills you need to ride safely. Review the Motorcycle Safety Foundation’s “Tips and Practice Guide for the Off-Highway Motorcyclist” Handbook supplied with this owner’s manual (for owners in USA). This special handbook contains a variety of safety tips, helpful hints, and practice exercises that can increase your riding enjoyment and safety.
Find a flat, open area with enough space to maneuver. Review local laws to make sure you are not trespassing or violating other ordinances. Check with your Suzuki dealer or call your local park ranger or police department if you do not know where you can ride.

Review the controls on your motorcycle before riding. Learn to find these controls without looking for them. You will not have time to look for them when you are riding, since you will be concentrating on the terrain.

Be environmentally conscious
Protect your right to ride. When you ride, remember to keep the terrain in good condition. Tread lightly! Resist the urge to blaze new trails—stay on established trail systems. Don’t destroy plant life. Leave the area better than you found it. Don’t litter—pack out what you packed in. Don’t bother wildlife. Don’t make your exhaust system noisier. Complain about noise are one of the biggest threats to the future of our sport. With every rider projecting a courteous and responsible attitude, riding areas can remain open for all to use in the future. You or your riding club may want to volunteer to help your local land manager (usually the U.S. Forest Service, the Bureau of Land Management, or various state agencies) plan, build, and maintain the trail systems you use.

Conclusion
If the off-highway environment, visibility and terrain conditions vary. The actions of other users or animals that you encounter on the trail are unpredictable. Your motorcycle’s condition can change. These factors can best be dealt with by practicing the appropriate riding techniques and giving every ride your full attention.

FUEL, ENGINE OIL AND COOLANT RECOMMENDATION

FUEL .................................................................2-2
ENGINE OIL .........................................................2-3
ENGINE COOLANT SOLUTION .................................2-5
FUEL, ENGINE OIL, AND COOLANT RECOMMENDATION

FUEL
Your motorcycle requires unleaded gasoline with a minimum pump octane rating of 87 ((R + M)/2 method). In some areas, the only fuels that are available are oxygenated fuels. Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranty.

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

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

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

CAUTION
Spilled 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.

NOTE:
- To help clean the air, Suzuki recommends that you use oxygenated fuels.
- Be sure that any oxygenated fuel you use has octane ratings of at least 87 pump octane ((R+M)/2 method).
- If you are not satisfied with the driveability of your motorcycle when you are using an oxygenated fuel, or if engine ping is experienced, substitute another brand as there are differences between brands.

ENGINE OIL
Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil. Suzuki recommends the use of SUZUKI PERFORMANCE 4 MOTOR OIL or equivalent engine oil. Use SF/SG or SH/SJ in API (American Petroleum Institute) classification with MA in JASO.

<table>
<thead>
<tr>
<th>SAE</th>
<th>API</th>
<th>JASO</th>
</tr>
</thead>
<tbody>
<tr>
<td>10W-40</td>
<td>SF or SG</td>
<td>-</td>
</tr>
<tr>
<td>10W-40</td>
<td>SH or SJ</td>
<td>MA</td>
</tr>
</tbody>
</table>

API: American Petroleum Institute
JASO: Japanese Automobile Standards Organization

SAE Engine Oil Viscosity
Suzuki recommends the use of SAE 10W-40 engine oil. If SAE 10W-40 engine oil is not available, select an alternative according to the following chart.
JASO T903

The JASO T903 standard is an index to select engine oils for 4-stroke motorcycle and ATV engines. Motorcycle and ATV engines lubricate clutch and transmission gears with engine oil. JASO T903 specifies performance requirements for motorcycle and ATV clutches and transmissions.

There are two classes, MA and MB. The oil container shows the classification as follows.

1. Code number of oil sales company
2. Oil classification

<table>
<thead>
<tr>
<th>Class</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA</td>
<td>ENERGY CONSERVING</td>
</tr>
</tbody>
</table>

Energy Conserving

Suzuki does not recommend the use of "ENERGY CONSERVING" oils. Some engine oils which have an API classification of SH or higher have an "ENERGY CONSERVING" indication in the API classification doughnut mark. These oils can affect engine life and clutch performance.

ENGINE COOLANT SOLUTION

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

Engine Coolant

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

**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 aluminum radiator.

Required amount of engine coolant/water solution capacity (total): 1300 ml (2.7 US pt)

<table>
<thead>
<tr>
<th>Fluid</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine coolant</td>
<td>650 ml (1.4 US pt)</td>
</tr>
<tr>
<td>Water</td>
<td>650 ml (1.4 US pt)</td>
</tr>
</tbody>
</table>

**WARNING**

Engine coolant is harmful or fatal if swallowed or inhaled.

Do not drink antifreeze or coolant solution. If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. Avoid inhaling mist or hot vapors; if inhaled, remove to fresh air. If coolant gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Solution can be poisonous to animals. Keep out of the reach of children and animals.
# CONTROLS, EQUIPMENT AND ADJUSTMENTS

<table>
<thead>
<tr>
<th>PART</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATION OF PARTS</td>
<td>3·2</td>
</tr>
<tr>
<td>KEY</td>
<td>3·5</td>
</tr>
<tr>
<td>IGNITION SWITCH</td>
<td>3·5</td>
</tr>
<tr>
<td>STEERING LOCK</td>
<td>3·6</td>
</tr>
<tr>
<td>INSTRUMENT PANEL</td>
<td>3·6</td>
</tr>
<tr>
<td>LEFT HANDLEBAR</td>
<td>3·14</td>
</tr>
<tr>
<td>RIGHT HANDLEBAR</td>
<td>3·15</td>
</tr>
<tr>
<td>FUEL TANK CAP</td>
<td>3·17</td>
</tr>
<tr>
<td>FUEL VALVE</td>
<td>3·18</td>
</tr>
<tr>
<td>CHOKE KNOB</td>
<td>3·19</td>
</tr>
<tr>
<td>GEARSHIFT LEVER</td>
<td>3·19</td>
</tr>
<tr>
<td>REAR BRAKE PEDAL</td>
<td>3·20</td>
</tr>
<tr>
<td>HELMET HOLDER</td>
<td>3·20</td>
</tr>
<tr>
<td>SIDE STAND</td>
<td>3·21</td>
</tr>
<tr>
<td>FRONT SUSPENSION</td>
<td>3·22</td>
</tr>
<tr>
<td>REAR SUSPENSION</td>
<td>3·23</td>
</tr>
</tbody>
</table>
CONTROLS. EQUIPMENT AND ADJUSTMENTS

LOCATION OF PARTS

1. Clutch lever
2. Left handlebar switches
3. Ignition switch
4. Indicator light
5. Instrument panel
6. Front brake fluid reservoir
7. Right handlebar switches
8. Front brake lever
9. Throttle grip
10. Fuel tank cap
11. Spark plug
12. Fuel valve
13. Choke knob
14. Throttle stop screw
15. Air cleaner
16. Passenger footrests
17. Battery and fuse
18. Tools
19. Helmet holder
20. Gearshift lever
21. Footrests
22. Engine coolant reservoir
23. Side stand
This motorcycle comes equipped with two pairs of keys, one for the ignition switch and the other for the steering lock.

An identifying number and the steering lock key number is stamped on the plate provided with the keys instead of on the keys.

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

The ignition switch has 3 positions.

"OFF" position
All electrical circuits are off. The engine will not start. The key can be removed.

"ON" position
The ignition circuit is completed and the engine can run. The key cannot be removed in this position.

NOTE: Start the engine promptly after turning the key to the "ON" position, or the battery will lose power due to consumption by the headlight and taillight.

"P" (PARKING) position
The taillight will come on to increase visibility for temporary roadside parking at night. You can remove the ignition key in this position.
**STEERING LOCK**

To lock the steering, turn the handlebars all the way to the left, insert the key into the lock, turn it counterclockwise and push it further in. Turn the key clockwise while being pushed and pull out the key.

**WARNING**

Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

Never attempt to move the motorcycle when the steering is locked.

**INSTRUMENT PANEL**

- **INDICATORS** (P3-7)
- **DISPLAY** (P3-7)
- **ODOMETER/TRIP METER SELECTION** (P3-8)
- **TRIP METER ADJUSTMENT** (P3-9)
- **TRIP METER SUBTRACTION MODE SELECTION** (P3-9)
- **CLOCK/STOP WATCH/TIMER SELECTION** (P3-10)
- **CLOCK** (P3-10)
- **STOP WATCH (TIME)** (P3-11)
- **TIMER (TIME)** (P3-12)
- **TRIP METER ADJUSTMENT** (P3-13)

**INDICATORS**

**Turn Signal Indicator Light**

When either turn signals is on, the indicator light will flash simultaneously.

**Neutral Indicator Light**

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

**High Beam Indicator Light**

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

**Coolant Temperature Indicator Light**

A red light will come on when the engine coolant gets too hot while the engine is operating.

The light should be off during normal operation.

**DISPLAY**

**Speedometer**

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

**Odometer/Trip Meters**

- The odometer registers the total distance that the motorcycle has been ridden.
- The two trip meters are resettable odometers. They can register two kinds of distance at the same time. For instance, the trip meter 1 can register addition mode distance and the trip meter 2 can register subtraction mode distance.

**Clock/Stop Watch/Timer**

This display has three functions, clock, stop watch and timer. The clock measures and shows time. The stop watch and timer measures and records time.

**“MODE-TRIP” button**

Push the “MODE-TRIP” button to choose odometer/trip meters display.
"MODE-TIME” button 10
Push the “MODE-TRIP” button 10 to choose clock/stop watch/timer display. Push the “MODE-TRIP” button for 2 seconds to adjust clock.

“SET-TRIP” button 11
Push the “SET-TRIP” button 11 to adjust trip meter and timer.

“SET-TIME/TRIP” button 12
Push the “SET-TIME/TRIP” button 12 to:
- Choose trip meter mode, addition or subtraction.
- Choose hour, minutes, and second when adjusting clock, stop watch, timer.
- Start and stop the stop watch and timer.
- Reset stop watch and timer at zero.
- Adjust the trip meter correction coefficient.

“ADJUST + / -” button 13
Push the "ADJUST + / -" button 13 to adjust trip meter, clock, stop watch and timer.

“SELECT” button 14
Push the select button for 3 seconds to choose km/h or mph.

---

**ODOMETER/TRIP METER SELECTION**

The odometer/trip meters will be chosen by pushing the "MODE-TRIP” button 9. The display changes TRIP(A)/ODOMETER, TRIP(A)/TRIP(B) and TRIP(A)/TRIP(B). TRIP(A) or TRIP(B) shows that the trip meter is in adjustable mode.

---

**TRIP METER ADJUSTMENT**

To adjust the trip meter to zero, push the “SET-TRIP” button 11.

To adjust the trip meter, push the “ADJUST + “ button or “ADJUST - " button 13.

Pushing the button will change 0.1 mile at a time. Keeping the button pushed in will change by 0.1 continuously.

---

**TRIP METER SUBTRACTION MODE SELECTION**

The trip meter has two modes, normal addition and subtraction. The trip meter add mileage in addition mode. The trip meter subtract mileage in subtraction mode. The symbol beside A or B shows the trip meter is in the subtraction mode.

To choose the mode:
1. Push the "MODE-TRIP” button 9 to display TRIP A/B.
2. Push the “SET-TIME/TRIP” button 12 to choose the mode as shown above.

NOTE: When the trip meter exceeds 999.9, the trip meter will return to 0.0 and start counting again.
CLOCK/STOP WATCH/TIMER SELECTION

This meter has the clock, stop watch and timer. To select the display, push the “MODE-TIME” button 10, as shown below.

1. Push the “MODE-TIME” button 10 to display clock.

2. Push the “MODE-TIME” button 10 for two seconds until second digits blink. CLOCK shows that the clock is in adjustable mode.

3. Push the “SET-TIME/TRIP” button 12 to choose adjustable digits as shown below.

4. Push the “ADJUST +” button 13 or “ADJUST -” button 13 to adjust time. Pushing the button will change one hour/minute/second at a time. Keeping the button pushed in will change time continuously.

CLOCK
The clock indicates 24-hour mode. Follow the procedure below to adjust the clock.

1. Push the “SET-TIME/TRIP” button 12 for two seconds to reset the stop watch at zero.

NOTE: If the display is changed to other function while the stop watch is counting time, the stop watch continues to count. Even if the ignition switch is turned off while the stop watch is counting time, the stop watch continues to count for 24 hours.

STOP WATCH (TIME)
The stop watch indicates 24-hour mode. Follow the procedure to use the stop watch.

1. Push the “MODE-TIME” button 10 to display the stop watch.

2. Push the “SET-TIME/TRIP” button 12 to start and stop the stop watch.

NOTE:
- Pushing the button will start measuring from stopped time until the stop watch is reset at zero.
- “TIME” on the display blinks while the stop watch counts time.
**TIMER (TIME)**

The timer indicates 24-hour mode. Follow the procedure below to use the timer.

1. **Push the “MODE-TIME” button **to display the timer.

2. **Push the “SET-TRIP” button **11. The blinking digits show that is in adjustable mode.

3. **Push the “SET-TIME/TRIP” button **12 to change adjustable digits as shown below.

4. **Push the “ADJUST +” button or “ADJUST -” button **13 to adjust starting time. Pushing the button will change one hour/minute/second at a time. Keeping the button pushed in will change time continuously.

5. **Push the “SET-TRIP” button **1 to return to TIMER mode.

6. **Push the “SET-TIME/TRIP” button **12 to start and stop the timer.

**NOTE:**
- Pushing the button will start measuring from stop time until the timer is reset at new time.
- The timer stops measuring at zero and display holds at zero.
- “TIME” on the display blinks while the timer counts time.

7. **To reset the timer at zero, push the “SET-TIME/TRIP” button **12 for two seconds.

**TRIP METER ADJUSTMENT**

The trip meter mileage changes depending on front tire wear and ground traction. Adjust the correction coefficient to obtain correct mileage under various conditions.

Trip meter display is multiplied actual distance and correction coefficient. Correction coefficient is adjustable from 70% to 130%.

(Example)
- Actual distance: 100 km
- Trip meter display: 100 × 90% = 90 km

Follow the procedure below to adjust the correction coefficient:

1. **Push the “MODE-TRIP” button **to display the trip meter adjustable mode.

2. **Push the “SET-TIME/TRIP” button **12 for two seconds to adjust the correction coefficient.

Adjustable mode of trip meter A

Correction coefficient of trip meter A

Adjustable mode of trip meter B

Correction coefficient of trip meter B

3. **Push the “ADJUST +” button or “ADJUST -” button **13 to adjust correction coefficient. Pushing the button will change one percent at a time.

4. **Push the “SET-TIME/TRIP” button **11 to return to trip meter mode.
Clutch Lever ①
The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting transmission gears. Squeezing the lever disengages the clutch.

Dimmer Switch ②
“<” position
The headlight low beam and tailight come on.

“>” position
The headlight high beam and tailight come on. The high beam indicator light also comes on.

Turn Signal Switch ③
Moving the switch to the “<=” position will flash the left turn signals. Moving the switch to the “=” position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch on.

Horn Switch “<” ④
Press the switch to sound the horn.

ENGINE STOP SWITCH
“<” position
The ignition circuit is off. The engine cannot start or run.

“>” position
The ignition circuit is on and the engine can run.

FRONT BRAKE LEVER ②
Apply the front brake by squeezing the front brake lever towards the grip.

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.

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.

NOTE: The headlight will go off when the electric starter button is pushed.

CAUTION
To prevent electrical system damage, do not operate the starter motor longer 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.
Throttle Grip

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

Front Brake Lever Adjustment

Adjust the front brake lever play as follows:
1. Loosen the lock nut 1.
2. Turn the adjusting screw 2 in or out to obtain the correct play of 0.1 – 0.3 mm (0.004 – 0.010 in).
3. Tighten the lock nut securely.

Fuel Tank Cap

Except for California
To open the fuel tank cap, insert the ignition key and turn it counterclockwise. Turn the fuel tank cap counterclockwise and remove it. To close the fuel tank cap, turn it clockwise. The key must be in the cap lock before installing cap. Turn the key clockwise and remove it.

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

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.

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.
FUEL VALVE
This motorcycle has a manually operated fuel valve. There are three positions: "ON", "RES" and "PRI".

"ON" position
To run the engine, turn the fuel valve to the "ON" position. In this position, fuel will flow from the fuel valve to the carburetor whenever the fuel level in the carburetor drops.

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

RESERVE FUEL SUPPLY: 2.3 L (0.6 US gal)

"PRI" (PRIMING) Position
When there is no fuel in the carburetor, turn the lever to the "PRI" position. Upon starting the engine, be sure to return the lever to the "ON" 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 "RES" position.

NOTE: After turning the fuel valve to the "RES" position, refill the tank as soon as possible. After refueling, be sure to turn the fuel valve back to the "ON" position.

CHOKE KNOB
The carburetor is equipped with a choke system to provide easy starting when the engine is cold. When starting the cold engine, pull the choke knob 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 STARTING THE ENGINE section of this manual for the engine starting procedure.

GEARSHIFT LEVER
This motorcycle has a 5-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 1st and 2nd gear. When neutral is desired, depress or lift the lever halfway between 1st 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 illuminated, cautiously and slowly release the clutch lever to make sure that the transmission is positively in neutral.
Pressing the rear brake pedal will apply the rear brake.

To open the latch of the helmet holder, insert the ignition key into the lock and turn it clockwise. To close the latch, turn the key counterclockwise.

**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.

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

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:

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

**WARNING**

Riding 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.

**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.
FRONT SUSPENSION
Damping Force Adjustment

To adjust the damping force, turn in the adjuster fully and turn it out. As you turn the adjuster, you will notice the clicks. Count the number of clicks from the fully turned-in position. Fully turned-in position provides stiffest damping force and turning out the adjuster will soften damping force. The compression damping force is set on 13 clicks position at the factory. The rebound damping force is set on 17 clicks position at the factory.

WARNING
Unequal suspension adjustment can cause poor handling and loss of stability.

Adjust the right and left front forks to the same settings.

The rebound and compression damping force can be individually adjusted by turning the respective adjusters. The compression damping force adjuster (1) is located at the top of the front fork. The rebound damping force adjuster 2 is located at the bottom of the front fork.

Air Pressure Adjustment

1. Place a block under the chassis tube to lift the front wheel off the ground.

2. Remove the air bleed screw 1 and equalize the air pressure in the front forks to atmospheric pressure.

3. Refit the air bleed screw.

Standard air pressure:
0 kPa (0 kgf/cm, 0 psi)

REAR SUSPENSION
Spring Pre-road Adjustment

The adjustment can be performed by changing the adjuster ring position. However, Suzuki recommends that this adjustment be done by your authorized Suzuki dealer since a special tool is needed for this job.
Compression Damping Force Adjustment

Compression damping force can be adjusted in two stages by turning the two adjusters; high stroke speed damping force adjuster 1 and low stroke speed damping force adjuster 2.

High stroke speed damping force adjuster 1
To adjust the damping force, turn in the adjuster fully and turn it out. Fully turned-in position provides stiffest damping force and turning out the adjuster will soften damping force. Count the number of turns from the fully turned-in position. The high stroke speed damping force is set on 1-1/8 turns out at the factory.

Low stroke speed damping force adjuster 2
To adjust the damping force, turn in the adjuster fully and turn it out. Fully turned-in position provides stiffest damping force and turning out the adjuster will soften damping force. Count the number of clicks from the fully turned-in position. The low stroke speed damping force is set on 10 clicks at the factory.

Rebound Damping Force Adjustment

To adjust the rebound damping force, turn in the adjuster 3 fully and turn it out. Fully turned-in position provides stiffest damping force and turning out the adjuster will soften damping force. Count the number of clicks from the fully turned-in position. The rebound damping force is set on 14 clicks at the factory.

⚠️ WARNING ⚠️
Improper servicing of the rear shock absorber assembly is hazardous. The rear shock contains high pressure nitrogen gas and can explode if improperly disassembled or disposed of.

Service or disposal should only be done by your authorized Suzuki dealer or a qualified mechanic.
BREAK-IN AND INSPECTION
BEFORE RIDING

BREAK-IN ............................................................................................................. 4-2
INSPECTION BEFORE RIDING ........................................................................... 4-3
BREAK-IN AND INSPECTION BEFORE RIDING

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

Maximum Throttle Operation Recommendation
The table below shows the maximum throttle operation during the break-in period.

<table>
<thead>
<tr>
<th>Initial</th>
<th>800 km (500 miles)</th>
<th>Less than 1/2 throttle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to</td>
<td>1600 km (1000 miles)</td>
<td>Less than 3/4 throttle</td>
</tr>
</tbody>
</table>

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

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

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

INSPECTION BEFORE RIDING

WARNING
Failure to inspect 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 on page 4-4 for check items. For further details, refer to the INSPECTION AND MAINTENANCE section.

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.

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

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

Shut the engine off when performing maintenance checks, except when checking the engine stop switch and throttle.
<table>
<thead>
<tr>
<th>WHAT TO CHECK</th>
<th>CHECK FOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering</td>
<td>Smoothness • No restriction of movement • No play or looseness</td>
</tr>
<tr>
<td>Brakes</td>
<td>Correct fluid level • No fluid leakage • No 'sponginess' • Proper pedal and lever play • Brake pad wear</td>
</tr>
<tr>
<td>Tires</td>
<td>Proper pressure • Enough tread depth • No cracks, rips, or other damage</td>
</tr>
<tr>
<td>Fuel tank</td>
<td>Tank cap locked securely</td>
</tr>
<tr>
<td>Lighting</td>
<td>Proper operation of all lights – Headlight, Taillight, Brake light, Instrument light, Turn signals</td>
</tr>
<tr>
<td>Horn</td>
<td>Correct function</td>
</tr>
<tr>
<td>Engine stop switch</td>
<td>Proper operation</td>
</tr>
<tr>
<td>Engine oil</td>
<td>Correct level</td>
</tr>
<tr>
<td>Cooling system</td>
<td>Enough coolant in radiator • No leaks or damage</td>
</tr>
<tr>
<td>Throttle</td>
<td>Proper play • Smooth response • Quick return to idle position</td>
</tr>
<tr>
<td>Gearshift lever</td>
<td>No damage • Smooth operation</td>
</tr>
<tr>
<td>Drive chain</td>
<td>Proper tension • Adequate lubrication • No excessive wear or damage</td>
</tr>
<tr>
<td>Side stand/ignition interlock switch</td>
<td>Proper operation</td>
</tr>
<tr>
<td>General condition</td>
<td>Bolts and nuts tightness • No rattle from any parts of machine with the engine running • No visible evidence of damage</td>
</tr>
</tbody>
</table>

**RIDING TIPS**

- STARTING THE ENGINE .............................................. 5-2
- STARTING OFF AND SHIFTING ..................................... 5-3
- USING THE TRANSMISSION .......................................... 5-4
- RIDING ON HILLS ...................................................... 5-5
- STOPPING AND PARKING ............................................. 5-6
- CARRYING A PASSENGER ............................................ 5-7
RIDING TIPS

STARTING THE ENGINE
Before attempting to start the engine, make sure:
1. The transmission is in neutral.
2. The fuel valve is in the “ON” position.
3. The engine stop switch is in the “O” 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. Pull the choke knob all the way up (full choke position).
2. With the throttle grip opened 1/8 to 1/4, push the electric starter button.
3. Immediately after the engine starts, keep the engine speed at 1800 – 2000 r/min by varying the choke knob position.
4. Move the choke knob to the “OFF” position approximately 30 seconds after engine starts. It may be necessary to use the choke longer than 30 seconds in extremely cold weather.

When the Engine is Warm:
1. Confirm that the choke knob is in the “OFF” position.
2. With the throttle grip in the fully closed position, push the electric starter button.

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

When a cold Engine is Hard to Start:
1. Pull the choke knob all the way up (full choke position).
2. With the throttle grip opened 1/8 to 1/4, push the electric starter button.
3. Immediately after the engine starts, keep the engine speed at 1800 – 2000 r/min by varying the choke knob position.
4. Move the choke knob to the “OFF” position approximately 30 seconds after engine starts. It may be necessary to use the choke longer than 30 seconds in extremely cold weather.

When a Warm Engine is Hard to Start:
1. Confirm that the choke knob is in the “OFF” position.
2. With the throttle grip opened 1/8 to 1/4, push the electric starter button.

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 AND SHIFTING

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

The table below shows the shifting point for each gear.

#### Shifting up schedule

<table>
<thead>
<tr>
<th>Gear position</th>
<th>km/h</th>
<th>miles/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st → 2nd</td>
<td>20</td>
<td>12</td>
</tr>
<tr>
<td>2nd → 3rd</td>
<td>30</td>
<td>19</td>
</tr>
<tr>
<td>3rd → 4th</td>
<td>40</td>
<td>25</td>
</tr>
<tr>
<td>4th → 5th</td>
<td>50</td>
<td>31</td>
</tr>
</tbody>
</table>

#### Shifting down schedule

<table>
<thead>
<tr>
<th>Gear position</th>
<th>km/h</th>
<th>miles/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th → 4th</td>
<td>35</td>
<td>22</td>
</tr>
<tr>
<td>4th → 3rd</td>
<td>25</td>
<td>16</td>
</tr>
<tr>
<td>3rd → 2nd</td>
<td>20</td>
<td>12</td>
</tr>
</tbody>
</table>

Disengage the clutch when the motorcycle speed drops below 1 km/h (9 miles/h).

### 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;
- force the engine to overrev in the lower gear, resulting in engine damage.

Reduce speed before downshifting.

### 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.

**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 a corner.
STOPPING AND PARKING

1. Twist the throttle grip away from you to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time.
3. Downshift through the gears as motorcycle speed decreases.
4. Select neutral with the clutch lever squeezed toward the grip (disengaged position) just before the motorcycle stops. The 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 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.
6. Turn the ignition key to the “OFF” position.
7. Remove the keys.
8. Turn the handlebars all the way to the left and lock the steering for security.

**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.

CARRYING A PASSENGER

Before you invite someone to be a passenger on your motorcycle, you need to be thoroughly familiar with motorcycle operation. Adjust tire pressures and suspension according to the Tire Pressure and Loading section and the Suspension section of this manual.

The passenger should always hold onto your waist or hips, or onto the seat strap or grab bar, as equipped. Ask your passenger not to make any sudden movements. When you lean going around a corner, the passenger should lean with you. The passenger should always keep his or her feet on the footrests, even when you are stopped at a light.

To help prevent burn injuries, warn your passenger not to contact the muffler when mounting or dismounting your motorcycle.

Although your Dual Sport motorcycle is equipped to carry a passenger, carrying a passenger or cargo while riding in rough terrain could be hazardous. Carrying a passenger or strapping cargo to the passenger seat can greatly reduce your ability to balance and steer the motorcycle and deal with quickly changing off-road conditions. Ride at a reduced speed and limit your off-road riding to smooth, level surfaces when carrying a passenger or cargo.
**WARNING**

Carrying a passenger or attaching cargo to the seat can greatly reduce your ability to balance and steer this motorcycle on rough terrain. You may need the full length of the seat to change position to maneuver the motorcycle and deal with quickly changing off-road conditions, and a passenger or cargo may interfere with your movement. If you lose control of the motorcycle, both you and the passenger can be severely injured.

Never carry a passenger or cargo on the seat when riding on rough terrain. Reduce your speed and avoid uneven surfaces, hills, narrow trails, and other rough terrain when you carry a passenger or cargo off-road.
ACCESSORY USE AND MOTORCYCLE LOADING

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

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

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

   GVWR: 750 lbs (340 kg) at the tire pressure (cold)
   Front: 25 psi (1.75 kgf/cm²)
   Rear: 33 psi (2.25 kgf/cm²)

2. Any time that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that they provide for a rigid mount. Weak mounts can allow the shifting of the weight and create a hazardous, unstable condition.

3. Inspect for proper ground clearance and bank angle. Improperly mounted load could critically reduce these two safety factors. Also determine that the load does not interfere with the operation of the suspension, steering or other control operations.

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

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

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

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

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 that have been designed and tested for your motorcycle. Consult your SUZUKI dealer if you have any questions.
When carrying a load on the motorcycle, mount it as low as possible and as close as possible to the machine. An improperly mounted load can create a high center of gravity which is very hazardous and makes the motorcycle difficult to handle. The size of the load can also affect the aerodynamics of the motorcycle. Balance the load between the left and right sides of the motorcycle and fasten it securely.

**WARNING**

Carrying a passenger or attaching cargo to the seat can greatly reduce your ability to balance and steer this motorcycle on rough terrain. You may need the full length of the seat to change position to maneuver the motorcycle and deal with quickly changing off-road conditions, and a passenger or cargo may interfere with your movement. If you lose control of the motorcycle, both you and the passenger can be severely injured.

Never carry a passenger or cargo on the seat when riding on rough terrain. Reduce your speed and avoid uneven surfaces, hills, narrow trails, and other rough terrain when you carry a passenger or cargo off-road.

### INSPECTION AND MAINTENANCE

<table>
<thead>
<tr>
<th>Item</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOTICE</td>
<td>7-2</td>
</tr>
<tr>
<td>MAINTENANCE SCHEDULE</td>
<td>7-2</td>
</tr>
<tr>
<td>TOOLS</td>
<td>7-5</td>
</tr>
<tr>
<td>GENERAL LUBRICATION</td>
<td>7-5</td>
</tr>
<tr>
<td>BATTERY</td>
<td>7-6</td>
</tr>
<tr>
<td>AIR CLEANER</td>
<td>7-7</td>
</tr>
<tr>
<td>SPARK PLUG</td>
<td>7-10</td>
</tr>
<tr>
<td>ENGINE OIL</td>
<td>7-14</td>
</tr>
<tr>
<td>CARBURETOR</td>
<td>7-18</td>
</tr>
<tr>
<td>FUEL HOSE</td>
<td>7-20</td>
</tr>
<tr>
<td>CLUTCH ADJUSTMENT</td>
<td>7-20</td>
</tr>
<tr>
<td>DRIVE CHAIN</td>
<td>7-21</td>
</tr>
<tr>
<td>ENGINE COOLANT</td>
<td>7-24</td>
</tr>
<tr>
<td>BRAKES</td>
<td>7-25</td>
</tr>
<tr>
<td>TIRES</td>
<td>7-29</td>
</tr>
<tr>
<td>SPOKE NIPPLE TIGHTNESS</td>
<td>7-31</td>
</tr>
<tr>
<td>SIDE STANDIGNITION INTERLOCK SWITCH</td>
<td>7-31</td>
</tr>
<tr>
<td>SPARK ARRESTER</td>
<td>7-32</td>
</tr>
<tr>
<td>FRONT WHEEL REMOVAL</td>
<td>7-33</td>
</tr>
<tr>
<td>REAR WHEEL REMOVAL</td>
<td>7-35</td>
</tr>
<tr>
<td>LIGHT BULB REPLACEMENT</td>
<td>7-37</td>
</tr>
<tr>
<td>FUSE</td>
<td>7-39</td>
</tr>
</tbody>
</table>
MAINTENANCE SCHEDULE
It is very important to inspect and maintain your motorcycle regularly. Follow the guidelines in the chart. The intervals between periodic services in hours are shown. At the end of each interval, be sure to perform the maintenance listed.

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Interval km</th>
<th>1000</th>
<th>6000</th>
<th>12000</th>
<th>18000</th>
<th>24000</th>
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<tbody>
<tr>
<td></td>
<td>miles</td>
<td>600</td>
<td>4000</td>
<td>7500</td>
<td>11000</td>
<td>14500</td>
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<tr>
<td></td>
<td>months</td>
<td>2</td>
<td>12</td>
<td>24</td>
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<td>48</td>
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<td>-</td>
<td>I</td>
<td>I</td>
<td>R</td>
<td>I</td>
</tr>
<tr>
<td>Exhaust pipe bolts and muffler bolts</td>
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<td>-</td>
<td>-</td>
<td>T</td>
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<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Spark plug</td>
<td></td>
<td>-</td>
<td>I</td>
<td>R</td>
<td>I</td>
<td>R</td>
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<tr>
<td>Spark arrester</td>
<td></td>
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<tr>
<td>Engine coolant</td>
<td>Replace every 2 years</td>
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<tr>
<td>Radiator hose</td>
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<tr>
<td>Idle speed (Carburetor)</td>
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<td>Throttle cable play (Carburetor)</td>
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<td>Drive chain</td>
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<td>Brakes</td>
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<td>Spoke nipples</td>
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<td>-</td>
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<tr>
<td>Chassis nuts and bolts</td>
<td></td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Vapor hose (California model only)</td>
<td>Inspect every 12000 km (7500 miles)</td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>T</td>
</tr>
<tr>
<td>Canister (California model only)</td>
<td>Inspect every 12000 km (7500 miles)</td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>T</td>
<td>T</td>
</tr>
<tr>
<td>PATH (Air supply) system</td>
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<td>-</td>
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</tr>
</tbody>
</table>

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

NOTE: (California model only) and (CA. ONLY) means that the items of the maintenance interval is to be applied only for the California model.

TOOLS

A tool kit is supplied.

GENERAL LUBRICATION

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

CAUTION

Lubricating switches can damage the switches.

Do not apply grease and oil to the switches.

-... Motor oil
-... Grease

1... Clutch lever holder
2... Side stand pivot and spring hook
3... Drive chain
4... Brake lever holder
5... Brake pedal pivot
BATTERY
To remove the battery, follow the procedure below.

1. Loosen the bolts 1 and remove the frame cover 2.

2. Loosen the bolt 3 and remove the battery cover 4.

Battery posts, terminals, and related accessories contain lead and lead compounds.

Wash hands after handling.

**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.

The battery is a sealed type battery and requires no maintenance. The standard charging rate is 0.7A x 5 to 10 hours.

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

Never exceed the standard charging rate.

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

**WARNING**
Operating the engine without the air cleaner element in place could allow a flame to 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 box.
Removing the Element

1. Remove the quick release bolts 1 and left side frame cover.
2. Unhook the hook and remove the element assembly.
3. Separate the polyurethane foam element from the element frame.

Washing the Element

Wash the element as follows:
1. Fill a wash pan larger than the element with a non-flammable cleaning solvent A. Dip the element in the solvent and wash it.
2. Squeeze the element by pressing it between the palms of both hands to remove the excess solvent. Do not twist or wring the element, or it will develop cracks.
3. Dry the element.
4. Put the element in a plastic bag. Pour in some air filter oil B and work the oil into the element.
5. Squeeze the element to remove excess oil.

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.

6. Clean any dirt or debris from inside the air cleaner case. Be sure no dirt enters the carburetor.
7. Reinstall the cleaner element in reverse order of removal. Be sure that the element is securely in position and is properly sealed.

WARNING

New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Repeated, prolonged contact with used engine oil may cause skin cancer. 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.

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 PLUG
To remove the spark plug, follow the procedure below.

1. Loosen the bolts 1 on the right and left frame covers and remove the frame cover 2.

2. Loosen the bolts 3 (right and left) and remove the seat 4.

3. Loosen the bolts 5.

4. Loosen the screws 6 (right and left).

5. Turn the fuel valve to the “ON” or “RES” position.

6. Disconnect the fuel hose 7.

7. Remove the fuel tank by pulling it backward.

8. Pull off the spark plug cap.

9. Remove the spark plug with the spark plug wrench provided in the tool kit.

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.
Your motorcycle comes equipped with DENSO U24ESR-N or NGK CR8E spark plug. To determine if the standard spark plug is right for your usage, check the color of the plug’s porcelain center electrode insulator after motorcycle operation. A light brown color indicates that the plug is correct. A white or dark insulator indicates that the engine may need adjustment, or another plug type may be needed. Consult your Suzuki dealer or a qualified mechanic if your plug insulator is not a light brown color.

<table>
<thead>
<tr>
<th>NGK</th>
<th>DENSO</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR7E</td>
<td>U22ESR-N</td>
<td>If the standard plug tends to run cold</td>
</tr>
<tr>
<td>CR8E</td>
<td>U24ESR-N</td>
<td>Standard</td>
</tr>
<tr>
<td>CR9E</td>
<td>U27ESR-N</td>
<td>If the standard plug tends to run cold</td>
</tr>
</tbody>
</table>

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

NOTE: This motorcycle uses resistor-type spark plug to avoid jamming electronic parts. Improper spark plug selection may cause electronic interference with your motorcycle’s ignition system, resulting in motorcycle performance problems. Use only the recommended spark plugs.

To install a spark plug, turn it in as far as possible with your fingers, then tighten it with a wrench.

CAUTION

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

Follow the procedure below to tighten the spark plug properly.

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.

To maintain a hot, strong spark, keep the plug free from carbon. Remove the carbon deposits periodically from the spark plug. Adjust the gap to 0.7 – 0.8 mm (0.028 – 0.031 in) for good ignition. Use a thickness (feeler) gauge to check the gap.

NOTE: Fit the spark plug dust cover securely to keep the spark plug clean and dry.
ENGINE OIL

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

Oil Level Check

Check the engine oil level with the engine oil dipstick. The dipstick comes out together with the oil filler cap. The level on the dipstick should be between the "L" (low) and the "F" (full) lines.

The oil is pumped up to the oil tank while the engine is running. The engine oil tank of this motorcycle is located at the upper part of the frame. The engine oil in the frame oil tank decreases when the engine is left unused. The engine oil in the frame oil tank drips to the crankcase. To check the oil level, follow the procedure below:

1. Place the motorcycle on level ground on the side stand.
2. Start the engine and allow it to idle for three minutes.
3. Stop the engine and wait three minutes.
4. Remove the oil filler cap. The engine oil dipstick comes out together with the oil filler cap.
5. Wipe the oil from the dipstick with a clean rag.
6. Holding the motorcycle vertically, reinsert the dipstick until the threads touch filler neck but do not screw the cap in.
7. Draw out the dipstick and check the oil level. The level found on the dipstick should be between the "L" (low) and the "F" (full) lines. If the oil level is below the "L" line, add fresh oil from the filler hole until the oil level reaches to the "F" line.

NOTE: Engine oil expands and oil level increases when the engine oil is hot. Check and adjust engine oil level when the engine oil is not hot.

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 with the dipstick, 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 scheduled times. The engine should always be warm when the oil is changed so the oil will drain easily. The procedure is as follows:

1. Place the motorcycle on the side stand.
2. Remove the oil filler cap.
3. Remove the frame tube drain plug (1) from the frame and drain the engine oil into a drain pan.
4. Remove the drain plug (2) from the bottom of the engine and drain the engine oil into a drain pan.
5. Remove the three bolts holding the filter cover (3) in place.
6. Remove the filter cover and pull out the old filter element (4). Insert the new filter in the same position.
7. Check to be sure that the filter spring (5) and the cap “O” ring (6) are installed correctly.

WARNING

New and used oil can be hazardous. Children and pets may be harmed by swallowing new or used oil. Repeated, prolonged contact with used engine oil may cause skin cancer. Brief contact with used oil may irritate skin.

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

NOTE: Recycle or properly dispose of used oil.

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.

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

Use a genuine SUZUKI oil filter or an equivalent filter designed for your motorcycle.
8. Reinstall the oil filter cover and tighten the nuts securely.

9. Reinstall the drain plug and tighten it securely. Pour about 1800 ml (1.9 US qt) of the specified oil in the filler hole. (See FUEL AND OIL RECOMMENDATION section.)

CAUTION

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

Use the oil specified in the FUEL AND OIL RECOMMENDATION section.

10. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for a few minutes.

11. Turn the engine off and wait approximately one minute. Recheck the oil level according to oil level check procedure. Inspect the area around the drain plug and oil filter cover for leaks.

CARBURETOR

The carburetor is factory set for the best performance. 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

To adjust the engine idle speed properly, you need a tachometer. If you do not have one, ask your Suzuki dealer or a qualified mechanic to perform this adjustment.

To adjust the idle speed:

1. Start the engine and warm it up by running 2000 r/min for 10 minutes in summer (where ambient temperature is 30°C (86°F) or thereabout) or for 20 minutes in winter (where ambient temperature is down to -5°C (23°F) or thereabout).

2. Turn the throttle stop screw 1 in or out so that the engine idles at 1400 - 1600 r/min.

Throttle Cable Adjustment

Measure the throttle cable play by turning the throttle grip. The throttle grip should have 2.0 - 4.0 mm (0.08 - 0.16 in) play.

To adjust the throttle cable play:

1. Loosen the lock nut 1.

2. Turn the adjuster 2 in or out to obtain the correct play.

3. Tighten the lock nut 1.

4. Recheck the throttle cable play. Readjust it if it is not within the correct limits.

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.
FUEL HOSE

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

CLUTCH ADJUSTMENT

Clutch cable play should be 10 – 15 mm (0.4 – 0.6 in) measured at the clutch lever end. Adjust clutch cable play according to the following procedure:

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

Minor Adjustment

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

Major Adjustment

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

DRIVE CHAIN

This motorcycle has a continuous drive chain constructed from special materials. It does not use a master link. The drive chain has special “O” rings that permanently seal grease inside. We recommend that you take your motorcycle to an authorized Suzuki dealer if the drive chain needs to be replaced. The condition and adjustment of the drive chain should be checked before each use of the motorcycle. 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

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

If you find any of these problems with your sprocket, consult your Suzuki dealer.
Drive Chain Cleaning and Oiling
Clean and oil the chain as follows:
1. Wash the chain with kerosene. Kerosene will lubricate and clean the chain.

**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 physician immediately. Dispose of used kerosene properly.

2. Allow the chain to dry, then lubricate the links with Suzuki chain lube or an equivalent lubricant.

---

**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.

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**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 chain lubricant that is specifically intended for use with O-ring chains.

**CAUTION**
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 the procedure below:

**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.

1. Place the motorcycle on the side stand.
2. Pull out the axle slider by referring to the REAR WHEEL REMOVAL section.
3. Loosen the axle nut 1.
4. Loosen the lock nut 2 (right and left).
5. Turn the right and left adjuster bolts 3 until the chain has 40 – 50 mm (1.6 – 2.0 in) of slack halfway between the engine sprocket and rear sprocket.
6. 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 4 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.
7. Tighten the lock nut 2 (right and left).
8. Tighten the axle nut 1 securely.
9. Recheck the chain slack after tightening and readjust if necessary.

Rear axle nut tightening torque: 110 N·m (11.0 kgf-m, 79.5 lb-ft)
The engine coolant in the radiator will overflow to coolant reservoir if the engine overheats. Overflowed engine coolant goes back to the radiator when the engine cools. If engine coolant remains in the engine coolant reservoir, replenish the radiator with specified engine coolant.

1. Remove the bolts and radiator cover.

2. Loosen the screw and turn the radiator cap counterclockwise and remove it.

**WARNING**

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

Do not open the radiator cap when the engine is hot. Wait until engine cools.

3. Replenish the radiator with specified engine coolant described in the FUEL ENGINE OIL AND COOLANT RECOMMENDATION section. Engine coolant must be filled up to the bottom of the inlet hole.

4. Tighten the radiator cap securely, and then tighten the screw securely.

**BRAKES**

This motorcycle has front and rear disk brakes.

**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.

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

**Brake Fluid**

Check the brake fluid level in both the front and rear brake fluid reservoirs. If the level in either reservoir is below the lower mark, inspect for brake pad wear and leaks.
Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes.

If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Solution can be poisonous to animals.

Keep out of the reach of children and animals.

**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 a 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.

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

**WARNING**

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 a 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 lever/pedal 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 into position.

**WARNING**

Replacing only one or the two brake pads can result in uneven braking action.

Replace both pads together.

Rear Brake Pedal Adjustment

**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.

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

1. Loosen the lock nut (1).
2. Adjust the brake pedal height by turning adjuster (2) to locate the pedal 5 mm (0.2 in) below the top face of the footrest.
3. Check that the clearance of A is at least 0.5 mm (0.02 in).
4. Tighten the lock nut (1).

**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 time before you ride, and adjust tire pressure 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.

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

**Cold tire inflation pressure**

<table>
<thead>
<tr>
<th></th>
<th>SOLO RIDING</th>
<th>DUAL RIDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT</td>
<td>1.75 kgf/cm</td>
<td>1.75 kgf/cm</td>
</tr>
<tr>
<td></td>
<td>175 kPa</td>
<td>175 kPa</td>
</tr>
<tr>
<td></td>
<td>25 psi</td>
<td>25 psi</td>
</tr>
<tr>
<td>REAR</td>
<td>2.00 kgf/cm</td>
<td>2.25 kgf/cm</td>
</tr>
<tr>
<td></td>
<td>200 kPa</td>
<td>225 kPa</td>
</tr>
<tr>
<td></td>
<td>29 psi</td>
<td>33 psi</td>
</tr>
</tbody>
</table>
Tire Condition and Type
Tire condition and tire type affect motorcycle performance. Cuts or cracks in the tires can lead to tire failure and loss of motorcycle control. Worn tires are susceptible to puncture failures and subsequent loss of motorcycle control. Tire wear also affects the tire profile, changing motorcycle handling characteristics.

Check the condition of your tires each time 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.

<table>
<thead>
<tr>
<th>SIZE</th>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>TYPE</td>
<td>120/70 R17</td>
<td>140/70 R17</td>
</tr>
<tr>
<td>MIC</td>
<td>MC 58H</td>
<td>MC 66H</td>
</tr>
<tr>
<td>DUNLOP</td>
<td>D208F SM</td>
<td>DUNLOP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D208 SM</td>
</tr>
</tbody>
</table>

![SPOKE NIPPLE TIGHTNESS](image)

Always balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-ground 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 a 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.

Check the tension to verify the tightness of the spoke nipples. The tension of the spokes can be checked by squeezing the spokes with your fingers. If a spoke nipple is loose, the spoke will bend more than the others. The tension can also be checked by hitting the spokes with a small metal bar. If the spoke nipple is loose, its sound will be dull.

To tighten the spoke nipples properly, tighten them equally to the specified torque. Loose and overtightened spoke nipples may cause unequal spoke tension and may result in wheel rim distortion. Contact your Suzuki dealer for this service.

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 not working properly. Have your motorcycle inspected by an authorized Suzuki dealer or a qualified service mechanic.
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.

SPARK ARRESTER
The muffler has a spark arrester which must be periodically cleaned to maintain good efficiency. At the intervals shown in the maintenance chart, clean the spark arrester as follows.

1. Remove the bolts and spark arrester.
2. Use a brush to remove carbon deposits from the spark arrester screen. Be careful not to damage the spark arrester screen. Check that the screen has no holes or tears. Replace the screen if necessary.
3. Reinstall the spark arrester and tighten the bolts securely.

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.

FRONT WHEEL REMOVAL
1. Place the motorcycle on the side stand.
2. Remove the bolt and spark arrester screen.
3. Loosen the axle nut.
4. Loosen the axle holder bolts.
5. Lift the front end of the motorcycle up and place a jack or a block under the engine or chassis tubes.
6. Draw out the axle.
7. Slide the front wheel forward.

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

8. To reinstall the wheel assembly, reverse the sequence described above.

9. 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 the 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**

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 a qualified mechanic do this.

Front axle nut tightening torque: 39 N·m (3.9 kgf-m, 28.0 lb-ft)

Front axle holder nuts tightening torque: 18 N·m (1.8 kgf-m, 13.0 lb-ft)

---

**REAR WHEEL REMOVAL**

**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.

1. Place the motorcycle on the side stand.

2. Remove the two chain guard screws (1) and then remove the chain guard.

3. Remove the bolt (2). Pull out the axle slider (3).

4. Remove the axle nut (4).

5. Lift the rear end of the motorcycle up and place a jack or a block under the engine or chassis tube.
6. Draw out the axle shaft.
7. With the wheel moved forward, remove the chain from the sprocket.

8. 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.

9. To replace the wheel reverse the complete sequence listed.

10. 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 a qualified mechanic do this.

**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 the 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.

Rear axle nut tightening torque: 110 N·m (11.0 kgl·m, 79.5 lb-ft)

**LIGHT BULB REPLACEMENT**

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

<table>
<thead>
<tr>
<th>Bulb Type</th>
<th>Wattage Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Headlight</td>
<td>12V 60/55W</td>
</tr>
<tr>
<td>Turn signal light</td>
<td>12V 21W</td>
</tr>
<tr>
<td>Brake light/Taillight</td>
<td>12V 21/5W</td>
</tr>
</tbody>
</table>

**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.

1. Remove the screws 1 (right and left), 2 and take off the headlight cover.
2. Remove the bolts 3 (right and left.)
3. Disconnect socket 4 from the headlight and remove rubber cap 5.
4. Unhook bulb holder spring 6 and pull out bulb 7.
**CAUTION**

**Turn Signal Light**
To replace the turn signal light bulb, follow these directions:

1. Remove the screw and take off 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 while pushing.

**Brake Light/Taillight**
To replace the brake light/taillight bulb, follow the procedure below:

1. Remove the two screws and remove 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 while pushing.

**Headlight Beam Adjustment**
The headlight beam can be adjusted both horizontally and vertically if necessary.

To adjust the beam vertically:
Turn the adjuster clockwise or counterclockwise.

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

**FUSE**

If there is any electrical system failure, first check the fuse. In case the fuse blows, there is a 20A spare fuse.

**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 a qualified mechanic immediately.

**CAUTION**

Overtightening the screws when reinstalling the lens may cause the lens to crack.

Tighten the screws only until they are snug.
TROUBLESHOOTING

FUEL SYSTEM CHECK ................................................................. 8-2
IGNITION SYSTEM CHECK .......................................................... 8-3
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 a qualified mechanic about the problem.

**COMPLAINT:**

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

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

**FUEL SYSTEM CHECK**

1. Make sure there is enough fuel in the fuel tank.
2. Check that the spark plug is not fouled. Remove the plug and clean it. Replace it, if necessary.
3. Make sure the fuel valve is not clogged. Also check that the air vent hose connected to the fuel tank is not clogged.
4. Check the engine idle speed with a tachometer. The correct idle speed is 1400 – 1600 rpm.

**IGNITION SYSTEM CHECK**

1. Remove the spark plug and reattach it to the spark plug lead.
2. While placing the spark plug firmly on the engine, push the starter switch with the ignition switch in the “ON” position, the engine stop switch in the “O” 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 still no spark, take your motorcycle to an authorized Suzuki dealer.

**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 lever to the “ON” position.
d. Drain the fuel and tighten the drain screw.
e. Push the electric starter button for several seconds to crank the engine referring to the STARTING THE ENGINE section.
f. Loosen the drain bolt and check that the carburetor is filled back up with fuel.
g. Tighten the drain bolt.

If fuel is reaching the carburetor, ignition system should be checked next.

**CAUTION**

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.

**COMPLAINT:**

Engine Stalls.

1. Make sure there is enough fuel in the fuel tank.
2. Check to see that the spark plug is not fouled. Remove the plug and clean it. Replace it, if necessary.
3. Make sure the fuel valve is not clogged. Also check that the air vent hose connected to the fuel tank is not clogged.
4. Check the engine idle speed with a tachometer. The correct idle speed is 1400 – 1600 rpm.
STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE ................................................................. 9-2
PROCEDURE FOR RETURNING TO SERVICE ................................ 9-3
CORROSION PREVENTION ......................................................... 9-3
MOTORCYCLE CLEANING ......................................................... 9-5
INSPECTION AFTER CLEANING .................................................. 9-6
STORAGE PROCEDURE AND MOTORCYCLE CLEANING

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

MOTORCYCLE
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 ignition key.

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

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

When draining the fuel:
• 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
1. Pour one tablespoon of motor oil into the spark plug hole. Reinstall the spark plug and crank the engine a few times.
2. Drain the engine oil thoroughly and refill the crankcase with fresh engine oil all the way up to the filler hole.
3. Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

BATTERY
1. Remove the battery from the motorcycle.
2. Clean the outside of the battery with mild detergent and remove any corrosion from the terminals and wiring harness connections.
3. Store the battery in a room above freezing.

TIRES
Inflate tires to the normal pressure.

EXTERNAL
1. Spray all vinyl and rubber parts with rubber protectant.
2. Spray unpainted surface with rust preventative.
3. Coat painted surfaces with car wax.

MAINTENANCE DURING STORAGE
Once a month, recharge the battery. The standard charging rate is 0.7A x 5 to 10 hours.

PROCEDURE FOR RETURNING TO SERVICE
1. Clean the entire motorcycle.
2. Remove the oily rags from the air cleaner intake and muffler outlet.
3. Drain all the engine oil. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
4. Remove the spark plug. Turn the engine a few times.
5. Reinstall the spark plug.
6. Make sure that the motorcycle is properly lubricated.
7. Perform the INSPECTION BEFORE RIDING as listed in this manual.
8. Start the motorcycle as outlined in this manual.

CORROSION PREVENTION
It is important to take good care of your motorcycle to protect it from corrosion and keep it looking new for years to come.
Important Information About Corrosion

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

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

How to Help Prevent Corrosion

- Wash your motorcycle frequently, at least once a month. Keep your motorcycle as clean and dry as possible.
- Remove foreign material deposits. Foreign material such as road salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fallout may damage your motorcycle's finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer's directions when using these special cleaners.
- Repair finish damage as soon as possible. Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.
- Store your motorcycle in a dry, well ventilated area. If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.
- Cover your motorcycle. Exposure to mid-day sun can cause the colors in paint, plastic parts, and instrument faces to fade. Covering your motorcycle with a high-quality, "breathable" motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

MOTORCYCLE CLEANING

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

CAUTION

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

Do not spray high pressure water on the radiator fins.

NOTE: Avoid spraying or allowing water to flow over the following places:
- Spark plug
- Fuel tank cap
- Carburetor
- Brake master cylinders

3. Once the dirt has been completely removed, rinse off the detergent with running water.
4. After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.
5. Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage.

Waxing the Motorcycle
After washing the motorcycle, waxing is recommended to further protect and beautify the paint. Observe the precautions specified by the wax manufacturer.

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

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

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

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

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

<table>
<thead>
<tr>
<th>Vehicle class</th>
<th>Engine displacement</th>
<th>Useful Life Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I</td>
<td>50 to 169 cc</td>
<td>12000 km (7456 miles)</td>
</tr>
<tr>
<td>Class II</td>
<td>170 to 279 cc</td>
<td>18000 km (11185 miles)</td>
</tr>
<tr>
<td>Class III</td>
<td>280 cc and over</td>
<td>30000 km (18641 miles)</td>
</tr>
</tbody>
</table>

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

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

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

To contact NHTSA, you may either call the Vehicle Safety Hot Line toll-free 1-888-327-4236 (TTY: 1-800-424-9153); go to http://www.safercar.gov; or write to: Administrator, NHTSA, 400 Seventh Street, SW., Washington DC 20590. You can also obtain other information about motor vehicle safety from http://www.NHTSA.gov.

To contact American Suzuki, owners in the continental United States can call toll-free 1-800-444-5077, or write to: American Suzuki Motor Corporation Motorcycle Customer Service P.O. Box 1100, Brea, CA 92822-1100.

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

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

Among those acts presumed to constitute tampering are the acts listed below:
- Removing the exhaust system or muffler with a system or muffler not marked with the same model specific code as the code listed on the Motorcycle Noise Emission Control Information label, and certified to appropriate EPA noise standards.
- Removing or puncturing the air cleaner case, air cleaner cover, baffles, or any other component which conducts in take air.

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

• Removing or puncturing the muffler, baffles, header pipes, screen type spark arrester (if equipped) or any other component which conducts exhaust gases.
SERIAL NUMBER LOCATION
You need to know the frame and engine serial numbers to get title documents for your motorcycle. You also need these numbers to help your dealer when you order parts.

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

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

Write down the serial numbers here for your future reference.

**WARNING**
Failure to follow these safety precautions may increase your risk of injury:
- Wear a helmet, eye protection, and bright protective clothing.
- Don't ride after consuming alcohol or other drugs.
- Slow down on slippery surfaces, unfamiliar terrain or when visibility is reduced.
- Read owner's manual carefully.

<table>
<thead>
<tr>
<th>COLD TIRE PRESSURE</th>
<th>SOLO RIDING</th>
<th>DUAL RIDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT</td>
<td>REAR</td>
<td></td>
</tr>
<tr>
<td>kPa</td>
<td>psi</td>
<td>kPa</td>
</tr>
<tr>
<td>175</td>
<td>25</td>
<td>200</td>
</tr>
<tr>
<td>1.75</td>
<td>2.00</td>
<td>175</td>
</tr>
<tr>
<td>2.00</td>
<td>2.25</td>
<td>175</td>
</tr>
</tbody>
</table>

The owner's manual contains important safety information and instructions which should be read carefully before operating the vehicle. If the vehicle has been resold, obtain the owner's manual from the previous owner or contact your local SUZUKI dealer for assistance.
**SPECIFICATIONS**

### DIMENSIONS AND DRY MASS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>2225 mm (87.6 in)</td>
</tr>
<tr>
<td>Overall width</td>
<td>855 mm (33.7 in)</td>
</tr>
<tr>
<td>Overall height</td>
<td>1200 mm (47.2 in)</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>1460 mm (57.5 in)</td>
</tr>
<tr>
<td>Ground clearance</td>
<td>260 mm (10.2 in)</td>
</tr>
<tr>
<td>Seat height</td>
<td>890 mm (35.0 in)</td>
</tr>
<tr>
<td>Dry mass (weight)</td>
<td>134 kg (295 lbs)</td>
</tr>
</tbody>
</table>

### ENGINE

<table>
<thead>
<tr>
<th>Specification</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Four-stroke, liquid-cooled, DOHC</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>1</td>
</tr>
<tr>
<td>Bore</td>
<td>90.0 mm (3.543 in)</td>
</tr>
<tr>
<td>Stroke</td>
<td>62.6 mm (2.465 in)</td>
</tr>
<tr>
<td>Displacement</td>
<td>396 cm³ (24.3 cu in)</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>11.3 : 1</td>
</tr>
<tr>
<td>Carburetor</td>
<td>MIKUNI BSR36, single</td>
</tr>
<tr>
<td>Air cleaner</td>
<td>Polyurethane foam element</td>
</tr>
<tr>
<td>Starter system</td>
<td>Electric</td>
</tr>
<tr>
<td>Lubrication system</td>
<td>Dry sump</td>
</tr>
</tbody>
</table>

### DRIVE TRAIN

<table>
<thead>
<tr>
<th>Specification</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clutch</td>
<td>Wet multi-plate type</td>
</tr>
<tr>
<td>Transmission</td>
<td>5-speed constant mesh</td>
</tr>
<tr>
<td>Gear ratios, Low</td>
<td>2.285 (32/14)</td>
</tr>
<tr>
<td>2nd</td>
<td>1.733 (26/15)</td>
</tr>
<tr>
<td>3rd</td>
<td>1.375 (22/16)</td>
</tr>
<tr>
<td>4th</td>
<td>1.090 (24/22)</td>
</tr>
<tr>
<td>Top</td>
<td>0.863 (19/22)</td>
</tr>
<tr>
<td>Final reduction ratio</td>
<td>2.733 (41/15)</td>
</tr>
<tr>
<td>Drive chain</td>
<td>RK520KDO, 110 links</td>
</tr>
</tbody>
</table>

### CHASSIS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front suspension</td>
<td>Inverted telescopic, coil spring, oil damped</td>
</tr>
<tr>
<td>Rear suspension</td>
<td>Link type, coil spring, oil damped</td>
</tr>
<tr>
<td>Front suspension stroke</td>
<td>260 mm (10.2 in)</td>
</tr>
<tr>
<td>Rear wheel travel</td>
<td>276 mm (10.9 in)</td>
</tr>
<tr>
<td>Caster</td>
<td>26° 15'</td>
</tr>
<tr>
<td>Trail</td>
<td>94 mm (3.70 in)</td>
</tr>
<tr>
<td>Steering angle</td>
<td>38° (right &amp; left)</td>
</tr>
<tr>
<td>Turning radius</td>
<td>2.6 m (8.5 ft)</td>
</tr>
<tr>
<td>Front brake</td>
<td>Disk</td>
</tr>
<tr>
<td>Rear brake</td>
<td>Disk</td>
</tr>
<tr>
<td>Front tire size</td>
<td>120/70 R17 M/C 58H, tube type</td>
</tr>
<tr>
<td>Rear tire size</td>
<td>140/70 R17 M/C 66H, tube type</td>
</tr>
</tbody>
</table>

### ELECTRICAL

<table>
<thead>
<tr>
<th>Specification</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ignition type</td>
<td>Electric ignition (CDI)</td>
</tr>
<tr>
<td>Spark plug</td>
<td></td>
</tr>
<tr>
<td>Battery</td>
<td></td>
</tr>
<tr>
<td>Generator</td>
<td></td>
</tr>
<tr>
<td>Fuse</td>
<td></td>
</tr>
<tr>
<td>Headlight</td>
<td></td>
</tr>
<tr>
<td>Turn signal light</td>
<td></td>
</tr>
<tr>
<td>Brake light/Taillight</td>
<td></td>
</tr>
<tr>
<td>Speedometer light</td>
<td></td>
</tr>
<tr>
<td>Neutral indicator light</td>
<td></td>
</tr>
<tr>
<td>High beam indicator light</td>
<td></td>
</tr>
<tr>
<td>Turn signal indicator light</td>
<td></td>
</tr>
<tr>
<td>Water temperature indicator light</td>
<td></td>
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</tbody>
</table>

### CAPACITIES

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank, including reserve</td>
<td>10.0 L (2.6 US gal)</td>
</tr>
<tr>
<td>Engine oil change with filter change</td>
<td>0.9 L (0.24 US gal)</td>
</tr>
<tr>
<td>Coolant</td>
<td>5.0 L (1.3 US gal)</td>
</tr>
</tbody>
</table>

California model:

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank, including reserve</td>
<td>9.5 L (2.5 US gal)</td>
</tr>
<tr>
<td>Engine oil change with filter change</td>
<td>0.9 L (0.24 US gal)</td>
</tr>
<tr>
<td>Coolant</td>
<td>4.5 L (1.2 US gal)</td>
</tr>
<tr>
<td>INDEX</td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td></td>
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<tr>
<td><strong>A</strong></td>
<td></td>
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<tr>
<td>ACCESSORIES AND</td>
<td></td>
</tr>
<tr>
<td>LOADING ..................1-5</td>
<td></td>
</tr>
<tr>
<td>ADDITIONAL CONSIDERATION</td>
<td></td>
</tr>
<tr>
<td>WHEN RIDING</td>
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</tr>
<tr>
<td>OFF-HIGHWAY ........... 1-6</td>
<td></td>
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<tr>
<td>AIR CLEANER ........... 7-7</td>
<td></td>
</tr>
<tr>
<td><strong>B</strong></td>
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</tr>
<tr>
<td>BATTERY ..................7-6</td>
<td></td>
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<td>BE EXTRA SAFETY-</td>
<td></td>
</tr>
<tr>
<td>CONSCIOUS ON .......... 1-4</td>
<td></td>
</tr>
<tr>
<td>BAD WEATHER DAYS ...... 1-4</td>
<td></td>
</tr>
<tr>
<td>BE STREET SMART ....... 1-6</td>
<td></td>
</tr>
<tr>
<td>BRAKES ..................7-25</td>
<td></td>
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<td>BREAK-IN ............... 4-2</td>
<td></td>
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<tr>
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</tr>
<tr>
<td>CARBURETOR ............. 7-18</td>
<td></td>
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<tr>
<td>CARRYING A</td>
<td></td>
</tr>
<tr>
<td>PASSENGER ............. 5-7</td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>ON ROAD ............... 1-5</td>
<td></td>
</tr>
<tr>
<td>CHOKE KNOB ............. 3-19</td>
<td></td>
</tr>
<tr>
<td>CLUTCH ADJUSTMENT ...... 7-20</td>
<td></td>
</tr>
<tr>
<td>CONCLUSION ............. 1-6</td>
<td></td>
</tr>
<tr>
<td>CORROSION</td>
<td></td>
</tr>
<tr>
<td>PREVENTION ............. 9-3</td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>DRIVE CHAIN ............ 7-21</td>
<td></td>
</tr>
<tr>
<td><strong>E</strong></td>
<td></td>
</tr>
<tr>
<td>EMISSION CONTROL</td>
<td></td>
</tr>
<tr>
<td>WARRANTY .............. 10-2</td>
<td></td>
</tr>
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<td>ENGINE COOLANT ....... 7-24</td>
<td></td>
</tr>
<tr>
<td>ENGINE COOLANT</td>
<td></td>
</tr>
<tr>
<td>SOLUTION .............. 2-5</td>
<td></td>
</tr>
<tr>
<td>ENGINE OIL ............. 2-3,7-14</td>
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</tr>
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</tr>
<tr>
<td>FRONT SUSPENSION ...... 3-22</td>
<td></td>
</tr>
<tr>
<td>FRONT WHEEL REMOVAL ... 7-33</td>
<td></td>
</tr>
<tr>
<td>FUEL ...................... 2-2</td>
<td></td>
</tr>
<tr>
<td>FUEL HOSE ............. 7-20</td>
<td></td>
</tr>
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<td>FUEL SYSTEM CHECK ...... 8-2</td>
<td></td>
</tr>
<tr>
<td>FUEL TANK CAP .......... 3-17</td>
<td></td>
</tr>
<tr>
<td>FUEL VALVE ............. 3-18</td>
<td></td>
</tr>
<tr>
<td>FUSE ..................... 7-39</td>
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</tr>
<tr>
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</tr>
<tr>
<td>GEARSHIFT LEVER ...... 3-19</td>
<td></td>
</tr>
<tr>
<td>GENERAL LUBRICATION .... 7-5</td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>HELMET HOLDER .......... 3-20</td>
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<td><strong>I</strong></td>
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<tr>
<td>IF A COLLISION IS IMMINENT</td>
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<td>DO SOMETHING! .......... 1-3</td>
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<td>IF YOU DON'T HAVE A</td>
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<tr>
<td>HELMET- BUY A HELMET!</td>
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</tr>
<tr>
<td>AND WEAR IT EVERY TIME</td>
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<tr>
<td>YOU RIDE ............... 1-2</td>
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<tr>
<td>IGNITION SWITCH ....... 3-5</td>
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<td>IGNITION SYSTEM CHECK ... 8-3</td>
<td></td>
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<tr>
<td>INSPECTION AFTER</td>
<td></td>
</tr>
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<td>CLEANING .............. 9-6</td>
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</tr>
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<tr>
<td>RIDING ................ 1-5,4-3</td>
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<td>INSTRUMENT PANEL ....... 3-6</td>
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<td><strong>K</strong></td>
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<tr>
<td>KEY ....................... 3-5</td>
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<tr>
<td>KNOW YOUR LIMITS ...... 1-4</td>
<td></td>
</tr>
<tr>
<td><strong>L</strong></td>
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</tr>
<tr>
<td>LEFT HANDLEBAR ....... 3-14</td>
<td></td>
</tr>
<tr>
<td>LIGHT BULB REPLACEMENT .... 7-37</td>
<td></td>
</tr>
<tr>
<td>LOCATION OF LABELS .... 10-4</td>
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<tr>
<td>LOCATION OF PARTS ....... 3-2</td>
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<tr>
<td><strong>M</strong></td>
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<tr>
<td>MAINTENANCE SCHEDULE .. 7-2</td>
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<tr>
<td>MODIFICATION .......... 6-4</td>
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<tr>
<td>MOST ACCIDENTS CAN BE</td>
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<tr>
<td>AVOIDED ............... 1-2</td>
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<tr>
<td>MOTORCYCLE</td>
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<td>CLEANING .............. 9-5</td>
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<td>MOTORCYCLE SAFETY</td>
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<tr>
<td>FOUNDATIONS ..........</td>
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<tr>
<td>RIDING TIPS AND PRACTICE</td>
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<td>GUIDE&quot; HANDBOOK ....... 1-5</td>
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<tr>
<td>NOTICE ................... 7-2</td>
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<td>PRACTICE AWAY FROM</td>
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<td>TRAFFIC ................ 1-5</td>
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<tr>
<td>PROCEDURE FOR RETURNING</td>
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<td>TO SERVICE .......... 9-3</td>
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R
REAR BRAKE PEDAL .......... 3-20
REAR SUSPENSION .......... 3-23
REAR WHEEL
REMOVAL .................... 7-35
REPORTING SAFETY
DEFECTS ..................... 10-2
RIDING ON HILLS ............. 5-5
RIGHT HANDLEBAR .......... 3-15

S
SERIAL NUMBER
LOCATION .................... 10-4
SIDE STAND ................... 3-21
SIDE STAND/IGNITION
INTERLOCK SWITCH .......... 7-31
SPARK ARRESTER .......... 7-32
SPARK PLUG ................... 7-10
SPECIAL SITUATIONS
REQUIRE SPECIAL
CARE .......................... 1-3
SPOKE NIPPLE
TIGHTNESS .................... 7-31
STARTING OFF AND
SHIFTING ...................... 5-3
STARTING THE ENGINE ..... 5-2
STEERING LOCK ................. 3-6
STOPPING AND
PARKING ...................... 5-6
STORAGE PROCEDURE ...... 9-2

T
TAMPERING WITH NOISE
CONTROL SYSTEM
PROHIBITED .................. 10-3
TIRES .......................... 7-29
TOOLS .......................... 7-5

U
USING
THE TRANSMISSION .......... 5-4
WARNING

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

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