PERIODIC MAINTENANCE AND TUNE-UP PROCEDURES

CONTENTS

PERIODIC MAINTENANCE SCHEDULE

IMPORTANT: The periodic maintenance intervals and service requirements have been established in accordance with EPA regulations. Following these instructions will ensure that the motorcycle will not exceed emission standards and it will also ensure the reliability and performance of the motorcycle.

NOTE:
More frequent servicing may be performed on motorcycles that are used under severe conditions however, it is not necessary for ensuring emission level compliance.

The chart below lists the recommended intervals for all the required periodic service work necessary to keep the motorcycle operating at peak performance and economy. Mileages are expressed in terms of kilometer, miles and time for your convenience.

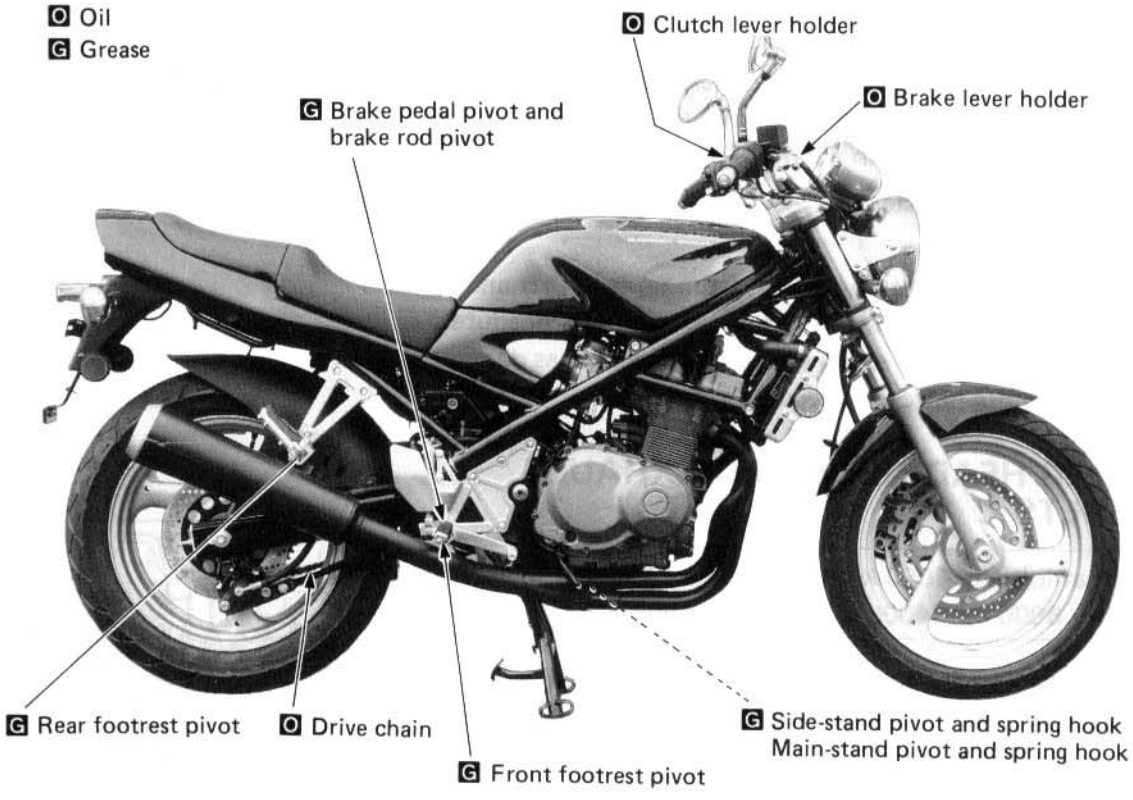
PERIODIC MAINTENANCE CHART

INTERVALS: THIS INTERVAL SHOULD BE JUDGED BY ODOMETER READING OR MONTHS WHICHEVER COMES FIRST.	km	1000	6000	12000	18000	24000
	miles	600	4000	7500	11000	15000
	months	2	12	24	36	48
Battery		–	I	I	I	I
Cylinder head nuts & exhaust pipe bolts		T	T	T	T	T
Air cleaner element		Clean every 3000 km (2000 miles)				
Valve clearance		I	I	I	I	I
Spark plugs		–	I	R	I	R
Engine oil and oil filter		R	R	R	R	R
Fuel line		I	I	I	I	I
(Vapor hose . . . California model only)		Replace every four years				
Carburetors (Engine idling speed)		I	I	I	I	I
Radiator hoses		I	–	I	–	I
Coolant		Replace every four years				
Clutch		Replace every two years				
Drive chain		I	I	I	I	I
		I	I	I	I	I
		Clean and lubricate every 1000 km (600 miles)				
Brake hoses		I	I	I	I	I
		Replace every four years				
Brake fluid		I	I	I	I	I
		Replace every two years				
Brakes		I	I	I	I	I
Tires		I	I	I	I	I
Steering		I	I	I	I	I
Front forks		I	–	I	–	I
Rear suspension		I	–	I	–	I
Chassis bolts and nuts		T	T	T	T	T

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

LUBRICATION POINTS

Proper lubrication is important for smooth operation and long life of each working part of the motorcycle. Major lubrication points are indicated below.

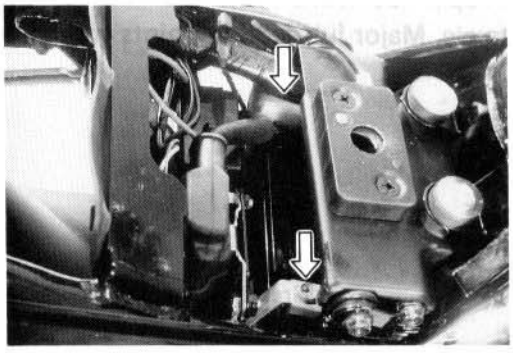


NOTE:

* *Before lubricating each part, clean off any rusty spots and wipe off any grease, oil, dirt or grime.*
* *Lubricate exposed parts which are subject to rust, with oil or grease.*

MAINTENANCE AND TUNE-UP PROCEDURES

This section describes the servicing procedures for each item of the Periodic Maintenance requirements.



BATTERY

Inspect every 6000 km (4000 miles or 12 months).

- Remove the seat.
- Check the battery voltage with the pocket tester.
- If the tester reads under 12V, remove the battery from the machine and charge it with a battery charger.

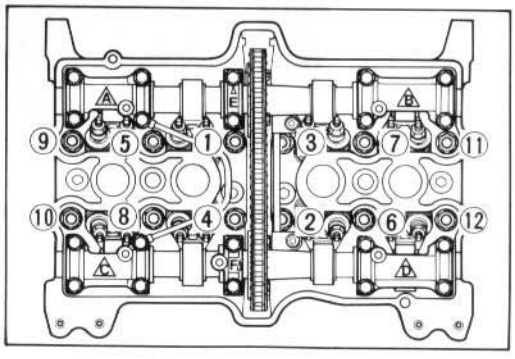
09900-25002: Pocket tester

CAUTION:

* **When removing the battery, remove the ⊖ lead first and ⊕ lead last. To install the battery leads, reverse the procedure.**
* **Never charge a battery while still in the machine as damage may result to the battery or regulator/rectifier.**

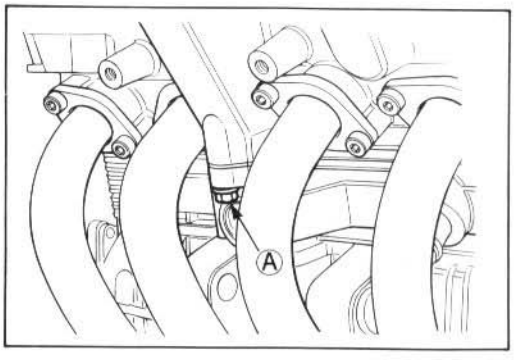
CYLINDER HEAD NUTS AND EXHAUST PIPE BOLTS

Tighten at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).



CYLINDER HEAD

- Remove the seat, air cleaner side covers and fuel tank. (Refer to pages 1-12 and 4-2.)
- Drain coolant. (Refer to page 2-10.)
- Remove the radiator. (Refer to page 5-5.)
- Disconnect the left and right water hoses from the cylinder head. (Refer to page 5-6.)
- Remove the thermostat case. (Refer to page 5-6.)
- Remove the left and right ignition coils. (Refer to page 2-5.)
- Remove the cylinder head cover. (Refer to page 3-10.)
- First loosen and retighten the nuts to the specified torque with a torque wrench sequentially in ascending numerical order with the engine cold.



Tightening torque
Cylinder head nut: 25 – 29 N·m
(2.5 – 2.9 kg-m, 18.0 – 21.0 lb-ft)

- After firmly tightening the 12 nuts, tighten the bolt (indicated as Ⓐ) to the torque value below:

Tightening torque
Cylinder head bolt Ⓐ: 8 – 12 N·m (0.8 – 1.2 kg-m, 6.0 – 8.5 lb-ft)

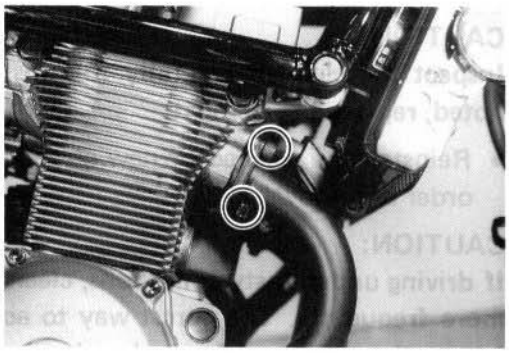
- When installing the cylinder head cover, apply SUZUKI BOND No. 1207B to the cam end caps. (Refer to page 3-61.)
- Tighten the head cover bolts to the specified torque.

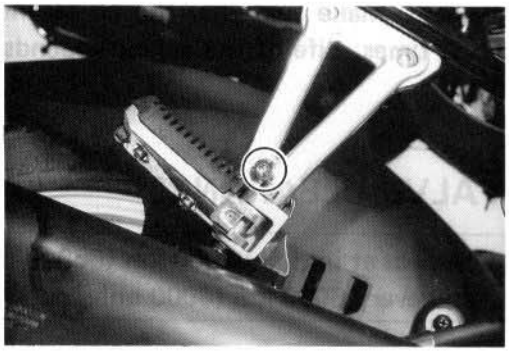
Tightening torque: 8 – 12 N·m (0.8 – 1.2 kg-m, 6.0 – 8.5 lb-ft)

EXHAUST PIPE AND MUFFLER

- Tighten the exhaust pipe clamp bolts and muffler mounting bolt to the specified torque with a torque wrench.

Tightening torque
Exhaust pipe bolt and
Muffler mounting bolt : 18 – 28 N·m
(1.8 – 2.8 kg-m, 13.0 – 20.0 lb-ft)

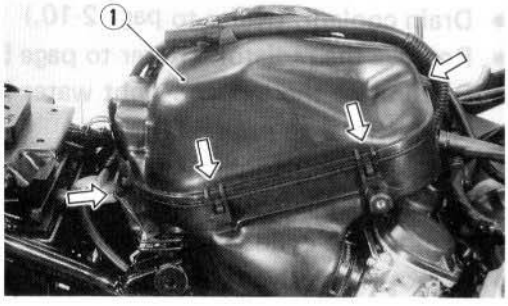




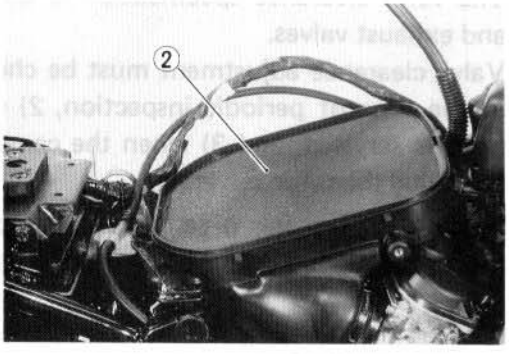
AIR CLEANER

Clean every 3000 km (2000 miles)

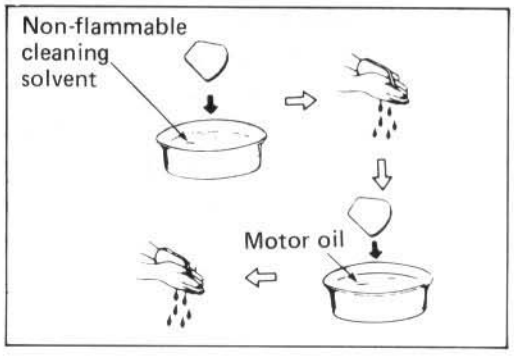
- Remove the seat, air cleaner side covers and fuel tank. (Refer to pages 1-12 and 4-2.)
- Remove the air cleaner cap ① by unhooking the 7 hooked parts.



- Remove the polyurethane foam element ②.



- Fill a washing pan of a proper size with non-flammable cleaning solvent. Immerse the element in the cleaning solvent and wash it clean.
- Squeeze the cleaning solvent out of the washed element by pressing it between the palms of both hands.
- Immerse the element in motor oil, and squeeze the oil out of the element leaving it slightly wet with oil.



NOTE:
Do not twist or wring the element because it will tear or the individual cells of the element will be damaged.

CAUTION:
Inspect the element carefully for rips, etc. If any damage is noted, replace the element.

- Reinstall the cleaned or new cleaner element in the reverse order of removal.

CAUTION:
If driving under dusty conditions, clean the air cleaner element more frequently. The surest way to accelerate engine wear is to use the engine without the element or to use a ruptured element. Make sure that the air cleaner is in good condition at all times. Life of the engine depends largely on this component!

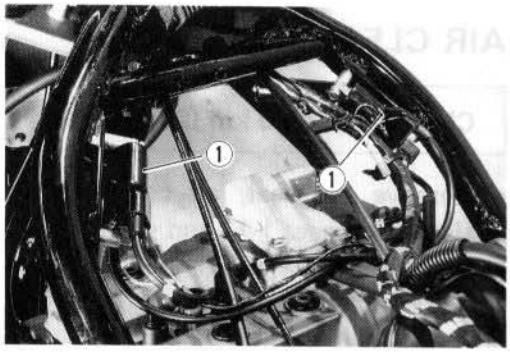
For U.S.A. and Canada models

NOTE:
When you clean the air element, drain water from the air cleaner drain hose end by removing the drain plug.

VALVE CLEARANCE

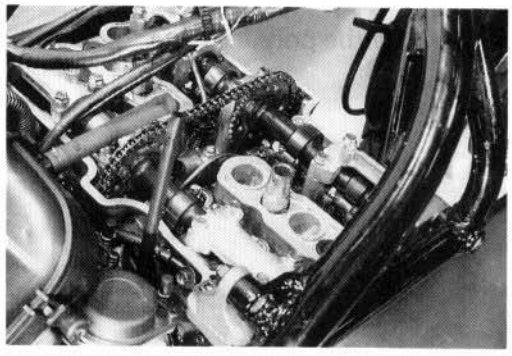
Inspect at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).

- Remove the seat, air cleaner side covers and fuel tank. (Refer to pages 1-12 and 4-2.)
- Drain coolant. (Refer to page 2-10.)
- Remove the radiator. (Refer to page 5-5.)
- Disconnect the left and right water hoses from the cylinder head. (Refer to page 5-6.)
- Remove the thermostat case. (Refer to page 5-6.)
- Remove the left and right ignition coils ①.
- Remove the cylinder head cover.
- Remove the valve timing inspection plug on the clutch cover.

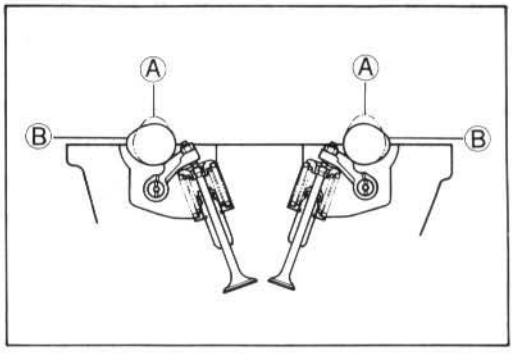


The valve clearance specification is different for both intake and exhaust valves.
Valve clearance adjustment must be checked and adjusted, 1) at the time of periodic inspection, 2) when the valve mechanism is serviced, and 3) when the camshafts are disturbed by removing them for servicing.

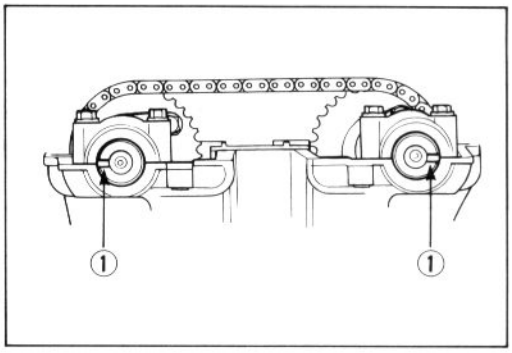
Valve clearance: IN. 0.10 – 0.15 mm (0.004 – 0.006 in)
(when cold) EX. 0.15 – 0.20 mm (0.006 – 0.008 in)

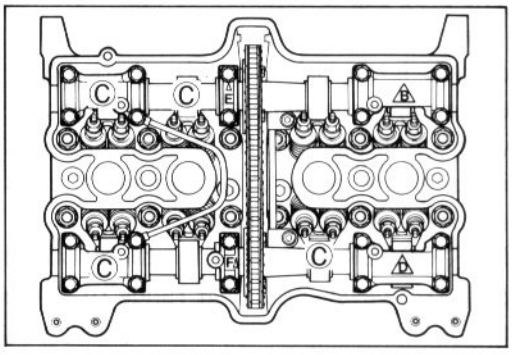


NOTE:
* *The cam must be at positions, Ⓐ or Ⓑ, in order to check the valve clearance, or to adjust valve clearance. Clearance readings should not be taken with the cam in any other position than these two positions.*
* *The clearance specification is for COLD state.*
* *To turn the crankshaft for clearance checking, be sure to use a 17-mm wrench, and rotate in the normal running direction. All spark plugs should be removed.*



- Turn crankshaft to bring the notches ① in the right ends of both camshafts (Ex and In) to the positions shown. In this condition, read the valve clearance at the valves Ⓒ (In and Ex of No. 1 cylinder, Ex of No. 2 and In of No. 3).



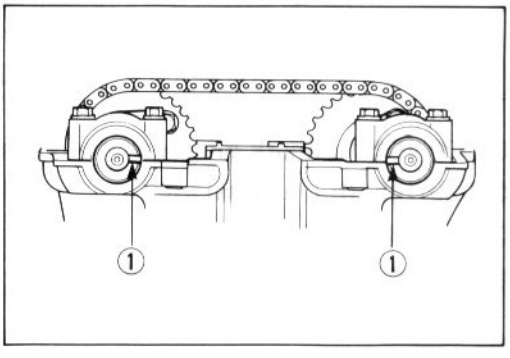


- Use a thickness gauge between the adjusting screw and the valve stem end. If the clearance is out of specification, bring it into the specified range by using the special tool.

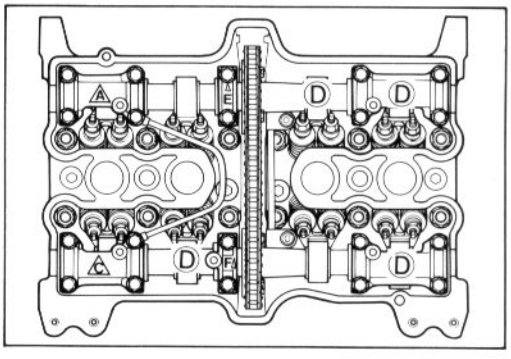
09900-20803: Thickness gauge
09917-14920: Valve adjust driver

CAUTION:
Both right and left valve clearances should be as closely set as possible.

- Turn the crankshaft 360° (one rotation) to bring the notches ① to the positions shown.
- Read the clearance at the remaining valves Ⓓ and adjust the clearance if necessary.



	Notch ① position	
Cam Position	Intake Camshaft	Exhaust Camshaft
Ⓒ	⊖	⊖
Ⓓ	⊖	⊖



- When installing the cylinder head cover, apply SUZUKI BOND NO. 1207B to the cam end caps. (Refer to page 3-61.)
- Tighten the head cover bolts to the specified torque. (Refer to page 3-62.)
- Tighten the coolant drain plug securely.
- Pour the specified coolant up to the radiator inlet.

SPARK PLUGS

Inspect at 6000 km (4000 miles or 12 months), 18000 km (11000 miles or 36 months) and replace every 12000 km (7500 miles or 24 months).

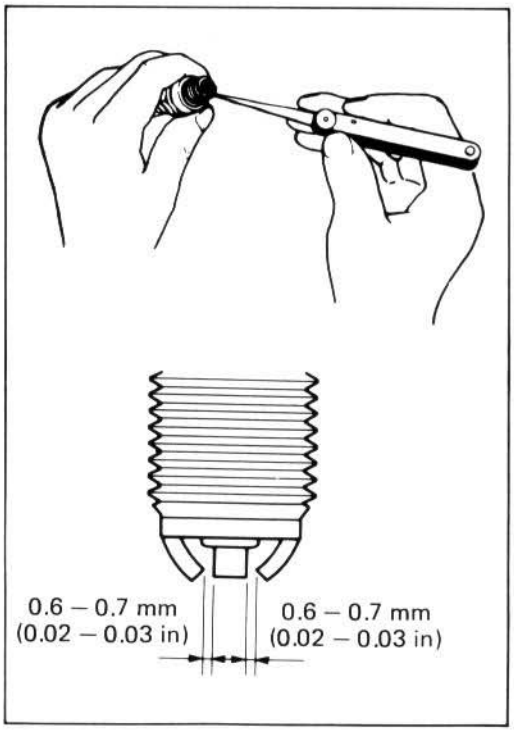
- Remove the spark plugs with the spark plug wrench.

The plug gap is adjusted to 0.6 – 0.7 mm (0.02 – 0.03 in). The gap is correctly adjusted by using a thickness gauge. When carbon is deposited on the spark plug, remove the carbon by using a spark plug cleaning machine or by carefully using a tool with a pointed end. If the electrode is extremely worn or burnt, replace the plug. Also replace the plug if it has a broken insulator, damaged thread, etc.
NGK CR8EK as listed in the table should be used as the standard plug. However, the heat range of the plug should be selected to meet the requirements of speed, actual load, fuel etc. If the plugs need to be replaced, it is recommended that plugs having a heat range closest to the standard plug in the table be selected. Remove the plugs and inspect the insulators. Proper heat range would be indicated if all insulators are light brown in color. If they are baked white, they should be replaced by a cold type and if blackened by carbon, by a hot type.

Recommended spark plug

	Standard	Cold type	Hot type
NGK	CR8EK	CR9EK	CR7EK
ND	U24ETR	U27ETR	U22ETR

09930-10120: Spark plug socket wrench set
09930-14530: Universal joint
09914-24510: T-handle
09900-20803: Thickness gauge



CAUTION:
Confirm the thread size and reach when replacing the plug. If the reach is too short, carbon will be deposited on the screw portion of the plug hole and engine damage may result.

NOTE:
"R" type spark plug is installed for some specifications. "R" type spark plug has a resister located at the center electrode to prevent radio noise.

ENGINE OIL AND OIL FILTER

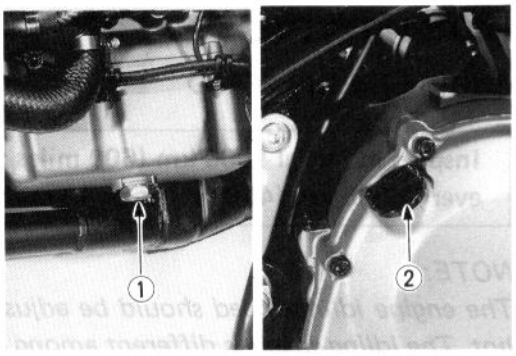
Replace at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).

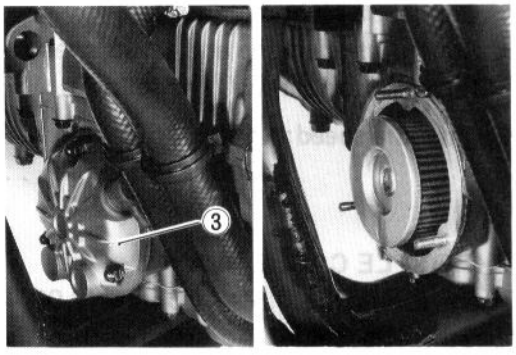
Oil should be changed while the engine is hot. Oil filter replacement at the above intervals should be done together with engine oil change.

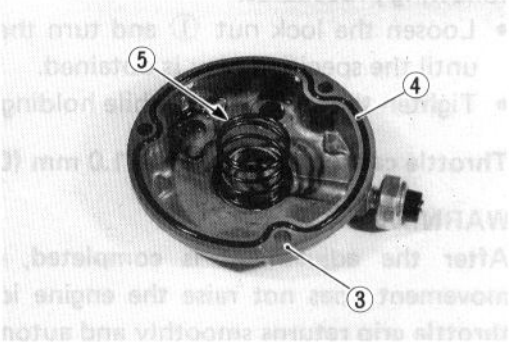
- Keep the motorcycle upright.
- Place an oil pan below the engine and drain oil by removing the drain plug ① and filler cap ②.
- Disconnect the oil pressure switch lead.
- Remove the oil filter cap ③ by removing the three nuts.
- Replace the oil filter with new one.

NOTE:
Be sure to take care of O-ring ④ to prevent any damage and be sure that filter spring ⑤ is properly in place.

- Apply grease lightly to the O-ring ④ of the oil filter cap ③ before installation.
- Fit the drain plug ① securely, and pour fresh oil through the oil filler. The engine will hold about 2.8 L (3.0 US qt) of oil. Use an API classification of SE or SF oil with SAE 10W/40 viscosity.
- Install the filler cap ②.
- Start up the engine and allow it to run for several minutes at idling speed.
- Turn off the engine and wait about one minute, then check the oil level through the inspection window ⑥. If the level is below the lower line, add oil to the upper line.

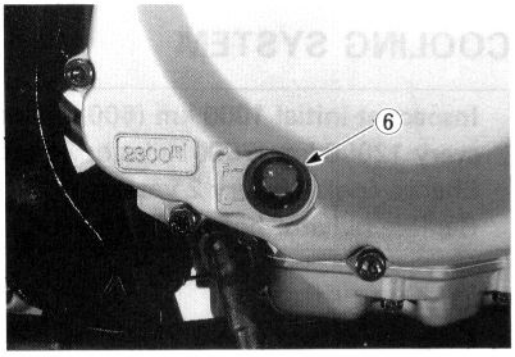






NECESSARY AMOUNT OF ENGINE OIL

Oil change	2.3 L (2.4/2.0 US/Imp qt)
Filter change	2.8 L (3.0/2.5 US/Imp qt)
Overhaul engine	3.2 L (3.4/2.8 US/Imp qt)

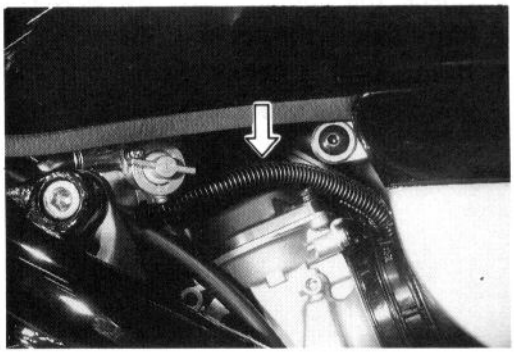


FUEL LINE

Inspect at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months). Replace every 4 years.

Inspect the fuel line for damage and fuel leakage. If any defects are found, the fuel line must be replaced. (Refer to page 8-19.)

VAPOR HOSE ..... CALIFORNIA MODEL ONLY



CARBURETORS

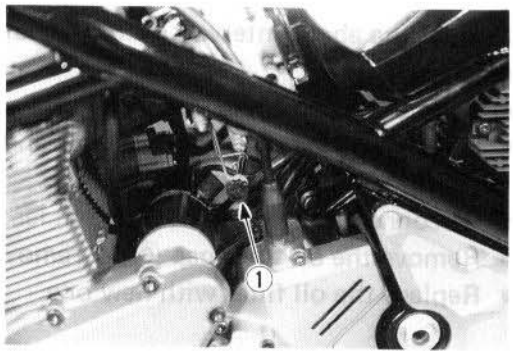
ENGINE IDLING SPEED

Inspect at initial 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).

NOTE:
The engine idling speed should be adjusted when the engine is hot. The idling speed is different among the countries.

- Connect a tachometer.
- Start up the engine and set its speed at idle speed by turning throttle stop screw ① as follows.

Engine idle speed: 1400 ± 50 r/min . . . E-03, 22 and 33
1300 ± 100 r/min . . . The others

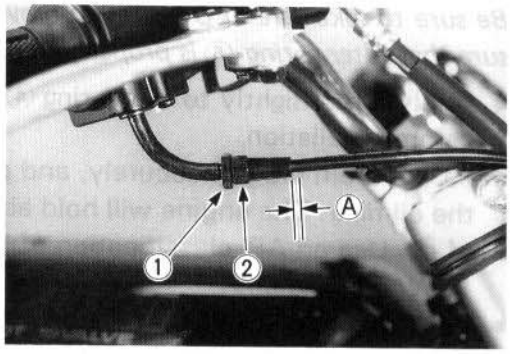


THROTTLE CABLE PLAY

There should be 0.5 – 1.0 mm (0.02 – 0.04 in) play Ⓐ on the throttle cable. Adjust the throttle cable play with the following procedures.

- Loosen the lock nut ① and turn the adjuster ② in or out until the specified play is obtained.
- Tighten the lock nut ① while holding the adjuster.

Throttle cable play Ⓐ : 0.5 – 1.0 mm (0.02 – 0.04 in)



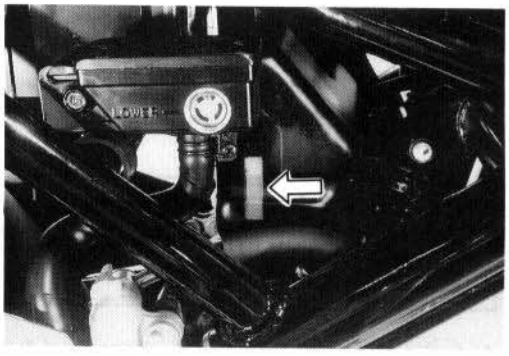
WARNING:
After the adjustment is completed, check that handlebar movement does not raise the engine idle speed and that the throttle grip returns smoothly and automatically.

COOLING SYSTEM

Inspect at initial 1000 km (600 miles or 2 months) and every 12000 km (7500 miles or 24 months).
Change coolant every 2 years.
Replace radiator hoses every 4 years.

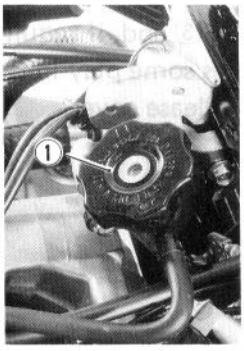
COOLANT LEVEL

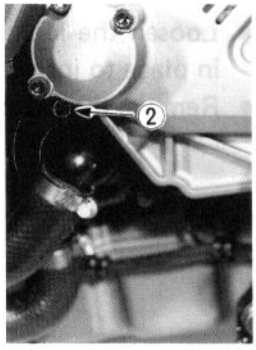
- Keep the motorcycle upright.
- Check the coolant level by observing the upper and lower limit line on the coolant reservoir.
- If the level is below mark "F", add coolant to the upper line from the coolant reservoir filler.



COOLANT CHANGE

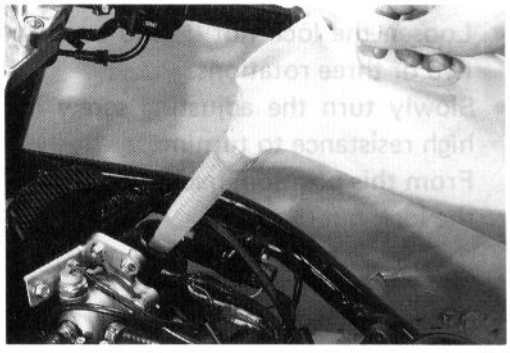
- Remove the seat, air cleaner covers and fuel tank. (Refer to pages 1-12 and 4-2.)
- Remove the radiator cap ① and drain plug ②, and drain coolant.





WARNING:

* **Do not open the radiator cap when the engine is hot, as you may be injured by escaping hot liquid or vapor.**
* **Coolant may be harmful if swallowed or if it comes in contact with skin or eyes. If coolant gets into the eyes or in contact with the skin, flush thoroughly with plenty of water. If swallowed, induce vomitting and call physician immediately!**



- Flush the radiator with fresh water if necessary.
- Tighten the drain plug ② securely.
- Pour the specified coolant up to the radiator inlet.

Tightening torque
Coolant drain plug: 10 – 12 N·m
(1.0 – 1.2 kg-m, 7.0 – 8.5 lb-ft)

NOTE:
For coolant information, refer to page 5-4.

- Close the radiator cap ① securely.
- After warming up and cooling down the engine, add the specified coolant up to the coolant reservoir.

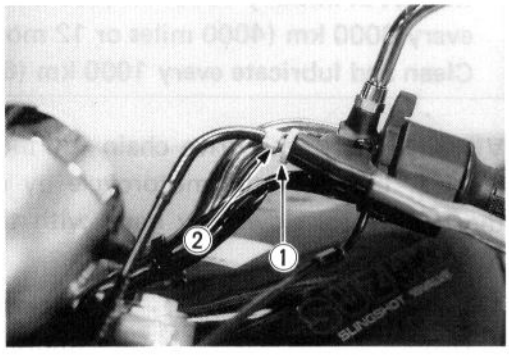
CAUTION:
Repeat above procedure several times and make sure that the radiator is filled with coolant up to the coolant reservoir.

Coolant capacity: 1900 ml (2.0/1.7 US/Imp qt)

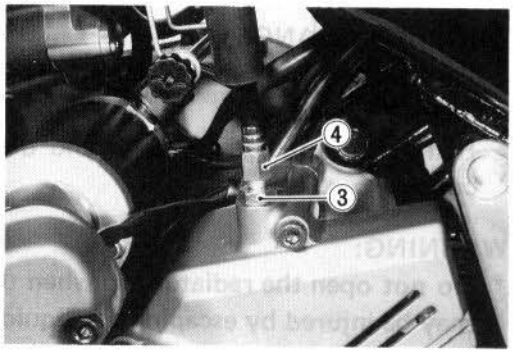
CLUTCH

Inspect at initial 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).

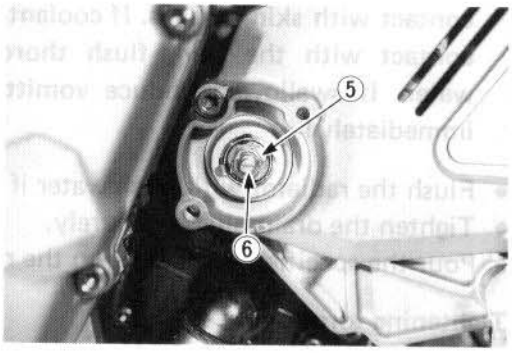
- Loosen the lock nut ① and turn in the adjuster ② all the way into the clutch lever holder.



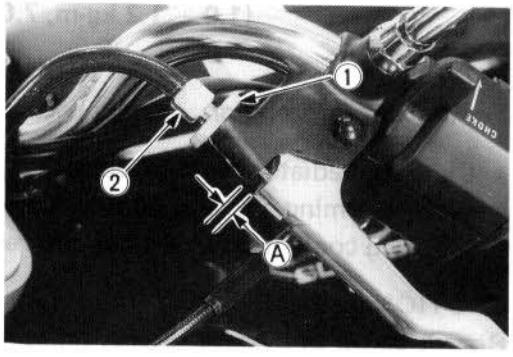
- Loosen the lock nut ③ and, if required, turn the adjuster ④ in place to introduces some play in the clutch lever.
- Remove the clutch release cover.



- Loosen the lock nut ⑤ and back the adjusting screw ⑥ out two or three rotations.
- Slowly turn the adjusting screw in until it begins to meet high resistance to turning.
  From this position, back it out 1/4 – 1/2 rotation and secure the lock nut ⑤.

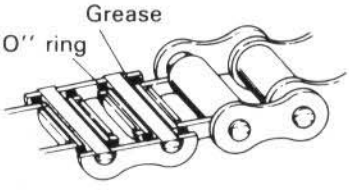


- Reset the adjuster ④ to provide a clutch lever play Ⓐ of 4 mm (0.16 in), and tighten the lock nut ③.
- Lock the adjuster ② using lock nut ①.



DRIVE CHAIN

Inspect at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).
Clean and lubricate every 1000 km (600 miles).



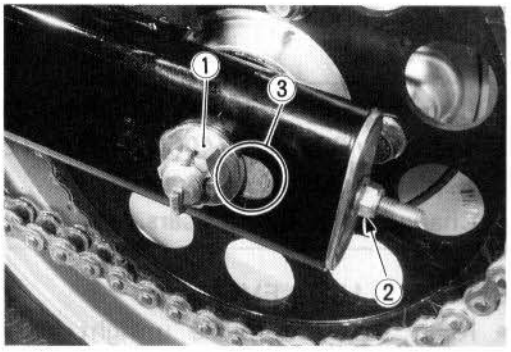
Visually check the drive chain for the listed below possible defects. (Support the motorcycle by center stand, and turn the rear wheel slowly by hand with the transmission shifted to Neutral.)

* Loose pins
* Damaged rollers
* Dry or rusted links
* Kinked or binding links
* Excessive wear
* Improper chain adjustment
* Missing O-ring seals

If any defects are found, the drive chain must be replaced.

CHECKING

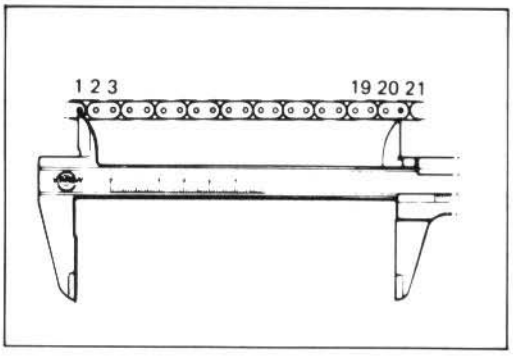
- Remove the cotter pin. (For E-03, 28 and 33 models.)
- Loosen the axle nut ①.
- Tense the drive chain fully by tightening the chain adjusting nuts ②, left and right.



E-03 : U.S.A.
E-28 : Canada
E-33 : California (U.S.A.)

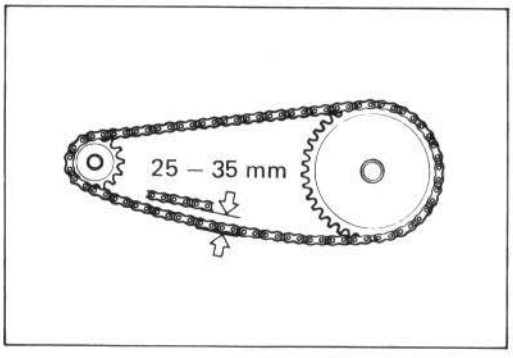
- Count out 21 pins (20 pitches) on the chain and measure the distance between the two points. If the distance exceeds following limit, the chain must be replaced.

Service Limit: 319.4 mm (12.57 in)



ADJUSTING

- Loosen or tighten the chain adjusting nuts ② until the chain has 25 – 35 mm (1.0 – 1.4 in) of slack at the middle between engine and rear sprockets. The mark ③ on both chain adjusters must be at the same position on the scale to ensure that the front and rear wheels are correctly aligned.
  Place on side stand for accurate adjustment.
- After adjusting the drive chain slack, tighten the axle nut ① securely.
- Tighten the chain adjusting nuts securely.



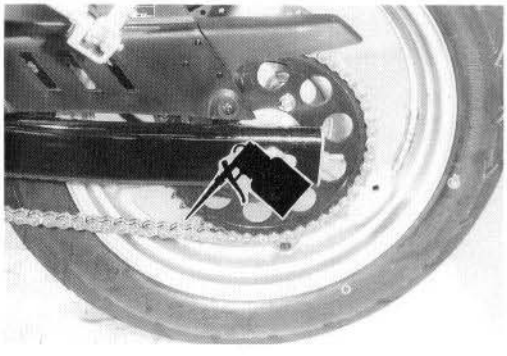
CLEANING AND LUBRICATING

- Wash the chain with kerosene. If the chain tends to rust faster, the intervals must be shortened.

CAUTION:
Do not use trichlene, gasoline or any similar fluids. These fluids have too great a dissolving power for this chain and, what is more important, can damage the "O" rings (or seals) confining the grease in the bush to pin clearance. Remember, high durability comes from the presence of grease in that clearance.

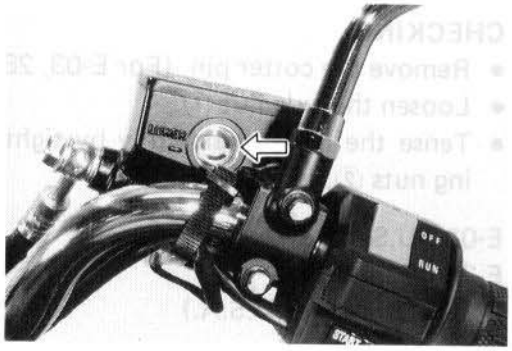
- After washing and drying the chain, oil it with a heavyweight motor oil.

CAUTION:
* **Do not use any oil sold commercially as "drive chain oil". Such oil can damage the "O" rings (or seals).**
* **The standard drive chain is D.I.D. 525V$_9$ – 114 links or RK525SMOZ$_2$ – 114 links. SUZUKI recommends that the above-mentioned standard drive chain be used for the replacement.**



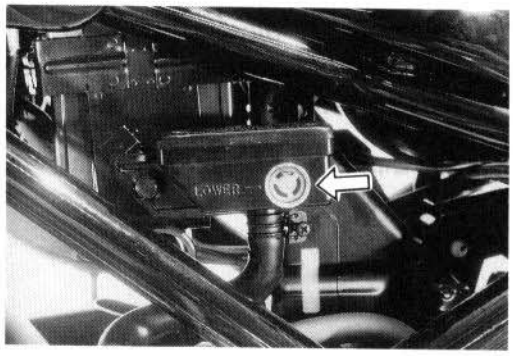
BRAKES

Inspect system at initial 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).
Replace hoses every 4 years.
Change fluid every 2 years.



BRAKE FLUID LEVEL

- Keep the motorcycle upright and place the handlebars straight.
- Check the brake fluid level by observing the lower limit lines on the brake fluid reservoirs.
- When the level is below the lower limit line, replenish with brake fluid that meets the following specification.



Specification and Classification : DOT4

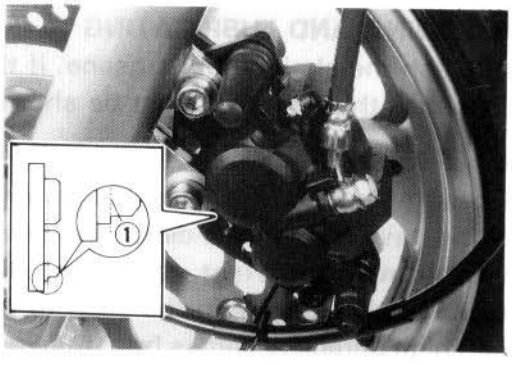
99000-23110 : SUZUKI BRAKE FLUID DOT3 & DOT4

WARNING:
The brake system of this motorcycle is filled with a glycol-based brake fluid. Do not use or mix different types of fluid such as silicone-based and petroleum-based. Do not use any brake fluid taken from old, used or unsealed containers. Never reuse brake fluid left over from the last servicing or stored for long periods.

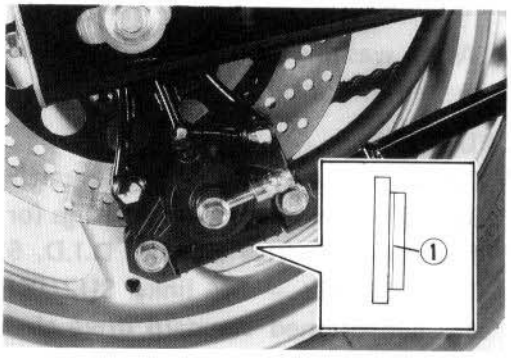
WARNING:
Brake fluid, if it leaks, will interfere with safe running and immediately discolor painted surfaces. Check the brake hoses and hose joints for cracks and oil leakage before riding.

BRAKE PADS

The extent of brake pad wear can be checked by observing the grooved limit line ① marked on the pad. When the wear exceeds the grooved limit line, replace the pads with new ones. (Refer to pages 7-6 and 7-21.)



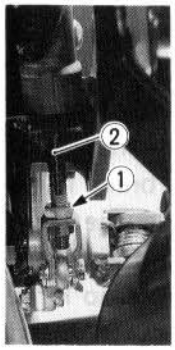
CAUTION:
Replace the brake pad as a set, otherwise braking performance will be adversely affected.

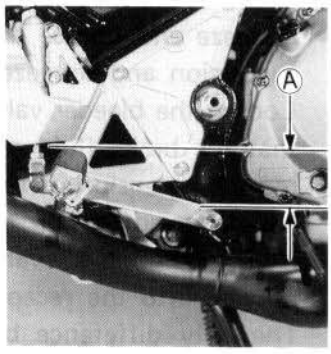


BRAKE PEDAL HEIGHT

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

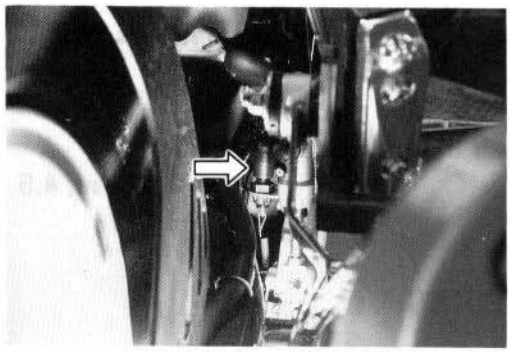
Brake pedal height Ⓐ : 40 – 50 mm (1.6 – 2.0 in)





BRAKE LIGHT SWITCHES

Adjust both brake light switches, front and rear, so that the brake light will come on just before a pressure is felt when the brake lever is squeezed, or the brake pedal is depressed.

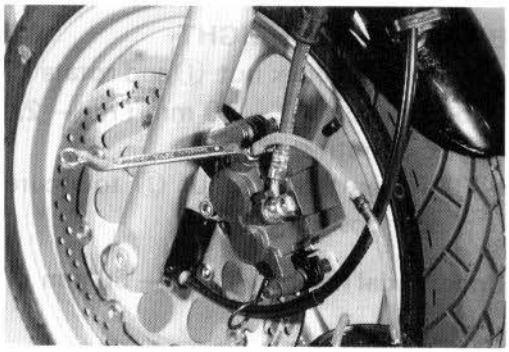


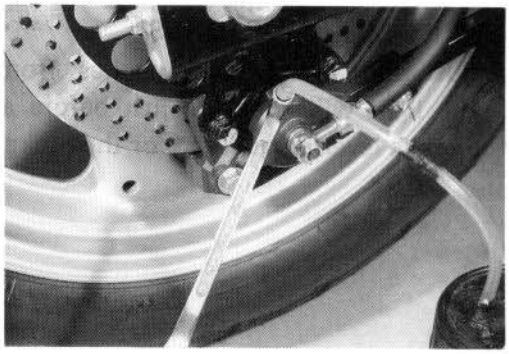
AIR BLEEDING THE BRAKE FLUID CIRCUIT

Air trapped in the fluid circuit acts like a cushion to absorb a large proportion of the pressure developed by the master cylinder and thus interferes with the full braking performance of the brake caliper. The presence of air is indicated by "sponginess" of the brake level/pedal and also by lack of braking force. Considering the danger to which such trapped air exposes the machine and rider, it is essential that, after remounting the brake and restoring the brake system to the normal condition, the brake fluid circuit be purged of air in the following manner:

- Fill up the master cylinder reservoir to the upper end of the inspection window. Replace the reservoir cap.
- Attach a pipe to the caliper bleeder valve, and insert the free end of the pipe into a receptacle.

- Squeeze and release the brake lever several times in rapid succession and squeeze the level fully without releasing it. Loosen the bleeder valve by turning it a quarter of a turn so that the brake fluid runs into the receptacle; this will remove the tension of the brake lever causing it to touch the handlebar grip. Then, close the valve, pump and squeeze the lever, and open the valve. Repeat this process until the fluid flowing into the receptacle no longer contains air bubbles. The only difference between bleeding the front and rear brakes is that the rear master cylinder is actuated by a pedal.





NOTE:
Replenish the brake fluid in the reservoir as necessary while bleeding the brake system. Make sure that there is always some fluid visible in the reservoir.

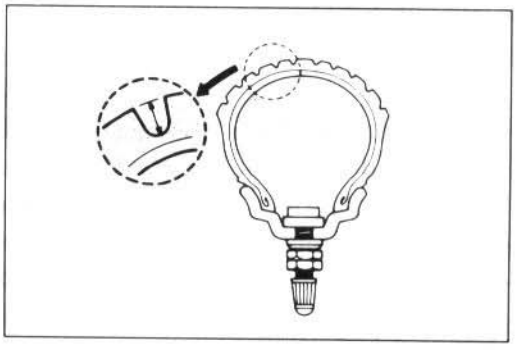
- Close the bleeder valve, and disconnect the pipe. Fill the reservoir to the upper end of the inspection window.

CAUTION:
Handle brake fluid with care: the fluid reacts chemically with paint, plastics, rubber materials etc.

Tightening torque
Air bleeder valve : 6 – 9 N·m
(0.6 – 0.9 kg-m, 4.5 – 6.5 lb-ft)

TIRES

Inspect at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).



TIRE TREAD CONDITION

Operating the motorcycle with excessively worn tires will decrease riding stability and consequently invite a dangerous situation. It is highly recommended to replace a tire when the remaining depth of tire tread reaches the following specification.

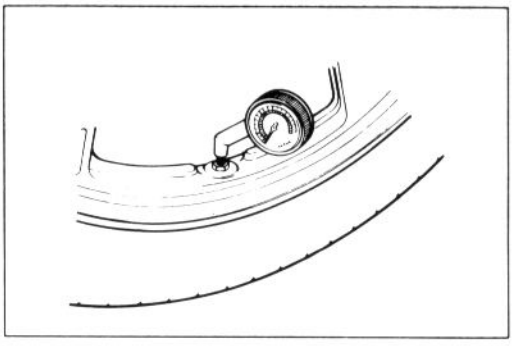
Tire tread depth limit
Front : 1.6 mm (0.06 in)
Rear : 2.0 mm (0.08 in)

TIRE PRESSURE

If the tire pressure is too high or too low, steering will be adversely affected and tire wear increased. Therefore, maintain the correct tire pressure for good roadability or shorter tire life will result.
Cold inflation tire pressure is as follows.

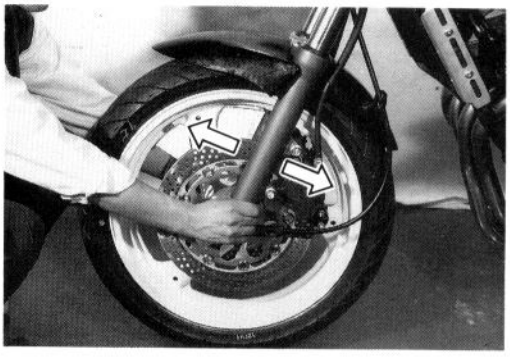
	FRONT			REAR		
	kg/cm^2	kPa	psi	kg/cm^2	kPa	psi
Solo riding	2.00	200	29	2.25	225	33
Dual riding	2.00	200	29	2.50	250	36

CAUTION:
The standard tire fitted on this motorcycle is 110/70-17 54H (DUNLOP K505FL) for front and 150/70-17 69H (DUNLOP K505J) for rear. The use of tires other than the those specified may cause instability. It is highly recommended to use a SUZUKI Genuine Tire.



STEERING

Inspect at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).



Taper roller type bearings are used on the steering system for better handling.
Steering should be adjusted properly for smooth turning of handlebars and safe running. Overtight steering prevents smooth turning of the handlebars and too loose steering will cause poor stability.
Check that there is no play in the front fork assembly by supporting the machine so that the front wheel is off the ground, with the wheel straight ahead, grasp the lower fork tubes near the axle and pull forward. If play is found, perform steering bearing adjustment as described in page 7-19 of this manual.

FRONT FORKS

Inspect at initially 1000 km (600 miles or 2 months) and every 12000 km (7500 miles or 24 months).

Inspect the front forks for oil leakage, scoring or scratches on the outer surface of the inner tubes. Replace any defective parts, if necessary.
(Refer to page 7-11.)

REAR SUSPENSION

Inspect at initially 1000 km (600 miles or 2 months) and every 12000 km (7500 miles or 24 months).

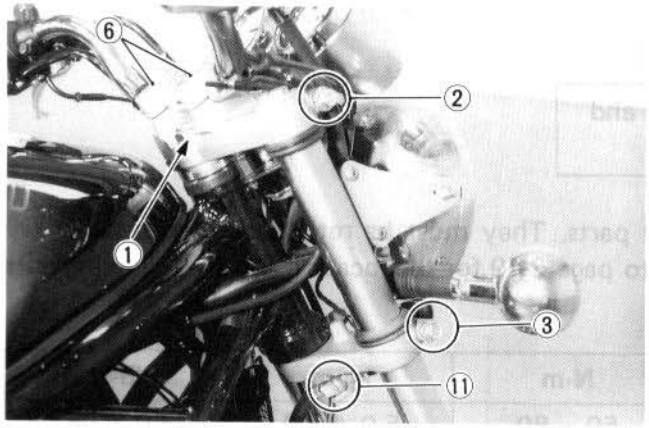
Inspect the rear shock absorber for oil leakage and check that there is no play in the swingarm assembly.

CHASSIS BOLTS AND NUTS

Tighten at initially 1000 km (600 miles or 2 months) and every 6000 km (4000 miles or 12 months).

The nuts and bolts listed below are important safety parts. They must be retightened when necessary to the specified torque with a torque wrench. (Refer to page 2-19 for the locations of the following nuts and bolts on the motorcycle.)

Item		N·m	kg-m	lb-ft
① Steering stem head nut		50 – 80	5.0 – 8.0	36.0 – 58.0
② Front fork upper clamp bolt		40 – 60	4.0 – 6.0	29.0 – 43.5
③ Front fork lower clamp bolt		28 – 44	2.8 – 4.4	20.0 – 32.0
④ Front axle shaft		50 – 80	5.0 – 8.0	36.0 – 58.0
⑤ Front axle pinch bolt		18 – 28	1.8 – 2.8	13.0 – 20.0
⑥ Handlebar clamp bolt		18 – 28	1.8 – 2.8	13.0 – 20.0
⑦ Front footrest bracket mounting bolt		18 – 28	1.8 – 2.8	13.0 – 20.0
⑧ Front brake master cylinder mounting bolt		5 – 8	0.5 – 0.8	3.5 – 6.0
⑨ Front brake caliper mounting bolt		30 – 48	3.0 – 4.8	21.5 – 35.0
⑩ Front brake caliper housing bolt		30 – 36	3.0 – 3.6	21.5 – 26.0
⑪ Brake hose union bolt		15 – 20	1.5 – 2.0	11.0 – 14.5
⑫ Air bleeder valve		6 – 9	0.6 – 0.9	4.5 – 6.5
⑬ Front and rear disc bolt		18 – 28	1.8 – 2.8	13.0 – 20.0
⑭ Swingarm pivot nut		85 – 115	8.5 – 11.5	61.5 – 83.0
⑮ Rear shock absorber upper/lower mounting nut		48 – 72	4.8 – 7.2	34.5 – 52.0
⑯ Rear cushion lever mounting nut		84 – 120	8.4 – 12.0	60.5 – 87.0
⑰ Rear cushion lever rod mounting nut (Upper & Lower)		84 – 120	8.4 – 12.0	60.5 – 87.0
⑱ Rear brake caliper mounting bolt		20 – 31	2.0 – 3.1	14.5 – 22.5
⑲ Rear brake caliper housing bolt		30 – 36	3.0 – 3.6	21.5 – 26.0
⑳ Torque link nut (Front & Rear)	Normal nut with cotter pin	22 – 35	2.2 – 3.5	16.0 – 25.5
	Self-lock nut	25 – 39	2.5 – 3.9	18.0 – 28.0
㉑ Rear brake master cylinder mounting bolt		8 – 12	0.8 – 1.2	6.0 – 8.5
㉒ Rear axle nut	Normal nut with cotter pin	50 – 80	5.0 – 8.0	36.0 – 58.0
	Self-lock nut	55 – 88	5.5 – 8.8	40.0 – 63.5
㉓ Rear sprocket nut		40 – 60	4.0 – 6.0	29.0 – 43.5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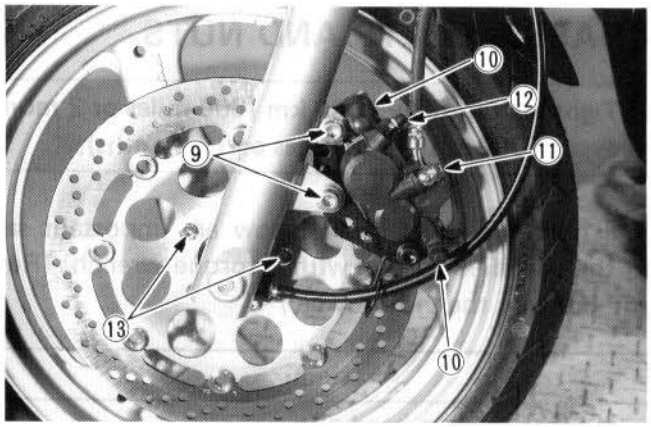
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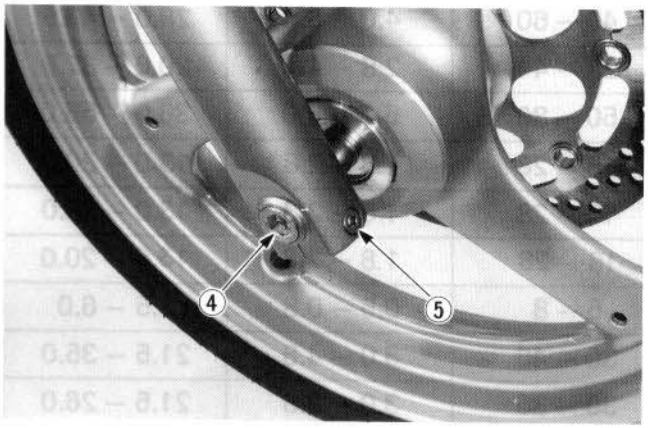
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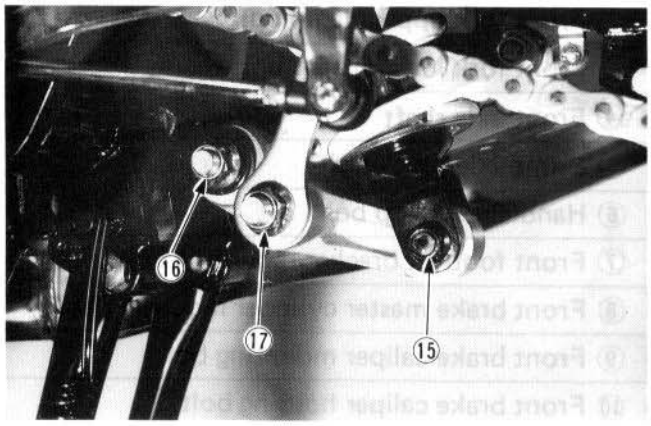
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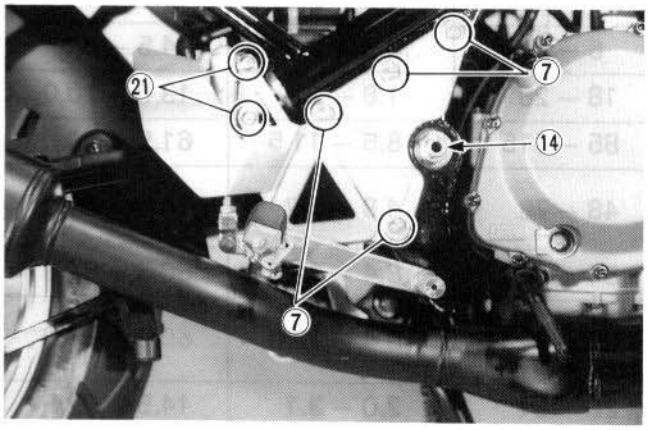
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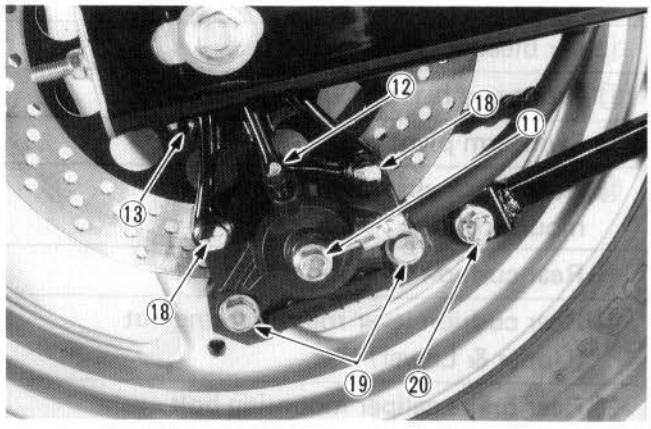
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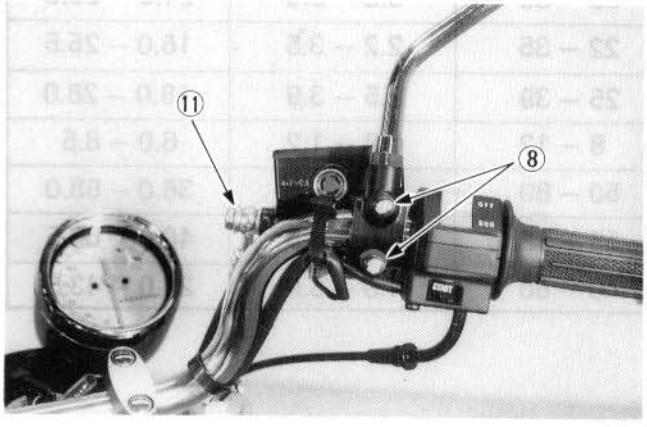
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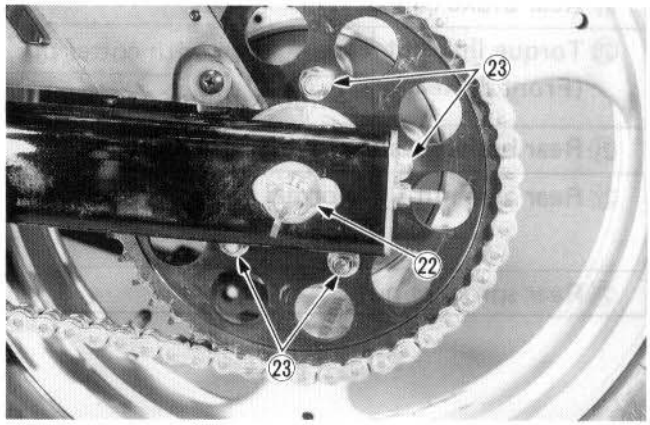
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