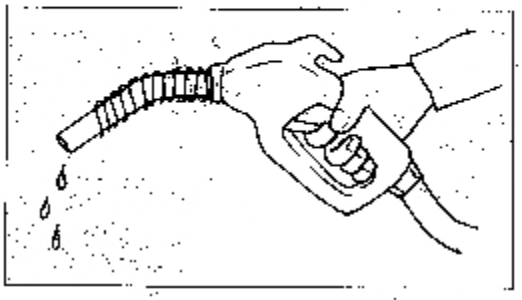
FUEL AND OIL RECOMMENDATIONS



FUEL

Use only unleaded or low-lead type gasoline of at least 85—95 pump octane ($\frac{R+M}{2}$ method) or 89 octane or higher rated by the Research method. If engine pinging is experienced, substitute another brand as there are differences between brands.

NOTE: Unleaded and low-lead gasoline will extend spark plug life.

GEAR OIL

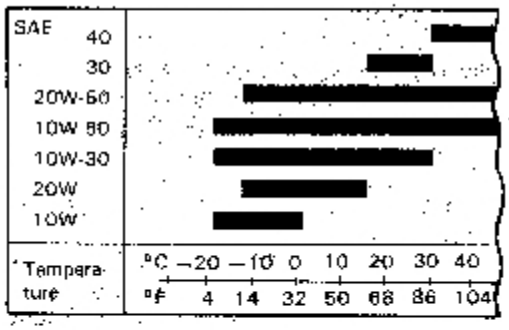
Use an SAE 90 hypoid gear oil which is rated GL-5 under the API classification system. If you operate the motorcycle where ambient temperature is below 0°C (32°F), use an SAE 80 hypoid gear oil.

ENGINE OIL

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

CAUTION:
A.T.F. (Automatic Transmission Fluid) is not suitable for this engine. It may cause serious engine damage. Be sure to use recommended engine oil.

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



BREAK-IN

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

MAXIMUM SPEED RECOMMENDATIONS

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

Initial 1 000 miles (1 600 km)	L	12 miles/h (20 km/h)
	D	55 miles/h (90 km/h)

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be "loaded" with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts. It is essential that some stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine.