California Proposition 65 Warning

⚠ 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/ *NOTICE*/*NOTE*

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

⚠ WARNING

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

⚠ CAUTION

Indicates a potential hazard that could result in minor or moderate injury.

NOTICE

Indicates a potential hazard that could result in vehicle or equipment damage.

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

FOREWORD

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

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long trouble-free operating life for your motorcycle. This motorcycle also conforms to the U.S. Environmental Protection Agency emission regulations which apply to new motorcycles. The proper adjustment of engine components is necessary for this motorcycle to comply with the EPA regulations. Therefore, please follow the maintenance instructions closely to ensure emission compliance. Your 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 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, engine coolant, and other fluids, batteries, and tires.

SUZUKI MOTOR CORPORATION

TABLE OF CONTENTS

THE SPORT OF MOTORCYCLING

THE SPORT OF MOTORCYCLING

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

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

Please remember:

MOST ACCIDENTS CAN BE AVOIDED

The most common type of motorcycle accident in the U.S. occurs when a car traveling towards a motorcycle turns left in front of the motorcycle. Is that because other drivers are out to get motorcyclists? No. Other drivers simply don't always notice motorcyclists.

Ride defensively. Wise motorcyclists use a strategy of assuming they are invisible to other drivers, even in broad daylight. Pay careful attention to other motorists, especially at intersections, because they may not be paying attention to you. Select a lane position that gives you the best view of others, and other motorists the best view of you. Wear bright, reflective clothing. Put reflective strips on your helmet.

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.

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

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. 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

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 shoe laces or loose pants that could get caught in the wheel or the chain. Passengers must be tall enough that their feet reach the footrests.

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.

LABELS

Read and follow all the labels on the motorcycle. Make sure you understand all of the labels. Do not remove any labels from the motorcycle.

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 !

FUEL AND ENGINE OIL RECOMMENDATIONS

FUEL AND ENGINE OIL RECOMMENDATIONS

FUEL

Your motorcycle requires regular 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.

NOTE:

- *If the engine develops some trouble like lack of acceleration or insufficient power, the cause may be due to the fuel the motorcycle uses. In such case, try changing the gas station to another. If the situation is not improved by changing, consult your Suzuki dealer.*
- *If pinking or knocking is experienced, substitute higher octane grade gasoline or another brand, because there are differences between brand.*

Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranty.

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

Gasoline Containing MTBE

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

Gasoline/Ethanol Blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as “GASOHOL”, are commercially available in some areas. Blends of this type may be used in your motorcycle if they are no more than 10% ethanol (E10). Make sure this gasoline-ethanol blend has octane ratings no lower than those recommended for gasoline.

Gasoline/Methanol Blends

Fuels containing 5% or less methanol (wood alcohol) may be suitable for use in your motorcycle if they contain co-solvents and corrosion inhibitors.

DO NOT USE fuels containing more than 5% methanol under any circumstances. Fuel system damage or motorcycle performance problems resulting from the use of such fuels are not the responsibility of Suzuki and may not be covered under the New Vehicle Limited Warranty or the Emission Control System Warranty.

Fuel Pump Labeling

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

NOTE:

- *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 drivability of your motorcycle when you are using an oxygenated fuel or if engine pinging is experienced, substitute another brand as there are differences between brands.*

NOTICE

Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle.

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

ENGINE OIL

Suzuki recommends the use of SUZUKI PERFORMANCE 4 MOTOR OIL or equivalent engine oil. If SUZUKI PERFORMANCE 4 MOTOR OIL is not available, select a proper engine oil according to the following guideline.

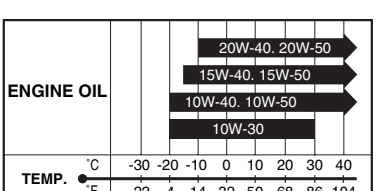
Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil. Use oil with an API (American Petroleum Institute) classification of SG, SH, SJ or SL with a JASO classification of MA.

SAE	API	JASO
10W-40	SG, SH, SJ or SL	MA

API: American Petroleum Institute
JASO: Japanese Automobile Standards Organization

SAE Engine Oil Viscosity

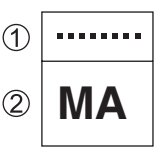
Suzuki recommends the use of SAE 10W-40 engine oil. If SAE 10W-40 engine oil is not available, select an alternative according to the following chart.



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

Energy Conserving
Suzuki does not recommend the use of “ENERGY CONSERVING” or “RESOURCE CONSERVING” oils. Some engine oils which have an API classification of SH, SJ or SL have an “ENERGY CONSERVING” indication in the API classification donut mark. These oils can affect engine life and clutch performance.

API SG, SH, SJ or SL

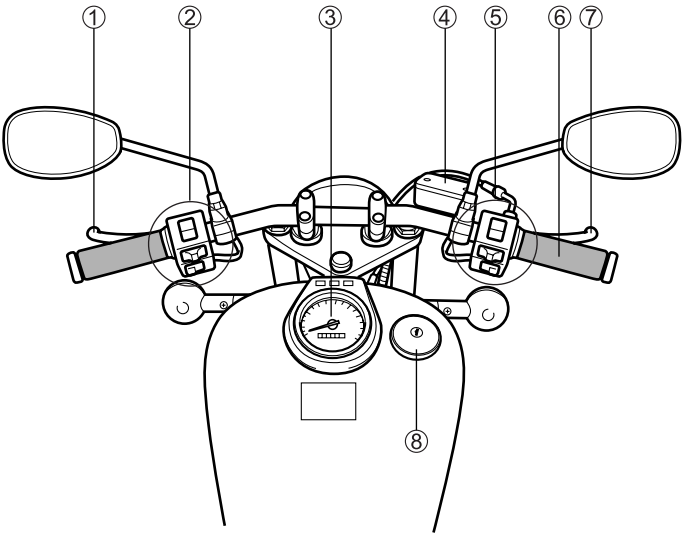
Recommended

API SH, SJ or SL

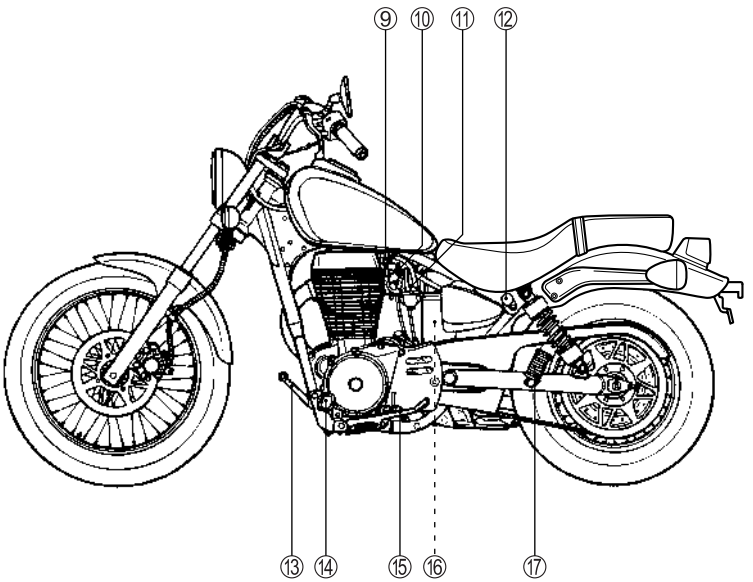
Not recommended

CONTROLS, EQUIPMENT AND ADJUSTMENTS

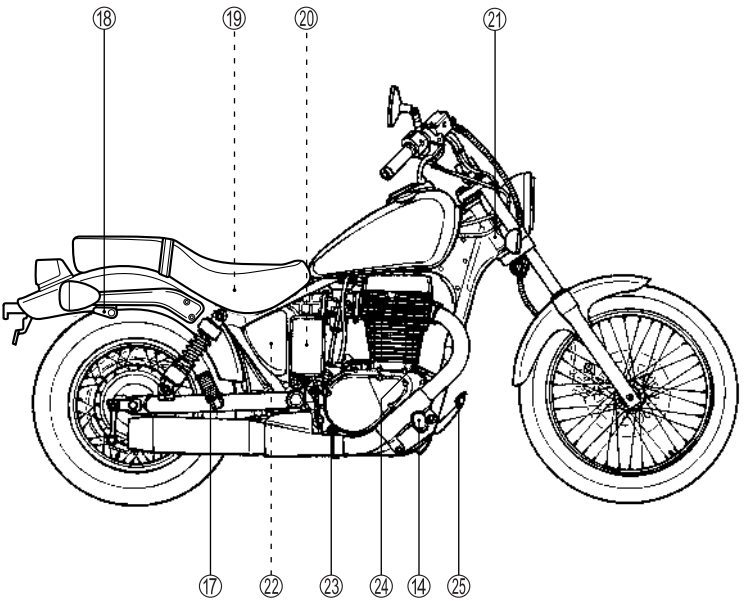
LOCATION OF PARTS



① Clutch lever
② Left handlebar switches
③ Speedometer
④ Front brake fluid reservoir
⑤ Right handlebar switches
⑥ Throttle grip
⑦ Front brake lever
⑧ Fuel tank cap

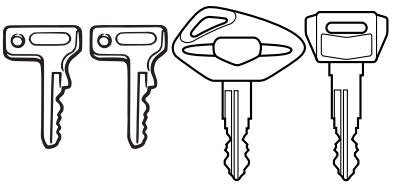


⑨ Fuel valve
⑩ Choke knob
⑪ Carburetor
⑫ Ignition switch
⑬ Gearshift lever
⑭ Footrests
⑮ Side stand
⑯ Battery
⑰ Passenger footrests



⑱ Helmet holder
⑲ Fuses
⑳ Tools
㉑ Steering lock
㉒ Air cleaner
㉓ Engine oil inspection window
㉔ Engine oil filler cap
㉕ Rear brake pedal

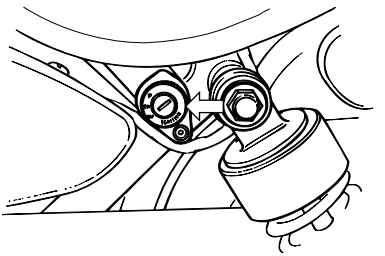
KEY

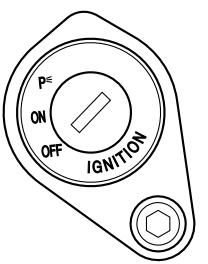


This motorcycle comes equipped with two pairs of keys, one for the ignition switch and the other for the steering lock.

IGNITION SWITCH

The ignition switch is located on the left side below the seat. The ignition switch has three positions.



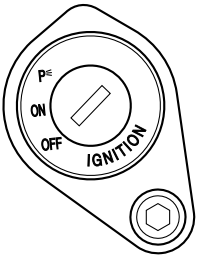


"OFF" position

All electrical circuits are cut off. The engine will not start. The key can be removed.

"ON" position

The ignition circuit is completed and the engine can be started. The headlight and taillight will automatically turn on. The key cannot be removed in this position.



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

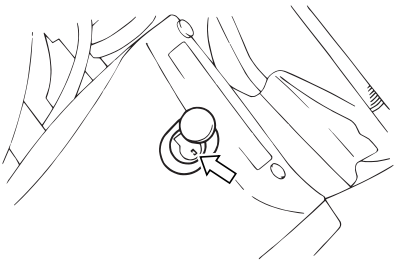
"P" position
When parking the motorcycle turn the key to the "P" position. The key can now be removed and the front turn signal light and taillight will remain lit. This position is for night time roadside parking to increase visibility.

⚠ WARNING

If the motorcycle falls down due to a slip or collision, unexpected damage to the motorcycle could cause the engine to keep running, which could result in a fire, or could result in injury from moving parts such as the rear wheel.

If the motorcycle falls down, turn the ignition switch off immediately. Ask your authorized Suzuki dealer to inspect the motorcycle for unseen damage.

STEERING LOCK



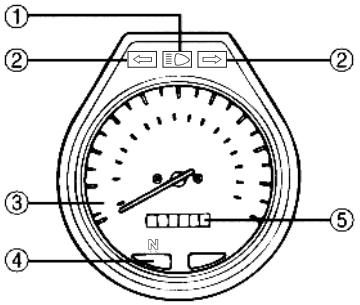
Turn the handlebars all the way to the left. Insert the steering lock key into the steering lock, turn it counterclockwise and push it further in. Turn the key clockwise (to normal position) and pull out the key. The steering is now locked.

⚠ 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



High Beam Indicator Light "≡D" ①

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

Turn Signal Indicator Light "⇦⇨" ②

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

NOTE: If a turn signal light is not operating properly due to bulb filament or circuit failure, the indicator light blinks more quickly to notify the rider of the existence of a problem.

Speedometer ③

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

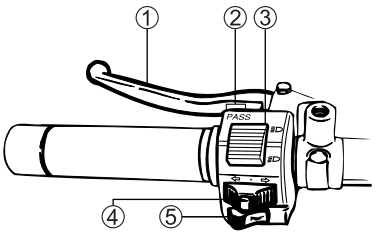
Neutral Indicator Light "N" ④

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

Odometer ⑤

The odometer registers the total distance that the motorcycle has been ridden. The odometer ranges from 0 to 99999.9.

LEFT HANDLEBAR



Clutch Lever ①
The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting the transmission. Squeezing the lever disengages the clutch.

Headlight Flasher Switch ②
Press the switch to flash the headlight.

Dimmer Switch ③
"≡D" position
The headlight low beam and tail light turn on.

"≡D" position
The headlight high beam and tail light turn on. The high beam indicator light also turns on.

NOTICE

Holding the dimmer switch between the "≡D" and "≡D" position will light both the high and low headlight beam. This improper operation can damage the motorcycle's headlight.

Use the dimmer switch to select only the "≡D" or "≡D" position.

NOTICE

Sticking tape or placing objects in front of the headlight can obstruct headlight heat radiation. This can result in headlight damage.

Do not stick tape on the headlight or place objects in front of the headlight.

NOTICE

Do not put objects in front of the headlight or taillight when they are on, and do not cover with clothes when the motorcycle is stopped.

This may cause melting of the lens or damage to the object by the heat from the lens.

Turn Signal Light Switch "⇦⇨" ④

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 in.

⚠ WARNING

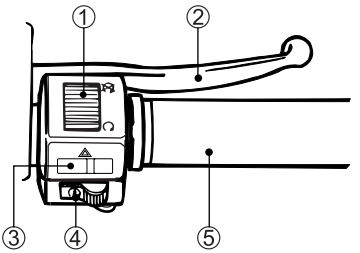
Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

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

Horn Switch "📯" ⑤

Press the switch to sound the horn.

RIGHT HANDLEBAR



Engine Stop Switch ①

"🏍" position

The ignition circuit is cut off. The engine cannot start or run.

"🔑" position

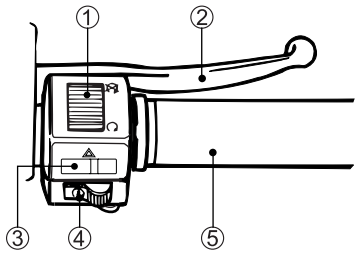
The ignition circuit is on and the engine can run.

Front Brake Lever ②

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

Hazard Warning Switch "⚠" ③

All four turn signal lights and indicators will flash simultaneously when the switch is turned on with the ignition switch in "ON" or "P" position. Use the hazard warning lights to warn other traffic during emergency parking or when your vehicle could otherwise become a traffic hazard.



Electric Starter Switch "⚡" ④
Use this switch to turn the starter motor. With the ignition switch in the "ON" position and the engine stop switch in the "○" position, and the transmission in neutral, squeeze the clutch lever and push the electric starter switch to start the engine.

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

- *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 switch is pushed.

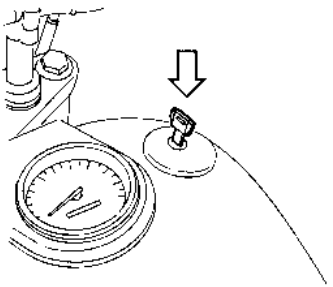
NOTICE

Engaging the starter motor for more than five seconds at a time can damage the starter motor and wiring harness from overheating.

Do not engage the starter motor for more than five seconds at a time. If the engine does not start after several attempts, check the fuel supply and ignition system. Refer to the TROUBLESHOOTING section in this manual.

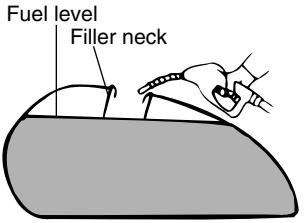
Throttle Grip ⑤
Engine speed is controlled by the position of the throttle grip. Turn it toward you to increase engine speed. Turn it away from you to decrease engine speed.

FUEL TANK CAP



To open the fuel tank cap, insert the ignition key into the lock and turn it clockwise. With the key inserted, remove the fuel tank cap. To close the fuel tank cap, line up the guide pins and push down until the locking pins click into position. The key must be in the cap before installing the cap. Turn the key counterclockwise and remove it from the cap.

Use fresh gasoline when filling up the fuel tank. Do not use bad gasoline which is contaminated with dirt, dust, water or other liquid. Be careful that dirt, dust or water does not enter the fuel tank when refueling.



⚠ WARNING

If you overfill the fuel tank, fuel may overflow when it expands due to engine heat or heating by the sun. Fuel that overflows can catch fire.

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

⚠ WARNING

Failure to follow safety precautions when refueling could result in a fire or cause you to breathe toxic fumes.

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

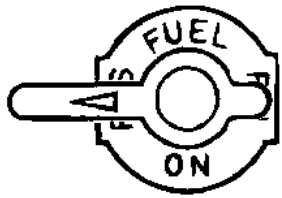
FUEL VALVE

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

“ON” Position

The normal operating position for the fuel valve lever is in the “ON” position. In this position, no fuel will flow from the fuel valve to the carburetor unless the engine is running or being started.

“RES” (RESERVE) Position

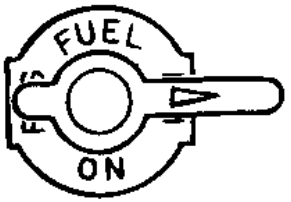


If the fuel level in the fuel tank becomes too low for the engine to operate with the fuel valve lever in the “ON” position, turn the lever to the “RES” position to use the reserve fuel supply. In this position, no fuel will flow from the fuel valve to the carburetor unless the engine is running or being started.

Reserve fuel supply: 2.5 L (0.6 US gal)

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

"PRI" (PRIME) Position



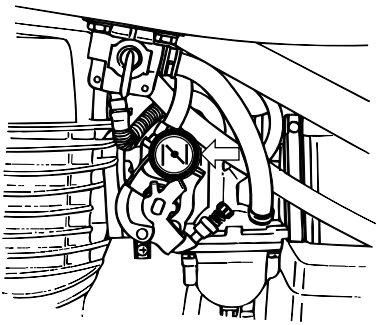
If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetor. In this instance the fuel valve lever should be moved to the "PRI" position. This will allow the fuel to flow directly into the carburetor even though the engine is not operating.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

⚠ WARNING

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

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

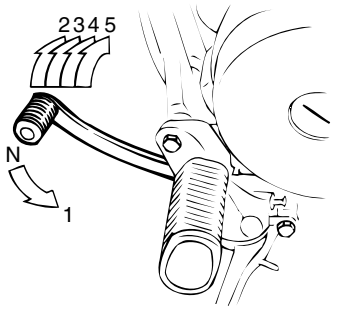
CHOKE KNOB



This motorcycle has a choke system to provide easy starting when the engine is cold. When starting the cold engine, pull the choke knob all the way out. The choke works best when the throttle is in the closed position. When the engine is warm, you do not need to use the choke for starting.

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

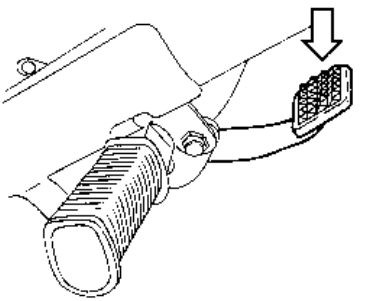
GEARSHIFT LEVER



This motorcycle has a 5-speed transmission which operates as shown. To shift properly, squeeze 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.

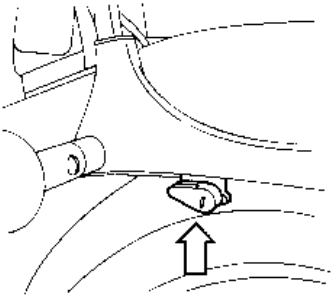
NOTE: When the transmission is in neutral the green indicator light on the instrument panel will be lit. However, even though the light is lit, cautiously and slowly release the clutch lever to make sure that the transmission is in neutral.

REAR BRAKE PEDAL



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

HELMET HOLDER



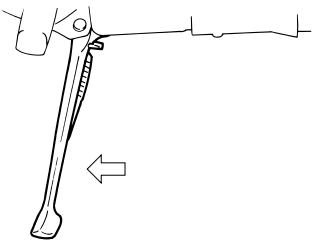
The helmet holder is located on the right side of the rear fender near the rear turn signal. Insert the ignition key into the lock and turn it clockwise to open the latch. Hook your helmet fastener ring to the latch and turn the key back to lock the holder.

⚠ WARNING

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

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

SIDE STAND



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

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

The side stand/ignition interlock system works as follows:

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

⚠ WARNING

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

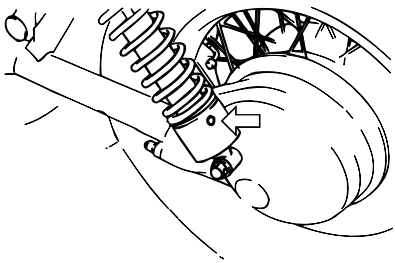
Check operation of the side stand/ignition interlock system before riding. Always retract the side stand completely before starting off.

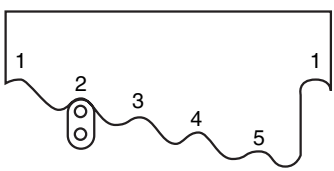
NOTICE

If you do not take proper precautions when parking, the motorcycle can fall over.

Park the motorcycle on firm, level ground whenever possible. 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.

REAR SUSPENSION





The rear suspension spring pre-load is adjustable to compensate for rider, load, riding style and road conditions. You can select from five pre-load positions. Before changing the spring pre-load setting, place the motorcycle on the side stand. To soften the spring pre-load, turn the spring pre-load adjuster ring hidden in the lower cover counterclockwise with a screwdriver or rod putting in the hole on the ring. To stiffen, turn it clockwise. Turn the adjuster ring counterclockwise fully to position 1, then count the dent from position 1 to 5 to get the desired position. Position 1 provides the softest spring tension and position 5 provides the stiffest. This motorcycle is delivered from the factory with its adjuster set on position 2.

⚠ WARNING

Unequal suspension adjustment can cause poor handling and instability.

Adjust the right and left shock absorbers to the same setting.

BREAK-IN AND INSPECTION BEFORE RIDING

BREAK-IN AND INSPECTION BEFORE RIDING

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

MAXIMUM ENGINE SPEED RECOMMENDATION

The maximum engine speed during break-in should be kept lower than after break-in. Since this model is not equipped with a tachometer, the following table is provided to show the vehicle speed in each gear that corresponds to the maximum recommended engine speed.

		Initial 800 km (500 miles)	Up to 1600 km (1000 miles)	Over 1600 km (1000 miles)
Maximum recommended engine speed		4000 r/min	5000 r/min	6500 r/min
Corresponding vehicle speed				
1st	km/h	35	45	60
	miles/h	20	25	35
2nd	km/h	50	65	85
	miles/h	30	40	55
3rd	km/h	75	90	120
	miles/h	45	55	75
4th	km/h	90	110	140
	miles/h	55	70	90
Top	km/h	95	120	155
	miles/h	60	75	100

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.

BREAKING IN THE NEW TIRES

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

⚠ WARNING

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

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

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 (1000 km 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 longest service life and the best performance from the engine.

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

INSPECTION BEFORE RIDING

⚠ WARNING

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

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

⚠ WARNING

If you operate this motorcycle with improper tires or improper or uneven tire pressure, you may lose control of the motorcycle. This will increase your risk of an accident.

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

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

⚠ WARNING

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

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

WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No play or looseness
Brakes (☞ 3-9, 3-14, 7-25)	• Proper pedal and lever operation • Correct fluid level • No fluid leakage • No “sponginess” • Proper pedal and lever play • Brake pad wear • Brake shoe wear
Tires (☞ 7-31)	• Proper pressure • Enough tread depth • No cracks, rips, or other damage
Fuel tank (☞ 3-11)	Tank cap locked securely
Lighting (☞ 3-5, 3-7, 3-8, 3-9)	Operation of all lights and indicators
Engine stop switch (☞ 3-9)	Proper operation
Horn (☞ 3-9)	Correct function
Engine oil (☞ 7-17)	Correct level
Drive belt (☞ 7-23)	• No cracks or cuts • Proper tension
Throttle (☞ 7-20)	• Proper play • Smooth response • Quick return to idle position
Gearshift lever (☞ 3-14)	• No damage • Smooth operation
Side stand/ ignition interlock system (☞ 7-34)	Proper operation
General condition	• Bolts and nuts tightness • No rattle from any parts of machine with the engine running • No visible evidence of damage

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, make sure:

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

NOTE: This motorcycle has interlock system 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 toward you. Close the throttle completely.
2. Push the electric starter switch.
3. Immediately after the engine starts, keep the engine speed at 2000 r/min by varying the choke knob positions.
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:

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

⚠ WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury.

Never start the engine or let it run indoors or where there is little or no ventilation.

NOTICE

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 at excessive speeds increases your chances of losing control of the motorcycle, which can result in an accident.

Always ride at a speed that is proper for the terrain, visibility and operating conditions, and your skills and experience.

⚠ WARNING

If you remove even one hand or foot from the motorcycle, you can reduce your ability to control the motorcycle. This could cause you to lose your balance and fall off the motorcycle. If you remove a foot from a footrest, your foot or leg may come in contact with the rear wheels. This could injure you or cause an accident.

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 cause you to lose control of the motorcycle.

Reduce your speed and be alert to the possibility of sudden side winds.

Make sure that the side stand is in the fully up position. Squeeze the clutch lever and pause momentarily. Engage first gear by depressing the gearshift lever downward. Turn the throttle grip a little 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 Squeeze the clutch lever simultaneously. Lift the gearshift 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 has a side stand/ignition interlock system. If you shift the transmission into gear when the side stand is down, the engine will stop running.

USING THE TRANSMISSION

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

Shifting up schedule

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

Shifting down schedule

Gear position	km/h	miles/h
Top → 4th	30	19

Disengage the clutch when the motorcycle speed drops below 20 km/h (12 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; or**
- **force the engine to overrev in the lower gear, resulting in engine damage.**

Reduce speed before downshifting.

⚠ WARNING

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

Reduce your speed and downshift before entering a corner.

NOTICE

Improper gearshift lever operation can damage the transmission.

- **Do not rest your foot on the gearshift lever.**
- **Do not use force to shift gears.**

RIDING ON HILLS

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

STOPPING AND PARKING

1. Turn the throttle grip away from 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) when the motorcycle is almost completely stopped. 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 while turning may cause wheel skid and loss of control.

Brake before you begin to turn.

⚠ WARNING

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

Brake lightly and with care on slippery or irregular surfaces.

⚠ WARNING

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

Always maintain a safe stopping distance between you and the vehicle in front of you.

NOTICE

Holding the motorcycle stopped with throttle and clutch lever operation on inclines can damage the motorcycle's clutch.

Use the brakes when stopping the motorcycle on inclines.

5. Park the motorcycle on a firm, flat surface where it will not fall over.
6. Turn the ignition switch to the "OFF" position.
7. Turn the handlebars all the way to the left and lock the steering for security.
8. Remove the keys.

NOTE: If an optional anti-theft lock such as an U-shape lock, brake disk lock or chain is used to avoid theft, be sure to remove the anti-theft lock before moving the motorcycle.

⚠ CAUTION

A hot muffler can cause severe burns. The muffler will be hot enough to cause burns 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.

ACCESSORY USE AND MOTORCYCLE LOADING

ACCESSORY USE AND MOTORCYCLE LOADING

ACCESSORY USE

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 on your motorcycle and consult your Suzuki dealer if you have any questions.

⚠ WARNING

Improper installation of accessories or modification of the motorcycle may cause changes in handling which could lead to an accident.

Never use improper accessories, and make sure that any accessories that are used are properly installed. All parts and accessories added to the motorcycle should be genuine Suzuki parts or their equivalent designed for use on this motorcycle. Install and use them according to their instructions. If you have any questions, contact your Suzuki dealer.

ACCESSORY INSTALLATION GUIDELINES

- Install aerodynamic-affecting accessories, such as a fairing, windshield, backrests, saddlebags, and travel trunks, as low as possible, as close to the motorcycle and as near to the center of gravity as is feasible. Check that the mounting brackets and other attachment hardware are rigidly mounted.
- Inspect for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. The 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.

- 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.
- 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.
- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.

LOADING LIMIT

⚠ WARNING

Overloading or improper loading can cause loss of motorcycle control and an accident.

Follow loading limits and loading guidelines in this manual.

- Never exceed the GVWR (Gross Vehicle Weight Rating) of this motorcycle. The GVWR is the combined weight of the machine, accessories, payload, rider and passenger. 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: 785 lbs (355 kg) at the tire pressure (cold)
  Front: 200 kPa (2.00 kgf/cm², 29 psi)
  Rear: 250 kPa (2.50 kgf/cm², 36 psi)

LOADING GUIDELINES

This motorcycle is primarily intended to carry small items when you are not riding with a passenger. Follow the loading guidelines below:

- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Keep cargo weight low and as close to the center of the motorcycle as possible.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Do not install a luggage carrier or a luggage box protruding over the tail end of the motorcycle.
- Do not carry any items that protrude over the tail end of the motorcycle.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to page 7-32.
- Improperly loading your motorcycle can reduce your ability to balance and steer the motorcycle. You should ride at reduced speeds, less than 130 km/h (80 mph), when you are carrying cargo or have added accessories.
- Adjust suspension setting as necessary.

MODIFICATION

Modification of the vehicle or removal of original equipment may render the vehicle unsafe or illegal. Obey all applicable regulations in your area including federal and state regulations regarding environmental protection.

Suzuki's limited warranties may not cover damage caused by modifications that would change the original vehicle specifications including, without limitation, modifications of any emission-related parts such as the carburetor(s), fuel injection system components, the engine control module, air suction system components, the catalytic converter (if equipped), evaporative emission control system components (such as the carbon canister, fuel tank, fuel hoses and vapor hoses), etc.

It is strictly prohibited to modify a vehicle by installing parts that can affect emissions control, except in accordance with very specific U.S. Environmental Protection Agency and California Air Resources Board regulations.

INSPECTION AND MAINTENANCE

INSPECTION AND MAINTENANCE

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

MAINTENANCE SCHEDULE

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

⚠ WARNING

Improper maintenance or failure to perform recommended maintenance can lead to an accident.

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

⚠ WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury.

Never start the engine or let it run indoors or where there is little or no ventilation.

NOTICE

Servicing electric parts with the ignition switch in the "ON" position can damage the electric parts when the electric circuit is shorted.

Turn off the ignition switch before servicing the electric parts to avoid short-circuit damage.

NOTICE

Poorly-made replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

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

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

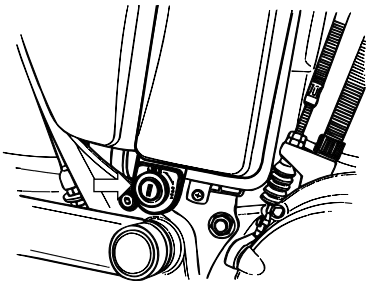
MAINTENANCE CHART

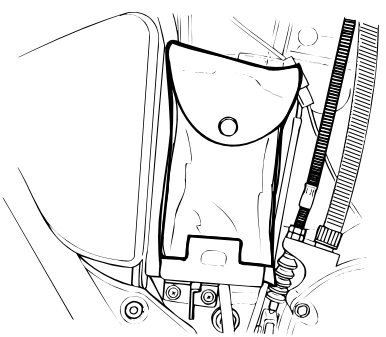
Interval: This interval should be judged by number of months or odometer reading, whichever comes first.

Item \ Interval		2	12	24	36	48
	months					
	km	1000	6000	12000	18000	24000
	miles	600	4000	7500	11000	14500
Battery (Specific gravity of electrolyte) (☞ 7-6)		–	I	I	I	I
Air cleaner elements (☞ 7-11)		Clean every 3000 km (2000 miles) and replace every 12000 km (7500 miles)				
* Valve clearance		I	I	I	I	I
Spark plugs (☞ 7-14)		–	I	R	I	R
Fuel hose		I	I	I	I	I
Vapor hose (California model only)		*Replace every 4 years				
Engine oil and oil filter (☞ 7-17)		R	R	R	R	R
* Automatic decompression cable		I	I	I	I	I
Throttle cable play (☞ 7-20)		I	I	I	I	I
Idle speed (☞ 7-20)		I	I	I	I	I
Drive belt (☞ 7-23)		Inspect every 3000 km (2000 miles)				
Clutch (☞ 7-22)		I	I	I	I	I
* Brakes (☞ 7-25)		I	I	I	I	I
Brake hose (☞ 7-25)		I	I	I	I	I
		*Replace every 4 years				
Brake fluid (☞ 7-26)		I	I	I	I	I
		*Replace every 2 years				
Tires (☞ 7-31)		I	I	I	I	I
* Steering		I	I	I	I	I
* Front forks		I	–	I	–	I
* Rear suspension (☞ 3-16)		I	–	I	–	I
* Chassis bolts and nuts		T	T	T	T	T
* Cylinder head nuts, exhaust pipe bolts and muffler connector bolt		T	T	T	T	T
Lubrication (☞ 7-5)		Lubricate every 1000 km (600 miles)				

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

TOOLS



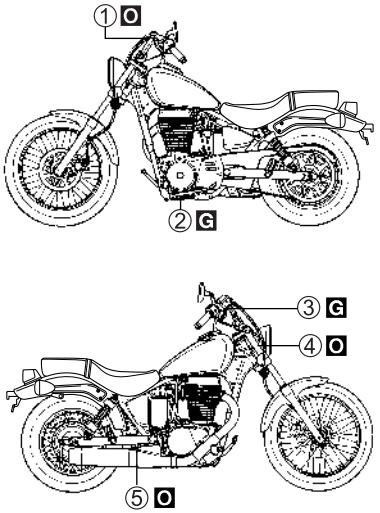


A tool kit is supplied and stowed in the tool box. Insert the ignition key in the lock and turn it clockwise to remove the cover. To refit the cover, hook the catches of the cover to the tool box body and push in on the cover with the key in the “OPEN” position. Turn the key to the locked position and remove it.

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.

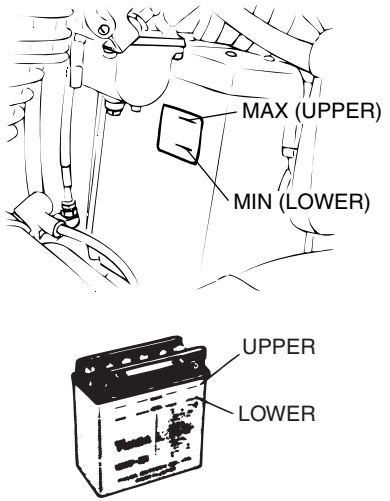
NOTICE
Lubricating electrical switches can damage the switches. **Do not apply grease and oil to electrical switches.**



O.... Motor oil
G.... Grease

①... Clutch lever pivot and clutch cable
②... Side stand pivot and spring hook
③... Brake lever pivot
④... Throttle cable
⑤... Brake pedal pivot and brake rod link

BATTERY



The battery is located under the fuel tank behind the engine. The battery solution level must be kept between the MAX (UPPER) and MIN (LOWER) level lines at all times. Check the solution level through the inspection window. The solution level must be inspected with the motorcycle held vertically. If the solution level is below the MIN (LOWER) level line, add only distilled water up to the MAX (UPPER) level line. NEVER use tap water.

NOTE: The solution level of all six cells cannot be inspected through the inspection window.

⚠ WARNING

Battery posts, terminals, and related accessories contain lead and lead compounds. Lead is harmful to your health if it gets into your blood stream.

Wash hands after handling any parts containing lead.

⚠ WARNING

Diluted sulfuric acid from the battery can cause blindness or severe burns.

When working near the battery, use proper eye protection and gloves. Flush eyes or body with ample water and get medical care immediately if you suffer injury. Keep batteries out of reach of children.

⚠ WARNING

Battery acid is harmful to eyes, skin and clothing. Never add battery acid to your battery.

If battery acid gets in eyes or comes in contact with skin, flush eyes or skin with water and call your physician immediately.

If the battery is discharged, recharge the battery at the standard charging rate of 1.4A x 10 hours.

⚠ WARNING

Batteries produce flammable hydrogen gas which can explode if exposed to flames or sparks.

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

NOTICE

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

Never exceed the maximum charging rate for the battery.

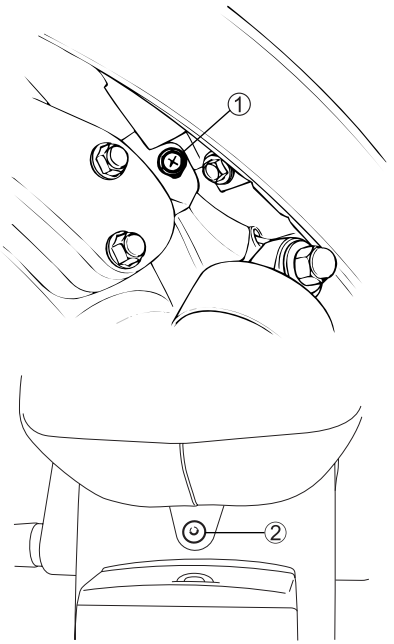
⚠ WARNING

Wiping the battery with a dry cloth can cause a static electricity spark, which can start a fire.

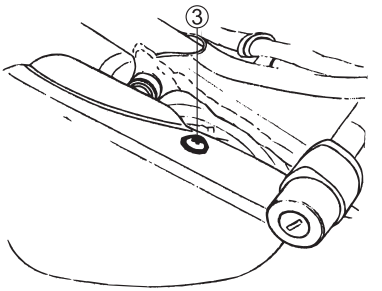
Wipe the battery with a damp cloth to avoid static electricity build up.

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

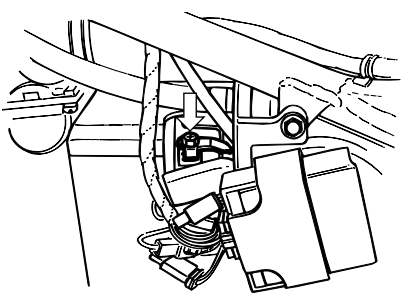
Battery Removal
To remove the battery, follow the procedure listed below.



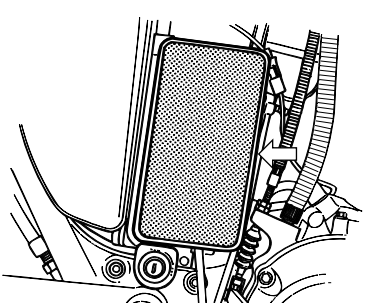
1. Loosen the screws ① (right and left) and the bolt ②, and remove the seat.



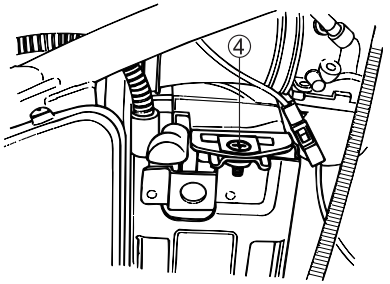
2. Loosen the screw ③ and remove the left frame cover.

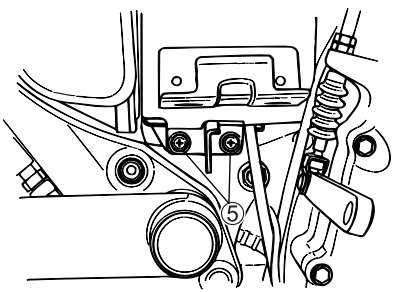


3. Disconnect the negative (–) battery terminal.



4. Remove the tool box cover and tool kit.





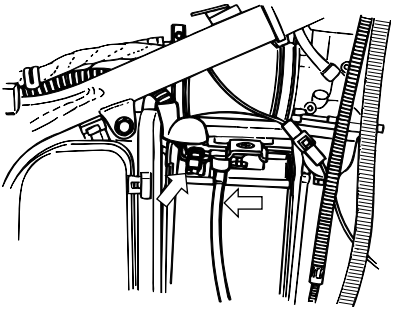
5. Remove the tool box body and the lock bracket by loosening the screws ④ and ⑤.

NOTICE

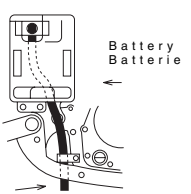
Reversing the battery lead wires can damage the charging system and the battery.

Always attach the red lead to the (+) positive terminal and the black (or black with white tracer) lead to the (–) negative terminal.

NOTE: Remove the negative terminal first and then remove the positive terminal.



6. Disconnect the positive (+) battery terminal and breather pipe.
7. Draw out the battery.
8. To reinstall the battery, reverse the procedure above.



Battery breather pipe
Reniflard de la batterie

NOTICE

Battery acid can damage your motorcycle's finish.

Route the battery breather pipe as shown.

⚠ WARNING

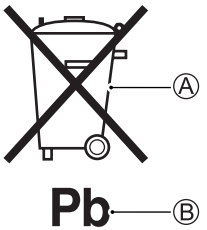
Failure to install the seat properly could allow the seat to move and cause loss of rider control.

Latch the seat securely in its proper position.

⚠ WARNING

Batteries contain toxic substances including sulfuric acid and lead. They could cause injury to humans or could damage the environment.

An used battery must be disposed of or recycled according to local law and must not be discarded with ordinary household waste. Make sure not to tip over the battery when you remove it from the vehicle. Otherwise, sulfuric acid could run out and you might be injured.



The crossed-out wheeled bin symbol Ⓐ located on the battery label indicates that an used battery should be collected separately from ordinary household waste.
The chemical symbol of “Pb” Ⓑ indicates the battery contains more than 0.004% lead.

By ensuring the used battery is disposed of or recycled correctly, you will help prevent potential negative consequences for the environment and human health, which could otherwise be caused by inappropriate waste handling of the battery. The recycling of materials will help to conserve natural resources. For more detailed information about disposing or recycling of the used battery, consult your Suzuki dealer.

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 ned to inspect the air cleaner element much more frequently. Use the following procedure to remove the air cleaner element and inspect it.

⚠ WARNING

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

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

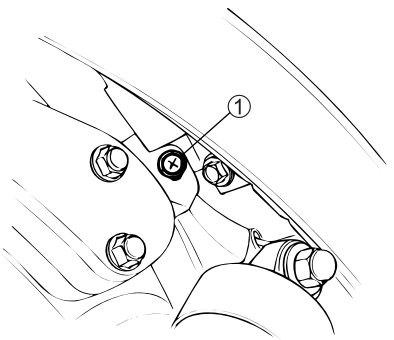
NOTICE

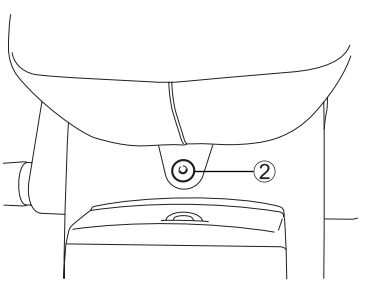
Failure to inspect the air cleaner element frequently if the vehicle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions, and engine damage may result.

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

Removing the Air Cleaner Element

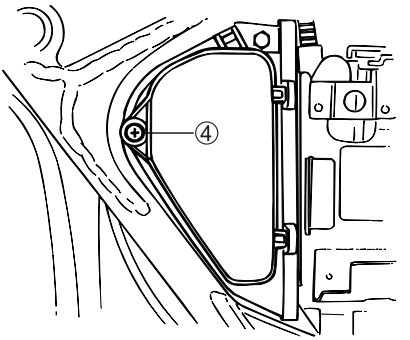
1. Place the motorcycle on the side stand.



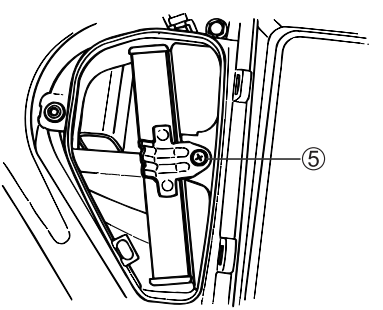


2. Loosen the screws ① (right and left) and the bolt ②, and remove the seat.

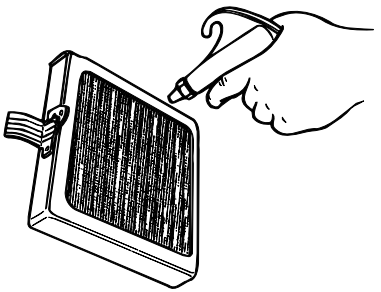
3. Loosen the screws ③ and remove the right frame cover.



4. Loosen the screw ④ and remove the air cleaner case cover.



5. Loosen the screw ⑤ and remove the air cleaner element.



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

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

7. Refit the cleaned element or fit a new element in the reverse order of removal. Be absolutely sure that the element is securely in position.

⚠ WARNING

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

Latch the seat securely in its proper position.

NOTICE

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

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

NOTICE

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.

NOTE: Be careful not to spray water on the air cleaner box when cleaning the motorcycle.

SPARK PLUG

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

NOTICE

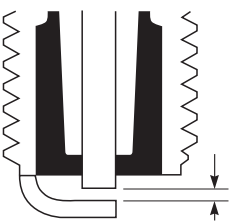
An improper spark plug may have an incorrect fit or inappropriate heat range for your engine. This may cause severe engine damage which may not be covered under warranty.

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

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

NGK	DENSO	Remarks
DPR7EA-9	X22EPR-U9	If the standard plug's insulator is dark, replace with this plug.
DPR8EA-9	X24EPR-U9	Standard

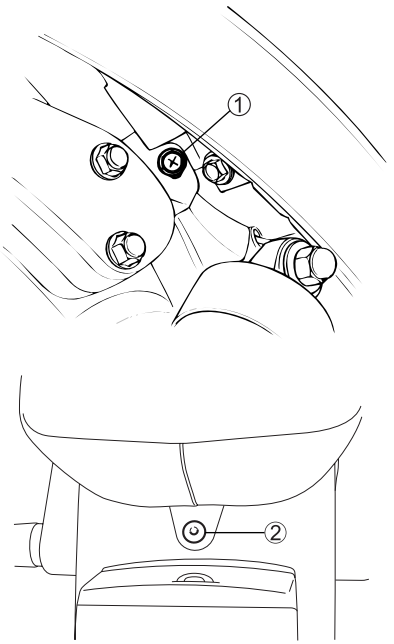
NOTE: If the above-named plugs are not available, consult your authorized Suzuki dealer.



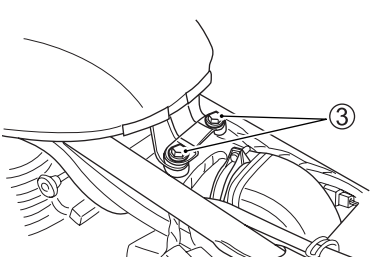
0.8 – 0.9 mm
(0.031 – 0.035 in)

To maintain a hot, strong spark, keep the plug free from carbon. Remove carbon deposits from the plug and adjust the gap to 0.8 – 0.9 mm (0.031 – 0.035 in) for good ignition. Use a thickness (feeler) gauge to check the gap. Remove the carbon deposits from the spark plug every 6000 km (4000 miles). The spark plug should be replaced every 12000 km (7500 miles).

To remove the spark plug, follow the procedure below.



1. Loosen the screws ① (right and left) and the bolt ②, and remove the seat.



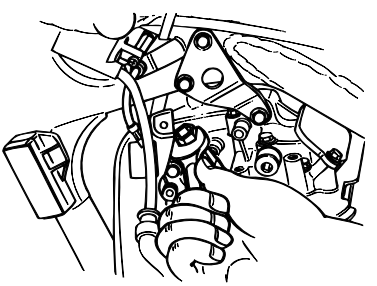
2. Loosen the two bolts ③ and remove the seat holding bracket.

3. Lift up the rear end of the fuel tank and slide it backward to remove the fuel tank.

⚠ 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.



4. Disconnect the spark plug lead wire and remove the spark plug.

NOTICE

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

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

NOTICE

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

Cover the spark plug hole while the spark plug is out of the hole.

⚠ WARNING

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

Latch the seat securely in its proper position.

Reinstall the fuel tank.

NOTE: Check that the fuel tank drain hose and breather hose are not bent before reinstalling the fuel tank.

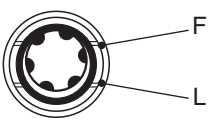
ENGINE OIL

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.

Engine Oil Level Check

Follow the procedure below to inspect the engine oil level.

1. Start the engine and allow it to idle for three minutes.
2. Stop the engine and wait for three minutes.



3. Hold the motorcycle vertically and inspect the engine oil level through the engine oil level inspection window. The engine oil level should be between "L" (low) and "F" (full) lines.

NOTICE

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

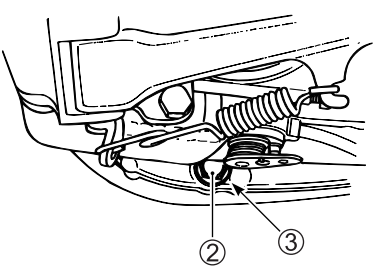
Place the motorcycle on level ground. Check the oil level with the engine oil inspection window before each use of the vehicle. Be sure the engine oil level is always above the "L" (low) line and not higher than the "F" (full) line.

Engine Oil and Filter Change

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

1. Place the motorcycle on level ground on its side stand.

2. Remove the oil filler cap ①.



3. Place a drain pan under the drain plug.
4. Remove the drain plug ② and gasket ③ with a wrench and drain out the engine oil while holding the motorcycle vertically.

⚠ CAUTION

Hot engine oil and exhaust pipes can burn you.

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

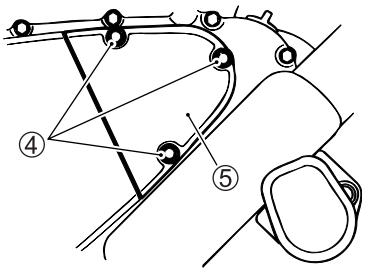
⚠ WARNING

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 oil may irritate skin.

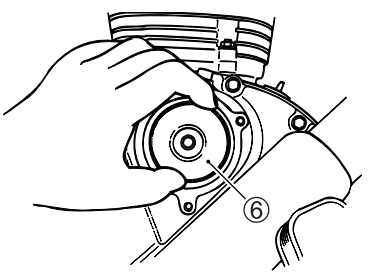
Keep new and used oil and used oil filters away from children and pets. To minimize your exposure to used oil, wear a long-sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil. Recycle or properly dispose of used oil and filters.

NOTE: Recycle or properly dispose of used oil.

NOTE: Hold the motorcycle vertically to drain all oil.



5. Remove the three bolts ④ holding the filter cap ⑤ in place.



6. Remove the filter cap ⑤ and pull out the old filter element ⑥. Insert the new filter in the same position.

NOTICE

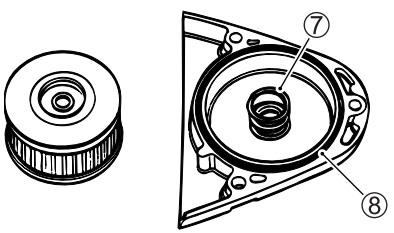
Failure to insert the new oil filter correctly can damage the engine. No oil flow will result if the oil filter is inserted backwards.

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

NOTICE

Failure to use an oil filter with the correct design can damage your motorcycle's engine.

Be sure to use a genuine Suzuki oil filter or an equivalent one designed for your motorcycle.



7. Check to be sure that the filter spring ⑦ and the cap "O" ring ⑧ are installed correctly.

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

8. Reinstall the oil filter cap and tighten the bolts securely.
9. Replace the drain plug gasket with a new one. Reinstall the drain plug and gasket. Tighten the plug securely with a torque wrench. Pour 2000 ml (2.1 US qt) of new engine oil through the filler hole and install the filler cap. Be sure to always use the specified engine oil described in the FUEL AND ENGINE OIL RECOMMENDATIONS section.

Drain plug tightening torque:
21 N·m (2.1 kgf-m, 15.0 lbf-ft)

NOTE: About 1800 ml (1.9 US qt) of oil will be required when changing oil only.

NOTICE

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

Be sure to use the oil specified in the FUEL AND ENGINE OIL RECOMMENDATIONS section.

10. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for three minutes.
11. Turn the engine off and wait approximately three minutes. Recheck the oil level on engine oil inspection window while holding the motorcycle vertically. If it is lower than the "L" line, add oil until the oil level is between "L" line and "F" line. Inspect the area around the drain plug and oil filter cap for leaks.

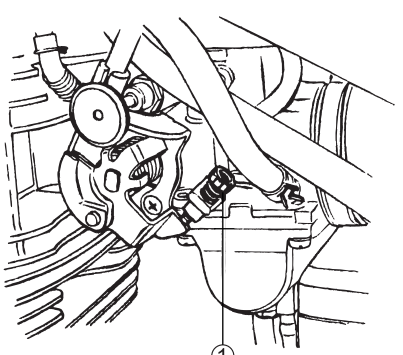
CARBURETOR

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

Idle Speed Adjustment

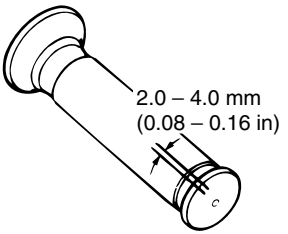
To adjust the idle speed properly, you need a tachometer. If you do not have one, ask your authorized Suzuki dealer or a qualified mechanic to perform this adjustment.

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).



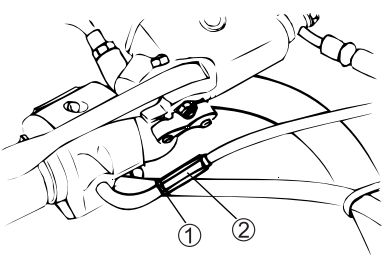
2. Turn the throttle stop screw ① in or out so that the engine idles at 1000 – 1200 r/min.

Throttle Cable Adjustment



Measure the throttle cable play by turning the throttle grip. The throttle grip should have 2 – 4 mm (0.08 – 0.16 in) play.

To adjust the throttle cable play:



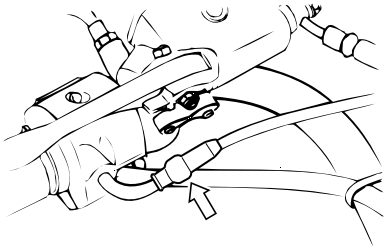
1. Loosen the lock nut ①.
2. Turn the adjuster ② in or out to obtain the proper amount of cable play.
3. Tighten the lock nut ①.
4. Recheck the throttle cable play. Readjust it if it is not within the correct limits.

⚠ WARNING

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

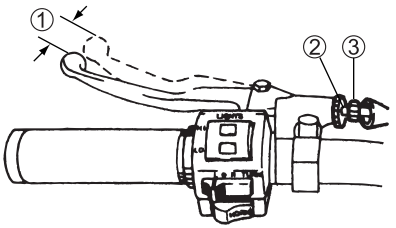
Adjust the throttle cable play so that engine idle speed does not rise due to handlebar movement.

Throttle Cable Boots



The throttle cable has a boots. Check that the boots are fit securely. Do not apply water directly to the boots when washing. Wipe off dirt from the boots with a wet cloth when the boots are dirty.

CLUTCH

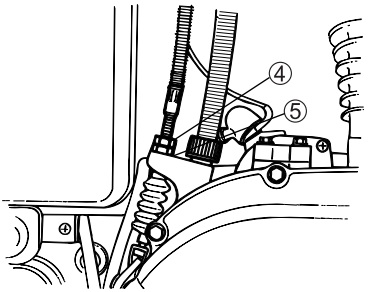


At each maintenance interval, adjust the clutch by means of clutch cable adjuster. The play of the clutch cable ① should be 10 – 15 mm (0.4 – 0.6 in) as measured at the clutch lever end before the clutch begins to disengage. If you find that the amount of clutch cable play is incorrect, adjust it in the following way:

Minor Adjustment

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

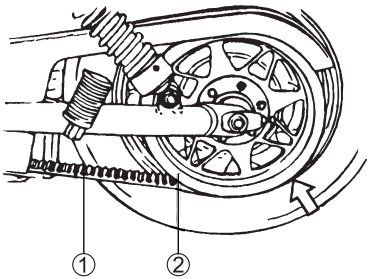
Major Adjustment



1. Loosen the clutch cable adjuster lock nut ④.
2. Turn the clutch cable adjuster ⑤ to provide the specified play.
3. Tighten the lock nut ④.

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

DRIVE BELT



① Drive belt
② Rear pulley

This motorcycle is equipped with a drive belt to transmit power to the rear wheel. Proper maintenance of the drive belt is essential for safe riding and to extend the belt life. Check the belt before riding and periodically maintain it according to the following instructions.

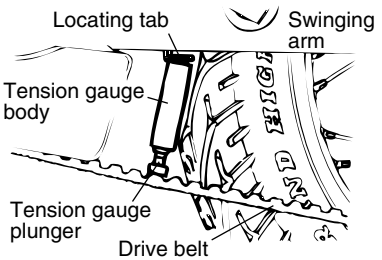
NOTICE

Engine oil, gasoline, brake fluid, battery acid, and strong solvents may damage the drive belt.

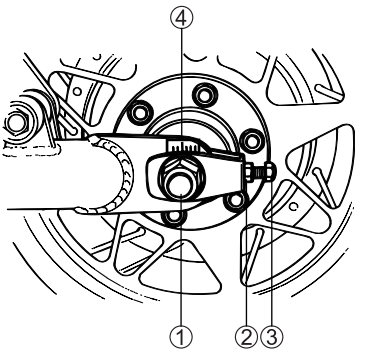
Keep these liquids away from the drive belt. If these liquids get on the drive belt, clean them off immediately.

- Be sure that there are no cracks or cuts on the belt surface. Rotate the rear wheel by hand to check the part of the belt which is on the rear pulley. If you find any damage, have your authorized Suzuki dealer replace the drive belt.
- Inspect the belt wear. If excessive wear is found, have your authorized Suzuki dealer replace the drive belt.
- Remove mud, sand and other foreign substances from the belt.
- The tension of this drive belt should be maintained to proper specification. A loose belt may cause tooth skipping and an excessively tight one will shorten the belt life. Inspect the belt tension using the tension gauge as follows:

1. Place the motorcycle on the side stand and remove any load from the motorcycle.



2. Set the drive belt tension gauge as shown in the illustration. The gauge should be on the locating tab and held at right angles to the drive belt.
3. Check if the lower end of the gauge body is in the range between the upper line and lower line marked on the gauge plunger.
4. If the lower end of the gauge body is outside the range, the tension should be adjusted according to the following steps:



5. Loosen the axle nut ①.
6. Loosen the lock nuts ②.
7. Turn the right and left belt adjusting bolts ③ so that the lower end of the tension gauge body aligns with the middle line on the gauge plunger. At the same time that the tension is being adjusted, the rear pulley must be kept in perfect alignment with the front pulley. To assist you in performing this procedure, there are reference marks ④ on the swingingarm and each belt adjuster which are used as a reference from one side to the other.

8. After aligning and adjusting to give the proper tension indicated by the tension gauge, retighten the axle nut ① and adjusting bolts ② and lock nuts ③ securely.

NOTE: At the same time as the belt is inspected, check that the pulleys are not damaged.

⚠ 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.

Rear axle tightening torque:
65 N·m (6.5 kgf·m, 47.0 lbf-ft)

BRAKES

This motorcycle is equipped with front disk and rear drum brakes.

⚠ WARNING

Failure to properly inspect and maintain your motorcycle's brake systems can increase your chance of having an accident.

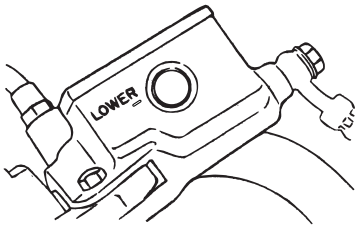
Be sure to inspect the brakes before each use according to the INSPECTION BEFORE RIDING section. Always maintain your brakes according to the MAINTENANCE SCHEDULE.

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

Brake Hose Inspection

Inspect the brake hoses and hose joints for cracks, damage or brake fluid leakage. If any defects are found, ask your Suzuki dealer to replace the brake hose with a new one.

Brake Fluid



Check the brake fluid level in the front brake fluid reservoir. Inspect for brake pad wear and leaks.

⚠ WARNING

Brake fluid will gradually absorb moisture through the brake hoses. Brake fluid with high water content lowers the boiling point and can cause brake system malfunction due to corrosion of brake components. Boiling brake fluid or brake system malfunction could result in an accident.

Replace the brake fluid every two years to maintain braking performance.

⚠ WARNING

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

Clean filler cap before removing. Use only DOT4 brake fluid from a sealed container. Never use or mix with different types of brake fluid.

⚠ WARNING

Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes. Solution can be poisonous to animals.

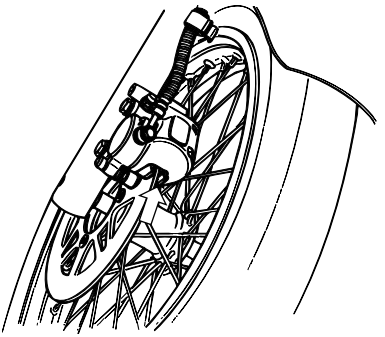
If brake fluid is swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

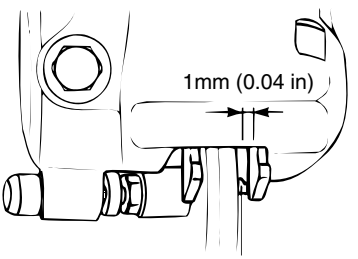
NOTICE

Spilled brake fluid can damage painted surfaces and plastic parts.

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

Brake Pads





Grooved wear limit line

Inspect the wear of the brake pads. If the thickness of the pad becomes 1 mm (0.04 in), replace with new ones. When you change the pads, both the right and left side pads should be replaced at the same time. After replacing the front brake pads, the brake lever must be pumped several times. This will extend the pads to their proper position.

⚠ WARNING

Failure to inspect and maintain the brake pads and replace them when recommended can increase your chance of having an accident.

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

⚠ WARNING

If you ride this motorcycle after brake system repair or brake pad replacement without pumping the brake lever, you may get poor braking performance which could result in an accident.

After brake system repair or brake pad replacement, pump the brake lever several times until brake pads are pressed against the brake disks and proper lever stroke and firm feel are restored.

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

⚠ WARNING

Replacing only one of the two brake pads can result in uneven braking action and can increase your chance of having an accident.

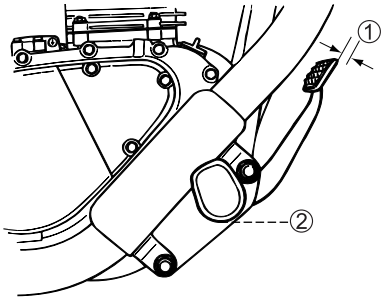
Always replace both pads together.

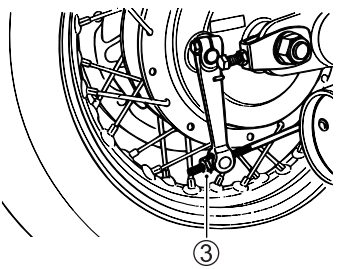
Rear Brake Pedal Adjustment

⚠ WARNING

Too much play in the rear brake pedal can cause poor braking performance and may lead to an accident. Too little play may force brake shoes to rub against the drum at all times, causing damage to the shoes and the drum.

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





① Free travel
② Pedal stopper
③ Adjusting nut

When adjusting the travel of the rear brake, first set the pedal at its proper position for comfortable riding by turning the brake pedal stopper, and then adjust the free travel to 20 – 30 mm (0.8 – 1.2 in) by screwing in or out the brake adjusting nut.

Brake Lining Wear Limit
This motorcycle is equipped with brake lining wear limit indicator for the rear brake. Check brake lining wear as follows:

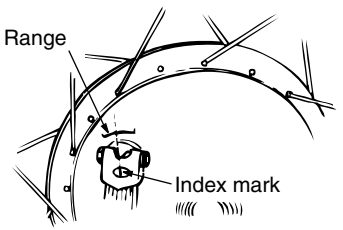


Fig.A

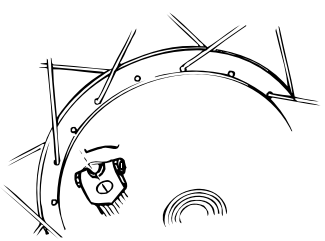


Fig.B

Fig.A: The extension line of the index mark is within the range.
Fig.B: The extension line of the index mark is out of the range.

1. Make sure the brake play is properly adjusted.
2. While fully applying the brake, check to see that the extension line of the index mark is within the range as shown in Fig. A.
3. If the extension line is outside this range as shown in Fig. B, have the brake shoes replaced by your authorized Suzuki dealer or a qualified mechanic.

⚠ WARNING

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

Inspect brake shoe wear before each use. Ask your Suzuki dealer or a qualified mechanic to replace brake shoes if the shoes are worn to the limit.

Rear Brake Light Switch

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

⚠ WARNING

The tires on your motorcycle form the crucial link between your motorcycle and the road. Failure to take the precautions below may result in an accident due to tire failure.

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

⚠ WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control, which could result in an accident.

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

Tire Pressure and Loading

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

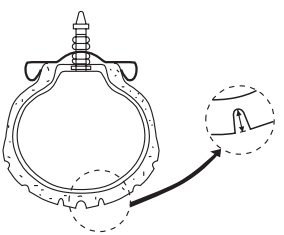
Check tire pressure each day before you ride, and adjust tire pressure according to the table below. Tire pressure should only be checked and adjusted before riding, since riding will heat up the tires and lead to higher inflation pressure readings.

LOAD / TIRE	SOLO RIDING WITH LIGHT OR LITTLE CARGO	DUAL RIDING OR SOLO RIDING WITH HEAVY CARGO
FRONT	200 kPa 2.00 kgf/cm² 29 psi	200 kPa 2.00 kgf/cm² 29 psi
REAR	225 kPa 2.25 kgf/cm² 33 psi	250 kPa 2.50 kgf/cm² 36 psi

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

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

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

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

	FRONT	REAR
SIZE	100/90-19M/C 57H	140/80-15M/C 67H
TYPE	IRC GS-18F	IRC GS-18R

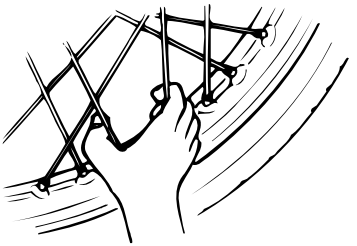
Be sure to balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-road contact, and to avoid uneven tire wear.

⚠ WARNING

An improperly repaired, installed, or balanced tire can cause loss of control and an accident, or can wear out sooner.

- **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.**

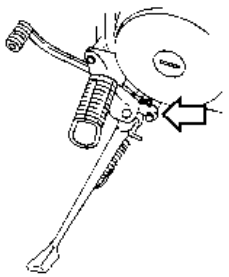
SPOKE NIPPLE TIGHTNESS



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 authorized Suzuki dealer or a qualified mechanic for this service.

SIDE STAND/IGNITION INTERLOCK SYSTEM



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

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

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

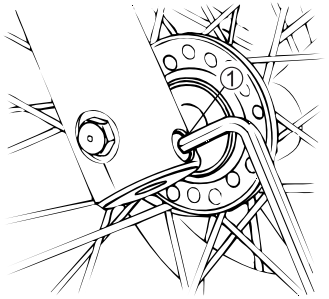
⚠ WARNING

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

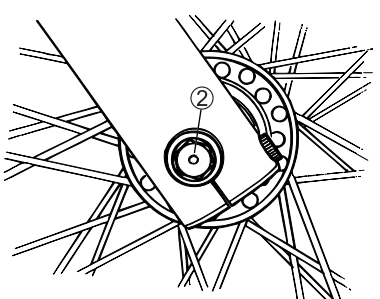
Check the side stand/ignition interlock system for proper operation before riding. Check that the side stand is returned to its full up position before starting off.

FRONT WHEEL REMOVAL

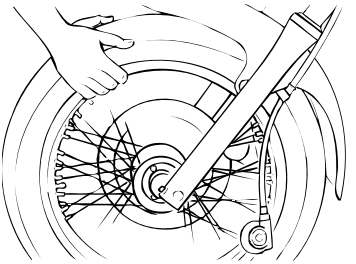
1. Place the motorcycle on the side stand.



2. Loosen the front axle holder bolt ①. Loosen the front axle temporarily.
3. Place an accessory service stand or equivalent under the swingarm to help stabilize the rear end. Carefully position a jack under the engine and raise until the front wheel is slightly off the ground.



4. Loosen the front axle ② counterclockwise and draw it out.



5. Slide the front wheel forward.

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

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

NOTE: Be careful not to damage the oil seal when installing the front wheel.

7. After installing the wheel, apply the front 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 lever repeatedly until the brake pads are pressed against the brake disks and proper lever stroke and firm feel are restored. Also check that the wheel rotates freely.

⚠ WARNING

If the bolts and nuts are not properly tightened, the wheel can come off, causing an accident.

Be sure to tighten the bolts and nuts to the specified torque. If you do not have a torque wrench or do not know how to use one, ask your authorized Suzuki dealer to check the bolts and nuts.

Front axle tightening torque:
44 N·m (4.4 kgf·m, 32.0 lbf-ft)

Front axle holder bolt tightening torque:
23 N·m (2.3 kgf·m, 16.5 lbf-ft)

REAR WHEEL REMOVAL

NOTICE

Removing the rear wheel without use of an accessory stand can result in your motorcycle falling over and being damaged.

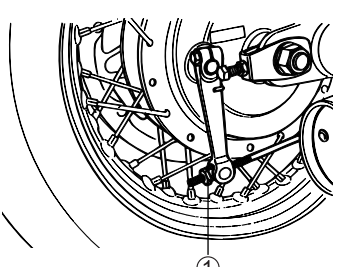
Do not attempt roadside removal of the rear wheel. Only remove the rear wheel at a properly equipped servicing facility using an accessory service stand.

1. Place the motorcycle on the side stand.

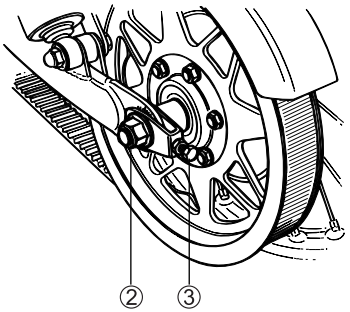
⚠ CAUTION

A hot muffler can burn you.

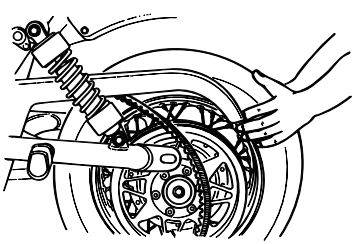
Wait until the muffler cools before removing the axle nut.



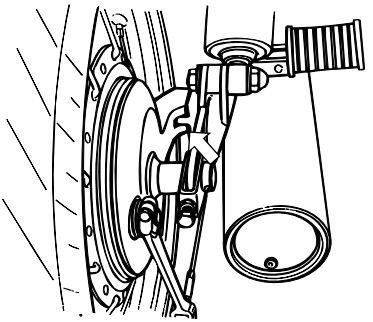
2. Remove the rear brake adjusting nut ①.



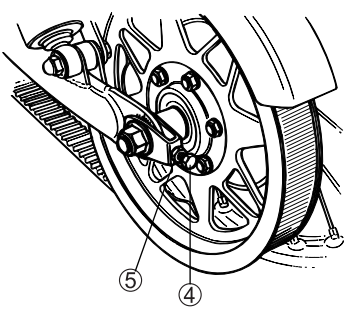
3. Remove the rear axle nut ②.
4. Loosen the drive belt adjusting bolts ③.
5. Place an accessory service stand or equivalent under the swingarm to lift the rear wheel slightly off the ground.
6. Withdraw the rear axle.



7. Remove the drive belt from the pulley and remove the rear wheel assembly.
8. To refit the wheel, reverse the complete sequence listed.



NOTE: Assemble the rear wheel so that the protrusion on the swingarm is located in the groove on the brake panel as shown in the illustration.



NOTE: Adjust the drive belt tension as described in the DRIVE BELT section. Tighten the drive belt adjusting bolt ④ after tightening the axle nut to the specified torque. Tighten the lock nut ⑤.

⚠ WARNING

If the bolts and nuts are not properly tightened, the wheel can come off, causing an accident.

Be sure to tighten the bolts and nuts to the specified torque. If you do not have a torque wrench or do not know how to use one, ask your authorized Suzuki dealer to check the bolts and nuts.

Rear axle nut tightening torque:
65 N·m (6.5 kgf·m, 47.0 lbf-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.

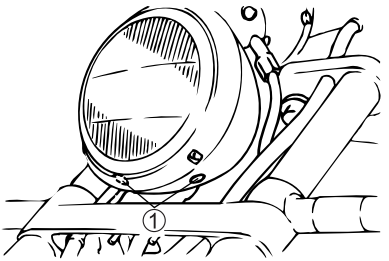
NOTICE

Failure to use a light bulb with the correct wattage rating can overload the electrical system of your motorcycle or cause the bulb to burn out sooner.

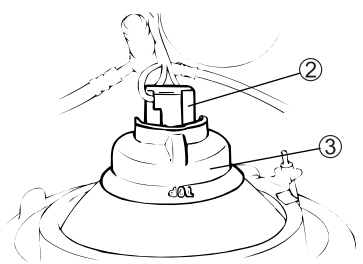
Use only the light bulbs shown in the chart as replacement bulbs.

Headlight	12V 60/55W
Turn signal light	Front 12V 21/5W
	Rear 12V 21W
Brake light/Taillight	12V 21/5W
License plate light	12V 8W

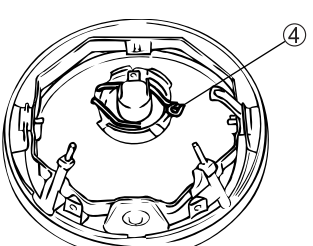
Headlight



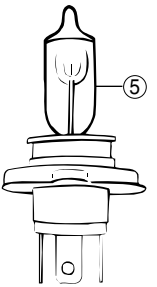
1. Remove the two screws ①. Remove the headlight assembly.



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



3. Unhook the bulb holder spring ④.



4. Pull out the bulb ⑤.

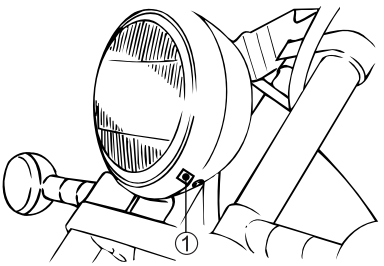
NOTICE

The headlight bulb's life may be shortened by oil from your fingers if you touch it.

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

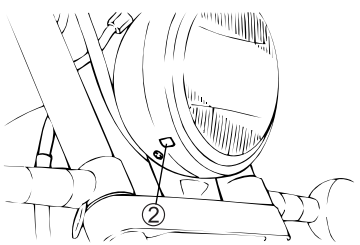
Headlight Beam Adjustment
The headlight beam can be adjusted both right and left or up and down if necessary.

To adjust the beam right and left:



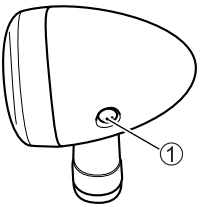
Turn the adjuster ① clockwise or counterclockwise.

To adjust the beam up and down:

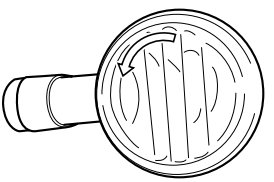


Turn the adjuster ② clockwise or counterclockwise.

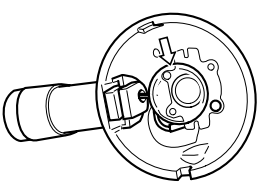
Turn Signal Light



1. Remove the screw ①.



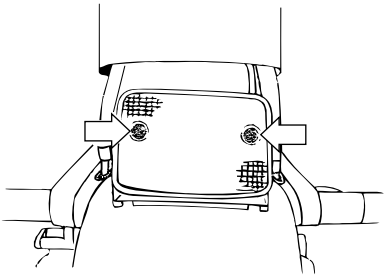
2. Turn the lens counterclockwise and remove it.



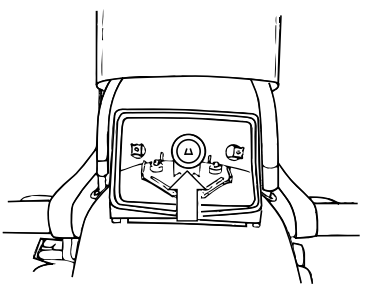
3. Push in on the bulb, turn it to the left, and pull it out.
4. To fit the replacement bulb, push it in and turn it to the right while pushing.

NOTICE
Overtightening the screws may cause the lens to crack. **Tighten the screws only unit they are snug.**

Tail/Brake Light



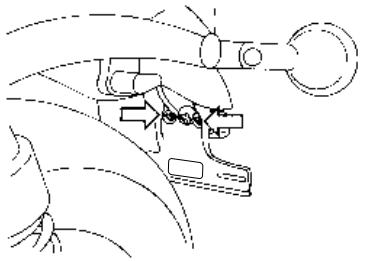
1. Loosen the two screws and remove the lens.



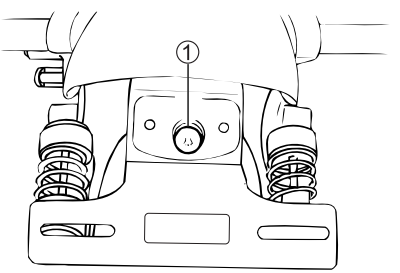
2. Remove the socket, turning it to the left.
3. Push the bulb in, turn it to the left until the engagement pins are disconnected and remove the bulb. To fit the replacement bulb into position, push the bulb in firmly and turn it to the right while pushing in.

NOTICE
Overtightening the screws may cause the lens to crack. **Tighten the screws only unit they are snug.**

License Plate Light



1. Loosen the screws and remove the lens.



2. Push in on the bulb ①, turn it to the left and pull it out.

FUSES

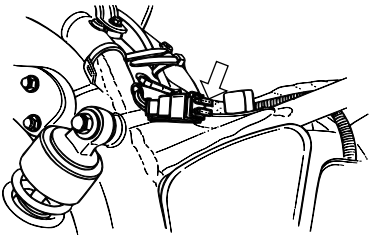
If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse. The electrical circuits on the motorcycle are protected from overload by fuses in the circuits.

If a blown fuse is found, then the electrical problem must be inspected and repaired before replacing the blown fuse with a new fuse. Consult your Suzuki dealer for the electrical system check and repair.

⚠ WARNING

Replacing a fuse with a fuse that has an incorrect amperage rating or substitute, e.g. aluminum foil or wire, may cause serious damage to the electrical system and possibly fire. Always replace a blown fuse with a fuse of the same amperage rating.

If the new fuse blows in a short time, the electrical problem may not be fixed. Have your motorcycle inspected immediately by your Suzuki dealer.



The fuse case is located under the seat. To access fuses, remove the fuse case cover. The 20A fuses are provided in the fuse case.

TROUBLESHOOTING

TROUBLESHOOTING

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

NOTICE

Improper repairs or adjustments may damage the motorcycle instead of fixing it. Such damage may not be covered under warranty.

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

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

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

Fuel System Check

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

⚠ WARNING

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

When draining the carburetor:

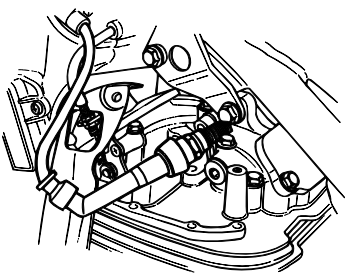
- **Stop the engine and keep flames, sparks, and heat sources away.**
- **Drain fuel only outdoors or in a well-ventilated area.**
- **Do not smoke.**
- **Wipe up spills immediately.**
- **Avoid breathing fuel vapor.**
- **Keep children and pets away.**
- **Dispose of drained fuel properly.**

   b. Place the empty container under the carburetor. Turn the fuel valve lever 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 switch for several seconds to crank the engine referring to the STARTING THE ENGINE section.
   f. Loosen the drain screw and check that the carburetor is filled back up with fuel.
   g. Tighten the drain screw.

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

Ignition System Check

1. Remove the spark plug and reattach it to the spark plug lead.



2. Put the engine stop switch in the "Ω" position and the ignition switch in the "ON" position. While holding the spark plug with its base firmly against the engine, push the electric starter switch. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, take your machine to your authorized Suzuki dealer or a qualified mechanic.

⚠ WARNING

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

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

COMPLAINT: Engine stalls

1. Make sure there is enough fuel in the fuel tank.
2. Check to see that the spark plug is not fouled. Remove the plug and clean it. Replace it, if necessary.
3. Make sure the fuel valve is not clogged.
4. Check the idle speed. If necessary, adjust it using a tachometer. The correct idle speed is 1000 – 1200 r/min.

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

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 authorized 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 carburetor:

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

ENGINE

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 soap and remove corrosion from the terminals and wiring harness.
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 surfaces with rust preventative.
3. Coat painted surfaces with car wax.

MAINTENANCE DURING STORAGE

Once a month, recharge the battery. The standard charging rate is 1.4A x 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 plugs. Turn the engine a few times. Reinstall the spark plugs.
5. Reinstall the battery.
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
- Accumulation of road salt, dirt, moisture, or chemicals in hard to reach areas.
- Chipping, scratches and any damage to treated or painted metal surfaces resulting from minor accidents or impact from stones and gravel.

Road salt, 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 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 an authorized Suzuki dealer or a qualified mechanic 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 drive it in 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 authorized 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 cool running water. You may use a soft sponge or brush. Do not use hard material switch can scratch the paint.
2. Wash the entire motorcycle with a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

NOTE: Clean the motorcycle with cool water immediately after riding on road salt or riding along the coast. Be sure to use cool water because warm water can hasten corrosion.

NOTICE

High pressure washers such as those found at coin-operated car washes have enough pressure to damage the parts of your motorcycle. It may cause rust, corrosion and increase wear. Parts cleaner can also damage motorcycle parts.

Do not use high pressure washers and use parts cleaner to clean your motorcycle.

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

- *Ignition switch*
- *Spark plug*
- *Fuel tank cap*
- *Carburetor*
- *Brake master cylinder*
- *Throttle cable boots*

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

NOTE: The headlight lens can be fogged after washing the motorcycle or riding in the rain. Headlight fogging will be cleared gradually when the headlight is turned on. When clearing the headlight lens fogging, run the engine to avoid battery discharge.

NOTICE

Cleaning your motorcycle with any alkaline or strong acid cleaner, gasoline, brake fluid, or any other solvent will damage the motorcycle parts.

Clean only with soft cloth and warm water with mild detergent.

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

Special Care for Matte Finish Paint
Do not use polishing compounds or waxes that contain polishing compounds on surfaces which have a matte finish. The use of polishing compounds will change the appearance of the matte finish.

Solid type waxes may be difficult to remove from surfaces with a matte finish.

Friction while riding, excessive rubbing or polishing of a surface with a matte finish will change its appearance.

INSPECTION AFTER CLEANING

For extended life of your motorcycle, lubricate it according to the 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 the brakes several times to let friction dry out the linings.

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

CONSUMER INFORMATION

WARRANTIES

The warranties for your motorcycle are explained in a separate warranty policy booklet given to you at the time of sale. Please read this booklet carefully so you can understand your rights and responsibilities. The following warranties are provided with your motorcycle:

- On-Road Motorcycle Limited Warranty
- Motorcycle Federal Emission Control System Limited Warranty
- California Emission Control System Limited Warranty (Applies ONLY to Suzuki street-legal emission-controlled motorcycles certified for sale and registered in California.)

Suzuki limited warranties and the Federal and California Emission Control System Limited Warranty may not cover damage caused by modifications that would change the original vehicle specifications including, without limitation, modifications of any emission-related parts such as the carburetor(s), fuel injection system components, the engine control module, air suction system components, the catalytic converter (if equipped), evaporative emission control system components, etc.

EMISSION CONTROL SYSTEMS

Your vehicle is subject to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission regulations. These regulations set specific standards for exhaust emission output levels and fuel permeation emissions, as well as particular servicing requirements.

Exhaust Emission Control System

The exhaust emission control system of your vehicle includes a number of parts. While the emission-related parts may vary from model to model, they generally include components of the air induction system, fuel system, ignition system, and exhaust gas recirculation system, as well as devices such as catalytic converters, emission-related sensors, and electronic control units.

Evaporative Emission Control System (if equipped)

The evaporative emission control system of your vehicle consists of the carbon canister, fuel tank, fuel hoses, and fuel vapor hoses. These parts incorporate technologies to control fuel evaporative emissions.

Servicing Requirements

It is essential to have your vehicle serviced according to the maintenance schedule in this manual to maintain good emission performance and to preserve your emission warranty coverage. If parts replacement is necessary, replace the parts with Genuine Suzuki parts or their equivalent. Installing improper replacement parts or performing improper adjustments can cause your vehicle to exceed emission level limits. Tampering with emission-related components in a manner which defeats or reduces the effectiveness of these components is prohibited by federal and California law.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

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

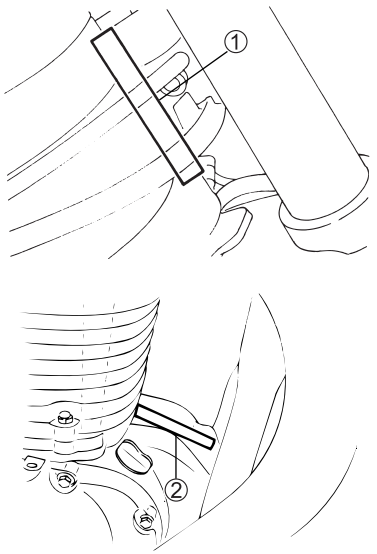
Among those acts presumed to constitute tampering are the acts listed below:

- Removing or puncturing the muffler, baffles, header pipes, screen type spark arrester (if equipped), or any other component which conducts exhaust gases
- Replacing the exhaust system or muffler with a system or muffler not marked with the same model specific code as the code listed on the Motorcycle Noise Emission Control Information label, and certified to appropriate EPA noise standards
- Removing or puncturing the air cleaner case, air cleaner cover, baffles, or any other component which conducts intake air.

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

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 authorized Suzuki dealer when you order parts.



The frame number ① is stamped on the steering head 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.

Frame No:

Engine No:

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 Suzuki Motor of America, Inc.

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 authorized Suzuki dealer, or Suzuki Motor of America, Inc.

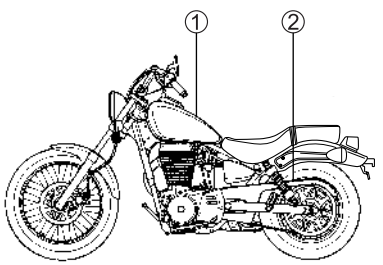
To contact NHTSA, you may either call the Vehicle Safety Hot Line toll-free 1-888-327-4236 (TTY: 1-800-424-9153); go to http://www.safercar.gov; or write to: Administrator, NHTSA, 1200 New Jersey Ave., S.E., Washington DC 20590. You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

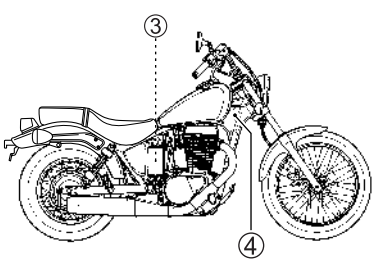
To contact Suzuki Motor of America, Inc., owners in the continental United States can call toll-free 1-800-444-5077, or write to: Suzuki Motor of America, Inc. Motorcycle Customer Service P.O. Box 1100, Brea, CA 92822-1100.

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

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.





①

⚠ WARNING

To reduce the risk of injury:
- **Wear a helmet, eye protection, and protective clothing.**
- **Read owner's manual carefully.**

②

COLD TIRE PRESSURE	SOLO RIDING			DUAL RIDING		
	kPa	kgf/cm²	psi	kPa	kgf/cm²	psi
FRONT	200	2.00	29	200	2.00	29
REAR	225	2.25	33	250	2.50	36

		FRONT	REAR
TIRE SIZE		100/90-19M/C 57H	140/80-15M/C 67H
TYPE	IRC	GS-18F	GS-18R

③

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.

④

VEHICLE EMISSION CONTROL INFORMATION SUZUKI MOTOR CORPORATION DISPLACEMENT : cc
ENGINE FAMILY : PERMEATION FAMILY :
EXHAUST EMISSION CONTROL SYSTEM :
ENGINE TUNE-UP SPECIFICATIONS : ALL ADJUSTMENTS ARE TO BE PERFORMED WITH TRANSMISSION IN NEUTRAL
VALVE LASH : FUEL :
IDLE SPEED :
ENGINE OIL : API SF / SG OR API SH / SJ WITH JASO MA, AND VISCOSITY RATING OF SAE 10W-40
REFER TO YOUR OWNER'S MANUAL FOR ADDITIONAL MAINTENANCE INSTRUCTIONS
THIS VEHICLE CONFORMS TO U . S . EPA REGULATIONS APPLICABLE TO MODEL YEAR NEW MOTORCYCLES
AND IS CERTIFIED TO HC + NOx ENGINE FAMILY EXHAUST EMISSION STANDARD

④ (California)

VEHICLE EMISSION CONTROL INFORMATION SUZUKI MOTOR CORPORATION DISPLACEMENT : cc
ENGINE FAMILY : EVAP FAMILY :
PERMEATION FAMILY : EXHAUST EMISSION CONTROL SYSTEM :
ENGINE TUNE-UP SPECIFICATIONS : ALL ADJUSTMENTS ARE TO BE PERFORMED WITH TRANSMISSION IN NEUTRAL
VALVE LASH : FUEL :
IDLE SPEED :
ENGINE OIL : API SF / SG OR API SH / SJ WITH JASO MA, AND VISCOSITY RATING OF SAE 10W-40
REFER TO YOUR OWNER'S MANUAL FOR ADDITIONAL MAINTENANCE INSTRUCTIONS
THIS VEHICLE CONFORMS TO U . S . EPA AND CALIFORNIA REGULATIONS APPLICABLE TO MODEL YEAR NEW MOTORCYCLES
AND IS CERTIFIED TO (EPA) AND (CALIFORNIA) g/km HC + NOx ENGINE FAMILY EXHAUST EMISSION STANDARDS

SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	2180 mm (85.8 in)
Overall width	720 mm (28.3 in)
Overall height	1105 mm (43.5 in)
Wheelbase	1480 mm (58.3 in)
Ground clearance	135 mm (5.3 in)
Seat height	700 mm (27.6 in)
Curb mass (weight)	173 kg (381 lbs)

ENGINE

Type	Four-stroke, air-cooled, OHC
Number of cylinders	1
Bore	94.0 mm (3.701 in)
Stroke	94.0 mm (3.701 in)
Displacement	652 cm^3 (39.8 cu.in)
Compression ratio	8.5 : 1
Carburetor	MIKUNI BS40, Single
Air cleaner	Non-woven fabric element
Starter system	Electric
Lubrication system	Wet sump

DRIVE TRAIN

Clutch		Wet multi-plate type
Transmission		5-speed constant mesh
Gearshift pattern		1-down, 4-up
Primary reduction ratio		1.810 (67/37)
Gear ratios,	Low	2.333 (35/15)
	2nd	1.578 (30/19)
	3rd	1.142 (24/21)
	4th	0.956 (22/23)
	Top	0.884 (23/26)
Final reduction		2.956 (68/23)
Drive system		Belt drive

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Swingingarm, coil spring, oil damped
Steering angle	42° (right & left)
Caster	35°
Trail	147 mm (5.79 in)
Turning radius	2.6 m (8.5 ft)
Front brake	Disk brake
Rear brake	Drum brake
Front tire size	100/90-19 M/C 57H, tube type
Rear tire size	140/80-15 M/C 67H, tube type
Front suspension stroke	140 mm (5.5 in)
Rear wheel travel	80 mm (3.1 in)

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK DPR8EA-9 or DENSO X24EPR-U9
Battery	12V 50.4 kC (14 Ah) /10HR
Generator	Three-phase A.C. generator
Fuse	20A/20A
Headlight	12V 60/55W
Brake light/Taillight	12V 21/5W
Front turn signal light	12V 21/5W
Rear turn signal light	12V 21W
License plate light	12V 8W
Speedometer light	12V 3W
Neutral indicator light	12V 3W
High beam indicator light	12V 1.7W
Turn signal indicator light	12V 3W × 2

CAPACITIES

Fuel tank,	including reserve	10.0 L (2.6 US gal)
	reserve	2.5 L (0.6 US gal)
Engine oil,	without filter change	1800 ml (1.9 US qt)
	with filter change	2000 ml (2.1 US qt)

INDEX