

EMISSION CONTROL INFORMATION

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EMISSION CONTROL CARBURETOR COMPONENTS

SV650 motorcycles are equipped with precision, manufactured carburetors for emission level control. These carburetors require special mixture control components and other precision adjustments to function properly.

There are several carburetor mixture control components in each carburetor assembly. Three (3) of these components are machined to much closer tolerances than standard machined carburetor jets. These three (3) particular jets – MAIN JET, NEEDLE JET, PILOT JET, – must not be replaced by standard jets. To aid in identifying these three (3) jets a different design of letter and number are used. If replacement of these close tolerance jets becomes necessary, be sure to replace them with the same type close tolerance jets marked as in the examples shown below.

The jets needle is also of special manufacture. Only one clip position is provided on the jet needle. If replacement becomes necessary the jet needle may only be replaced with an equivalent performing replacement component. Suzuki recommends that Genuine Suzuki parts be utilized whenever possible for the best possible performance and durability.

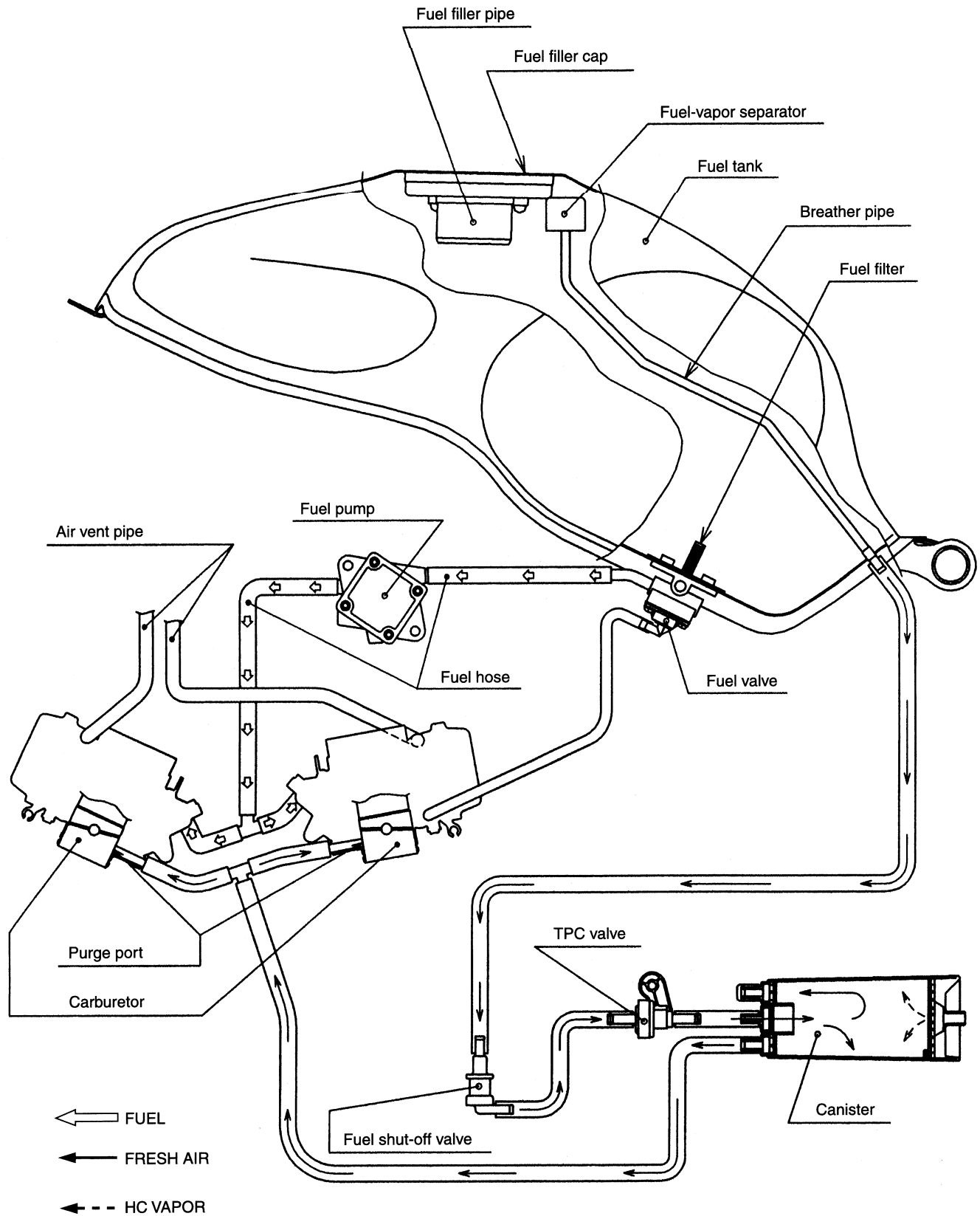
Conventional Figures Used on Standard Tolerance Jet Components	1 2 3 4 5 6 7 8 9 0
Emission Type Figures Used on Close Tolerance Jet Components	<i>1 2 3 4 5 6 7 8 9 0</i>

The carburetor specifications for the emission-controlled SV650/S are as follows.

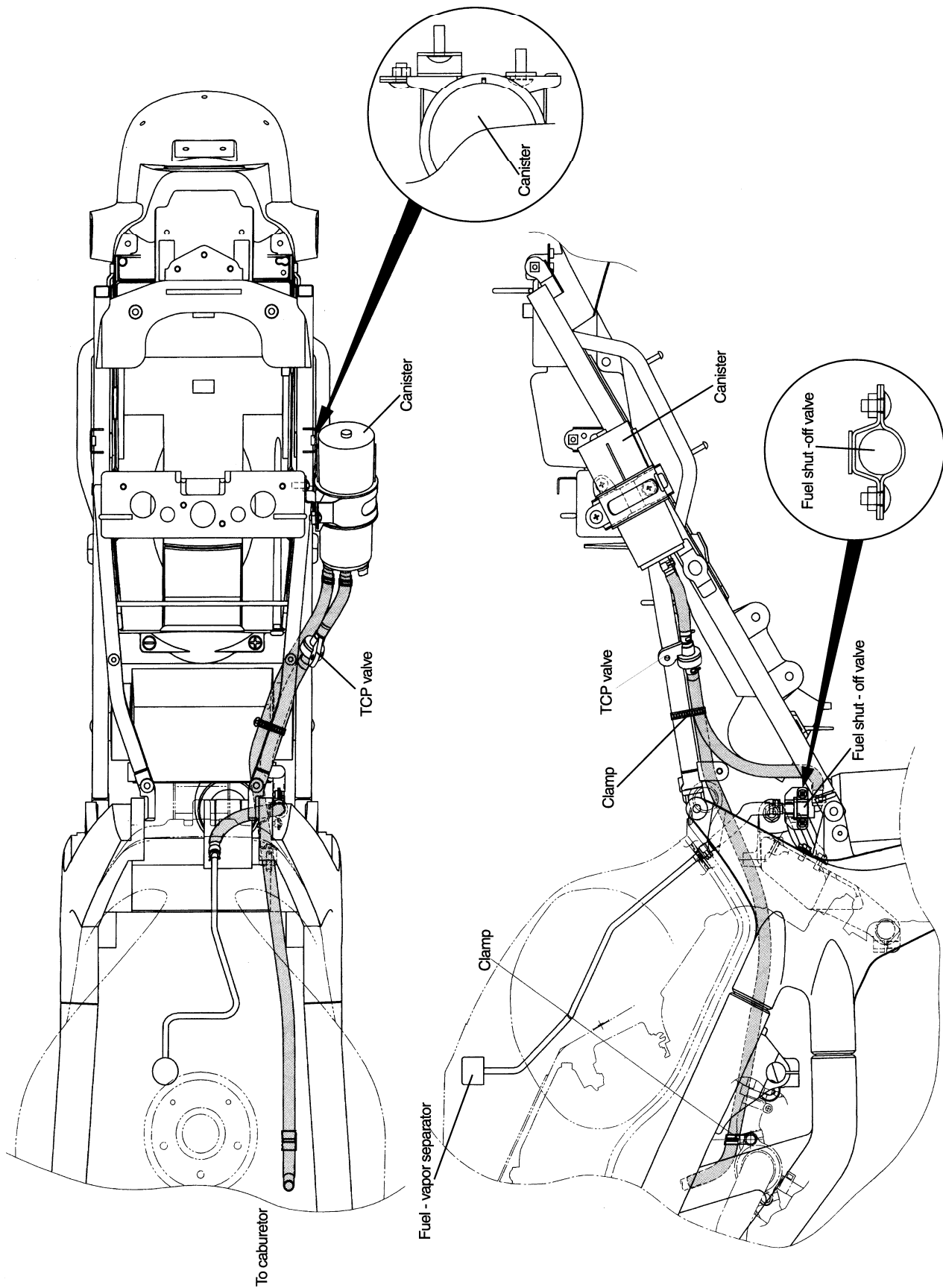
Carburetor I.D. No.	Main Jet	Needle Jet	Jet Needle	Pilot Jet	Pilot Screw
20F4 (California models only)	#17.5	P-DM	6E43 – 54	#15	PRE-SET DO NOT ADJUST
20F2	#17.5	P-DM	6E42 – 54	#15	PRE-SET DO NOT ADJUST

Adjusting, interfering with, improper replacement, or resetting of any of the carburetor components may adversely affect carburetor performance and cause the motorcycle to exceed the exhaust emission level limits. If unable to effect repairs, contact the distributors representative for further technical information and assistance.

EVAPORATIVE EMISSION CONTROL SYSTEM (California model only)



CANISTER HOSE ROUTING (California model only)



EVAPORATIVE EMISSION CONTROL SYSTEM INSPECTION (California model only)

- Remove the seats and the seat tail cover. (☞ 6-3, 6-4)
- Lift and support the fuel tank. (☞ 4-4)

HOSES

Inspect the hoses for wear or damage.

Inspect the hoses for connection.

CANISTER

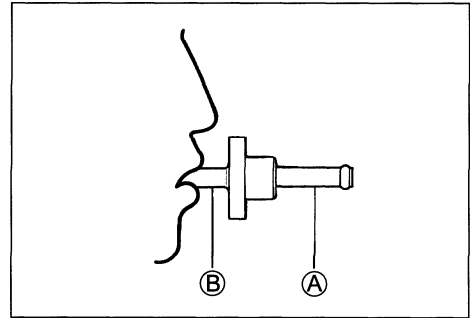
Inspect the canister for damage to the body.

TANK PRESSURE CONTROL VALVE

Inspect the tank pressure control valve body for damage.

Inspect the tank pressure control valve operation as shown below.

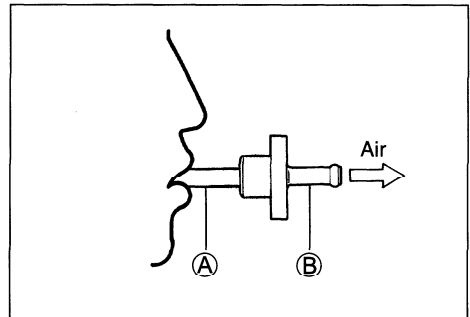
- Remove the tank pressure control valve.
- Apply air pressure to the tank pressure control valve from the side (A), inspect that there should be flow out through the purge control valve.
- Apply air pressure to the tank pressure control valve from the side (B), inspect that there should be flow out through the purge valve.
- If operation differs from that listed above, the tank pressure control valve must be replaced.



⚠ WARNING

Gasoline and gasoline vapor is toxic. A small amount of fuel is remaining in the tank pressure control valve, when checking it.

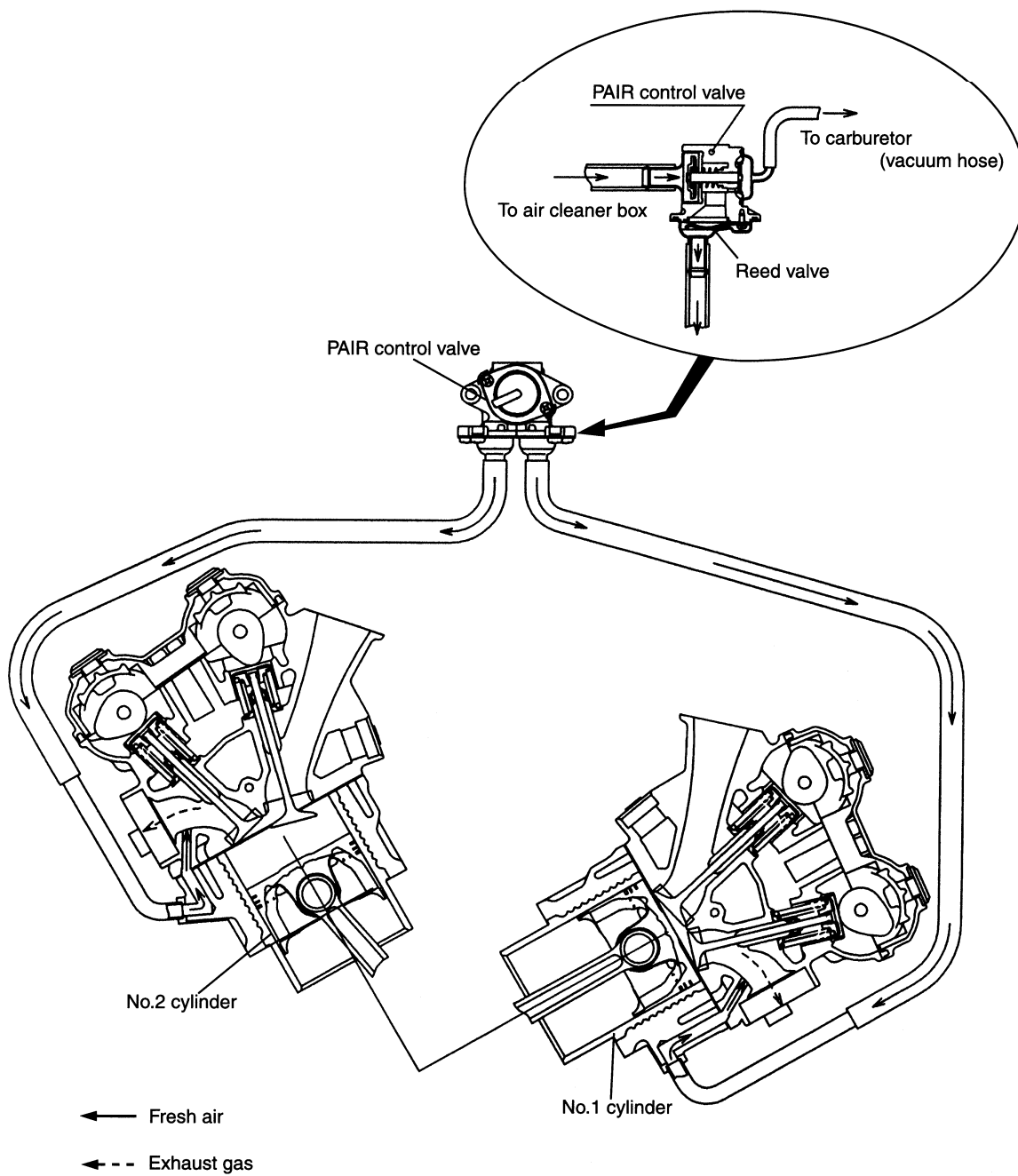
Do not swallow the fuel when blowing the tank pressure control valve.



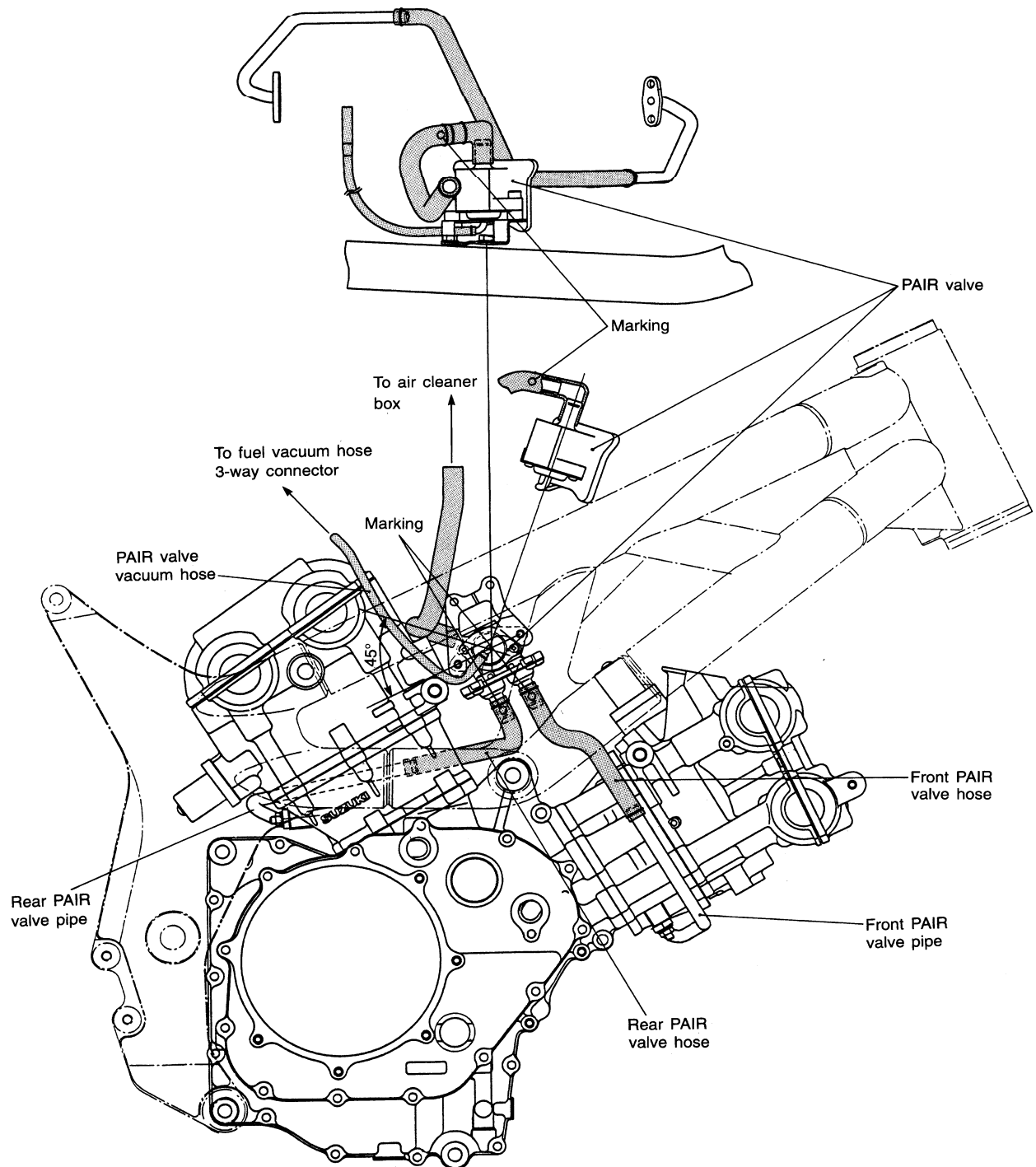
NOTE:

When the tank pressure control valve is connected to the hose, the side (B) should face towards the fuel shut-off valve side, and the side (A) should face towards the canister side.

PAIR (AIR SUPPLY) SYSTEM DIAGRAM



PAIR (AIR SUPPLY) SYSTEM HOSE ROUTING



PAIR (AIR SUPPLY) SYSTEM INSPECTION (California model only)

- Lift and support the fuel tank. (☞ 4-4)

HOSES AND PIPES

Inspect the hoses and pipes for or damage.

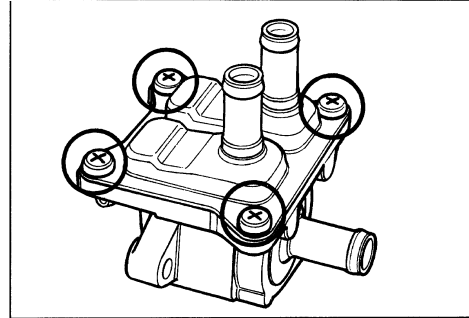
Inspect the hoses and pipes for connection.

PAIR CONTROL VALVE

Inspect the PAIR control valve for damage of the body.

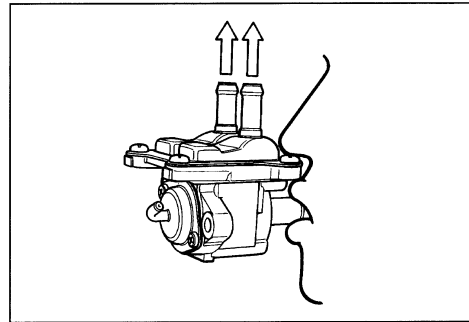
REED VALVE OF PAIR CONTROL VALVE

- Remove the PAIR control valve.
- Remove the reed valve.
- Inspect the reed valve for damage and carbon deposit.
- If the carbon deposit is found in reed valve, replace the PAIR control valve with a new one.



PAIR CONTROL VALVE

- Remove the PAIR control valve.
- Blow the air inlet port of the control valve shown in the illustration.
- If air does not flow out, replace the control valve with a new one.



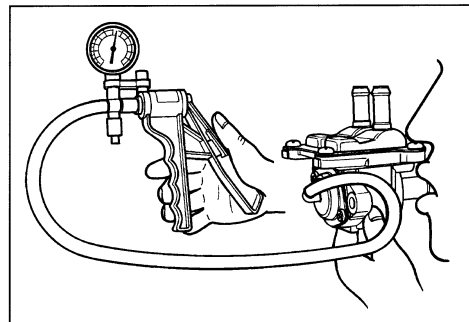
- Connect the vacuum pump to the vacuum port of the control valve as shown in the illustration.
- Apply negative pressure slowly to the control valve and blow the above manner.
- If air does not become flow out within the specification, the control valve is normal condition.
- If the control valve does not function within the specification, replace control valve with a new one.

DATA Negative pressure range: 30.7 – 53.3 kPa
(230 – 400 mmHg)

TOOL 09917-47010: Vacuum pump gauge

⚠ CAUTION

Use a hand operated vacuum pump to prevent the control valve damage.



SV650Y ('00-MODEL)

CONTENTS

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NOTE:

- *The specifications and service data are the same as X-MODEL.*
- *Please refer to the sections 1 through 9 for details which are not given in this section.*

SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	2 070 mm (81.5 in)
Overall width	750 mm (29.5 in)
Overall height	1 060 mm (41.7 in)
Wheelbase	1 430 mm (56.3 in)
Ground clearance	140 mm (5.5 in)
Seat height.....	805 mm (31.7 in)
Dry mass.....	165 kg (363 lbs)

ENGINE

Type	Four-stroke, Liquid-cooled, DOHC, TSCC, 90-degree V-twin
Number of cylinders	2
Tapet clearance, IN	0.10 – 0.20 mm (0.004 – 0.008 in)
EX	0.20 – 0.30 mm (0.008 – 0.012 in)
Bore	81.0 mm (3.189 in)
Stroke.....	62.6 mm (2.465 in)
Piston displacement	645 cm ³ (39.4 cu. in)
Compression ratio	11.5 : 1
Carburetor	MIKUNI BDSR39 × 2
Air cleaner.....	Non-woven fabric element
Starter system	Electric starter
Lubrication system	Wet sump

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	6-speed constant, mesh
Gearshift pattern	1-down, 5-up
Primary reduction ratio	2.088 (71/34)
Gear ratios, Low	2.461 (32/13)
2nd	1.777 (32/18)
3rd	1.380 (29/21)
4th	1.125 (27/24)
5th	0.961 (25/26)
Top	0.851 (23/27)
Final reduction ratio.....	3.000 (45/15)
Drive chain	D.I.D 525 V8, 110 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Link type system, gas/oil damped, coil spring
Front fork stroke	130 mm (5.1 in)
Rear wheel travel	125 mm (4.9 in)
Steering angle	33° (right & left)
Caster	25°
Trail	100 mm (3.94 in)
Turning radius	2.9 m (9.5 ft)
Front brake	Disc brake, twin hydraulically operated
Rear brake	Disc brake, hydraulically operated
Front tire size	120/60 ZR17 (55 W), tubeless
Rear tire size	160/60 ZR17 (69 W), tubeless

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Ignition timing	5° B.T.D.C. at 1 300 r/min
Spark plug	NGK CR8E, DENSO U24ESR-N
Battery	12V 36.0 kC(10 Ah)/10HR
Generator	Three-phase A.C. Generator
Main fuse	30A
Fuse	15/15/15/10/10A
Headlight	12V 60/55W
Turn signal light	12V 21W
Brake light/Taillight	12V 21/5W × 2
License plate light	12V 5W
Speedometer light	12V 1.7W × 2
Neutral indicator light	12V 1.7W
High beam indicator light	12V 1.7W
Turn signal indicator light	12V 1.7W
Oil pressure indicator light	12V 1.7W

CAPACITIES

Fuel tank, including reserve	16.0 L (4.2/3.5 US/Imp gal)
	15.0 L (4.0/3.3 US/Imp gal) Only for E-33
Engine oil, oil change	2 300 ml (2.4/2.0 US/Imp qt)
with filter change	2 400 ml (2.5/2.1 US/Imp qt)
overhaul	2 700 ml (2.9/2.4 US/Imp qt)
Coolant	1 600 ml (1.7/1.4 US/Imp qt)

These specifications are subject to change without notice.

CAMSHAFT + CYLINDER HEAD

Unit: mm (in)

ITEM	STD/SPEC.		LIMIT
Cam height	IN.	35.480 – 35.530 (1.397 – 1.399)	35.18 (1.385)
	EX.	33.480 – 33.530 (1.318 – 1.320)	33.18 (1.306)
Camshaft journal oil clearance	IN. & EX.	0.032 – 0.066 (0.0013 – 0.0026)	0.150 (0.0059)
Camshaft journal holder I.D.	IN. & EX.	22.012 – 22.025 (0.8666 – 0.8671)	—
Camshaft journal O.D.	IN. & EX.	21.959 – 21.980 (0.8645 – 0.8654)	—
Camshaft runout	IN. & EX.	—	0.10 (0.004)
Cam chain pin (at arrow "3")	16th pin		—
Cylinder head distortion	—		0.05 (0.002)

CYLINDER + PISTON + PISTON RING

Unit: mm (in)

ITEM	STD/SPEC.		LIMIT
Compression pressure	1 500 kPa (15 kgf/cm ²) 213 psi		1 100 kPa (11 kgf/cm ²) 156 psi
Compression pressure difference	—		200 kPa (2 kgf/cm ²) 28 psi
Piston to cylinder clearance	0.055 – 0.065 (0.0022 – 0.0026)		0.120 (0.0047)
Cylinder bore	81.000 – 81.015 (3.1890 – 3.1896)		81.075 (3.1919)
Piston diam.	80.940 – 80.955 (3.1866 – 3.1872) Measure at 20 mm (0.79 in) from the skirt end.		80.88 (3.184)
Cylinder distortion	—		0.05 (0.002)
Piston ring free end gap	1st	Approx. 9.9 (0.39)	7.9 (0.31)
	2nd	Approx. 10.5 (0.41)	8.4 (0.33)
Piston ring end gap	1st	0.20 – 0.35 (0.008 – 0.014)	0.70 (0.028)
	2nd	0.20 – 0.35 (0.008 – 0.014)	0.70 (0.028)
Piston ring to groove clearance	1st	—	0.180 (0.0071)
	2nd	—	0.150 (0.0059)
Piston ring groove width	1st	1.21 – 1.23 (0.0476 – 0.0484)	—
	2nd	1.01 – 1.03 (0.0398 – 0.0406)	—
	Oil	2.01 – 2.03 (0.0791 – 0.0799)	—

ITEM	STD/SPEC.		LIMIT
Piston ring thickness	1st	1.17 – 1.19 (0.0461 – 0.0469)	—
	2nd	0.97 – 0.99 (0.0382 – 0.0390)	—
Piston pin bore	20.002 – 20.008 (0.7875 – 0.7877)		20.030 (0.7886)
Piston pin O.D.	19.992 – 20.000 (0.7871 – 0.7874)		19.980 (0.7866)

CONROD + CRANKSHAFT

Unit: mm (in)

ITEM	STD/SPEC.		LIMIT
Conrod small end I.D.	20.010 – 20.018 (0.7878 – 0.7881)		20.040 (0.7890)
Conrod big end side clearance	0.170 – 0.320 (0.0067– 0.0126)		0.5 (0.02)
Conrod big end width	20.95 – 21.00 (0.825 – 0.827)		—
Crank pin width	42.17 – 42.22 (1.660 – 1.662)		—
Conrod big end oil clearance	0.032 – 0.056 (0.0013 – 0.0022)		0.080 (0.0031)
Crank pin O.D.	37.976 – 38.000 (1.4951 – 1.4960)		—
Crankshaft journal oil clearance	0.008 – 0.035 (0.0003 – 0.0014)		0.080 (0.0031)
Crankshaft journal O.D.	41.985 – 42.000 (1.6529 – 1.6535)		—
Crankshaft thrust bearing thickness	1.925 – 2.175 (0.0758 – 0.0856)		—
Crankshaft thrust clearance	0.050 – 0.110 (0.0020 – 0.0043)		—
Crankshaft runout	—		0.05 (0.002)

OIL PUMP

ITEM	STD/SPEC.	LIMIT
Oil pressure (at 60°C, 140°F)	Above 200 kPa (2.0 kgf/cm ² , 28 psi) Below 600 kPa (6.0 kgf/cm ² , 85 psi) at 3 000 r/min	—

CLUTCH

Unit: mm (in)

ITEM	STD/SPEC.		LIMIT
Clutch cable play	10 – 15 (0.4 – 0.6)		—
Clutch release screw	1/4 turn(s) back		—
Drive plate thickness	No.1	2.92 – 3.08 (0.115 – 0.121)	2.62 (0.103)
	No.2	3.42 – 3.58 (0.135 – 0.141)	3.12 (0.123)
Drive plate claw width	No.1 & No.2	15.9 – 16.0 (0.626 – 0.630)	15.1 (0.59)
Driven plate distortion	—		0.10 (0.004)
Clutch spring free length	58.9 (2.32)		56.0 (2.20)

TRANSMISSION + DRIVE CHAIN

Unit: mm (in)

ITEM	STD/SPEC.			LIMIT
Primary reduction ratio	2.088 (71/34)			—
Final reduction ratio	SV650S	2.933 (44/15)		—
	SV650	3.000 (45/15)		—
Gear ratios	Low	2.461 (32/13)		—
	2nd	1.777 (32/18)		—
	3rd	1.380 (29/21)		—
	4th	1.125 (27/24)		—
	5th	0.961 (25/26)		—
	Top	0.851 (23/27)		—
Shift fork to groove clearance	0.1 – 0.3 (0.004 – 0.012)			0.5 (0.020)
Shift fork groove width	5.5 – 5.6 (0.217 – 0.220)			—
Shift fork thickness	5.3 – 5.4 (0.209 – 0.213)			—
Drive chain	Type	DID525V8		—
	Links	SV650	110 Links	—
		SV650S	108 Links	—
	20-pitch length	—		319.4 (12.57)
Drive chain slack (on side-stand)	20 – 30 (0.79 – 1.18)			—
Gearshift lever height	SV650S	60 – 70 (2.4 – 2.8)		—
	SV650	55 – 60 (2.2 – 2.4)		—

THERMOSTAT + RADIATOR + FAN + COOLANT

ITEM	STD/SPEC.		LIMIT
Thermostat valve opening temperature	Approx. 82°C (179.6°F)		—
Thermostat valve lift	Over 8.0 mm (0.31 in) at 95°C (203°F)		—
Engine coolant temperature switch operating temperature	OFF → ON	Approx. 115°C (239°F)	—
	ON → OFF	Approx. 108°C (226.4°F)	—
Radiator cap valve opening pressure	95 – 125 kPa (0.95 – 1.25 kgf/cm ² , 13.5 – 17.8 psi)		—
Cooling fan thermo-switch operating temperature	OFF → ON	Approx. 96°C (204.8°F)	—
	ON → OFF	Approx. 91 °C (195.8°F)	—
Engine coolant type	Use an anti-freeze/coolant compatible with aluminum radiator, mixed with distilled water only, at the ratio of 50:50.		—
Engine coolant including reserve	Reserve tank side	Approx. 250 ml (0.26/0.22 US/Imp qt)	—
	Engine side	Approx. 1 350 ml (1.43/1.19 US/Imp qt)	—

CARBURETOR

ITEM	STD/SPEC.	
	E-02, 04, 17, 22, 24, 25, 34	E-03, 28
Carburetor type	MIKUNI BDSR39	←
Bore size	39 mm	←
I.D. No.	20F0	20F2
Idle r/min	1 300 ± 100 r/min	←
Fuel level	16.9 ± 0.5 mm (0.68 ± 0.02 in)	←
Float height	7.0 ± 0.5 mm (0.28 ± 0.02 in)	←
Main jet (M.J.)	#137.5	#137.5
Jet needle (J.N.)	6E38-54-2	6E42-52
Needle jet (N.J.)	P-0	P-0M
Throttle valve (Th.V.)	#95	←
Pilot jet (P.J.)	#17.5	#15
Pilot screw (P.S.)	PRE-SET (2½ turns back)	PRE-SET (3 turns back)
Throttle cable play	2.0 – 4.0 mm (0.08 – 0.16 in)	←

CARBURETOR

ITEM	STD/SPEC.	
	E-33	E-22 (U-Type)
Carburetor type	MIKUNI BDSR39	←
Bore size	39 mm	←
I.D. No.	20F4	20F5
Idle r/min	1 300 ± 100 r/min	←
Fuel level	16.9 ± 0.5 mm (0.68 ± 0.02 in)	←
Float height	7.0 ± 0.5 mm (0.28 ± 0.02 in)	←
Main jet (M.J.)	#137.5	#137.5
Jet needle (J.N.)	6E43-54	6E38-54-2
Needle jet (N.J.)	P-DM	P-0
Throttle valve (Th.V.)	#95	←
Pilot jet (P.J.)	#15	#17.5
Pilot screw (P.S.)	PRE-SET	PRE-SET (3½ turns back)
Throttle cable play	2.0 – 4.0 mm (0.08 – 0.16 in)	←

CARBURETOR

ITEM	STD/SPEC.	
	E-18	
Carburetor type	MIKUNI BDSR39	
Bore size	39 mm	
I.D. No.	20F3	
Idle r/min	1 300 ± 50 r/min	
Fuel level	16.9 ± 0.5 mm (0.68 ± 0.02 in)	
Float height	7.0 ± 0.5 mm (0.28 ± 0.02 in)	
Main jet (M.J.)	#137.5	
Jet needle (J.N.)	6E38-54-2	
Needle jet (N.J.)	P-0	
Throttle valve (Th.V.)	#95	
Pilot jet (P.J.)	#15	
Pilot screw (P.S.)	PRE-SET (2¾ turns back)	
Throttle cable play	2.0 – 4.0 mm (0.08 – 0.16 in)	

ELECTRICAL

ITEM		STD/SPEC.		NOTE
Firing order		1 - 2		
Spark plug	Type	NGK: CR8E DENSO: U24ESR-N		
	Gap	0.7 - 0.8 mm (0.028 - 0.031 in)		
Spark performance		Over 8 mm (0.3 in) at 1 atm.		
Signal coil resistance		140 - 230 Ω		
Signal coil peak voltage		More than 3 V		
Ignition coil resistance	Primary	3.5 - 5.5 Ω		Terminal - Terminal
	Secondary	20 - 31 k Ω		Plug cap - Terminal
Ignition coil primary peak voltage		More than 150 V		
Generator coil resistance		0.2 - 0.55 Ω		
Generator Max. output		Approx. 300 W at 5 000 r/min		
Generator no-load voltage (When cold)		More than 70 V (AC) at 5 000 r/min		
Regulated voltage		13.5 - 15.0 V at 5 000 r/min		
Starter relay resistance		3 - 6 Ω		
Battery	Type designation	YT12A-BS		
	Capacity	12 V 36.0 kC (10Ah)/10HR		
Fuse size	Headlight	HI	15A	
		LO	15A	
	Signal	15A		
	Ignition	10A		
	Meter	10A		
	Main	30A		

WATTAGE

ITEM		STD/SPEC.			
		SV650S		SV650	
		E-02, 03, 24, 28, 33	The other countries	E-03, 24, 28, 33	The other countries
Headlight	HI	45 W \times 2	55 W	60 W	←
	LO	45 W \times 2	55 W	55 W	←
Parking or position light		5 W	←		
Brake light/Taillight		21/5 W \times 2	←		
Turn signal light		21 W	←	←	←
License light		5 W	←	←	←
Speedometer light		0.84 W \times 3	←	1.7 W \times 2	←
Turn signal indicator light		3 W	←	1.7 W	←
High beam indicator light		1.7 W	←	←	←
Neutral indicator light		1.7 W	←	←	←
Oil pressure indicator light		1.7 W	←	←	←

BRAKE + WHEEL

Unit: mm (in)

ITEM	STD/SPEC.		LIMIT
Rear brake pedal free travel	20 – 30 (0.8 – 1.2)		—
Rear brake pedal height	55 – 65 (2.17 – 2.56)		—
Brake disc thickness	Front	4.5 (0.18)	4.0 (0.16)
	Rear	5.0 (0.20)	4.5 (0.18)
Brake disc runout	—		0.3 (0.012)
Master cylinder bore	Front	15.870 – 15.913 (0.6248 – 0.6265)	—
	Rear	12.700 – 12.743 (0.5000 – 0.5017)	—
Master cylinder piston diam.	Front	15.827 – 15.854 (0.6231 – 0.6242)	—
	Rear	12.657 – 12.684 (0.4983 – 0.4994)	—
Brake caliper cylinder bore	Front	30.230 – 30.306 (1.1902 – 1.1931)	—
	Rear	38.180 – 38.256 (1.5031 – 1.5061)	—
Brake caliper piston diam.	Front	30.150 – 30.200 (1.1870 – 1.1890)	—
	Rear	38.098 – 38.148 (1.4999 – 1.5019)	—
Brake fluid type	DOT 4		
Wheel rim runout	Axial	—	2.0 (0.08)
	Radial	—	2.0 (0.08)
Wheel rim size	Front	17 × MT3.50	—
	Rear	17 × MT4.50	—
Wheel axle runout	Front	—	0.25 (0.010)
	Rear	—	0.25 (0.010)

TIRE

Unit: mm (in)

ITEM		STD/SPEC.	LIMIT
Cold inflation tire pressure (Solo riding)	Front	225 kPa (2.25 kgf/cm ² , 33 psi)	_____
	Rear	250 kPa (2.50 kgf/cm ² , 36 psi)	_____
Cold inflation tire pressure (Dual riding)	Front	225 kPa (2.25 kgf/cm ² , 33 psi)	_____
	Rear	250 kPa (2.50 kgf/cm ² , 36 psi)	_____
Tire size	Front	120/60ZR17 (55W)	_____
	Rear	160/60ZR17 (69W)	_____
Tire type	Front	METZELER: MEZ4 FRONT	_____
	Rear	METZELER: MEZ4	_____
Tire tread depth	Front	_____	1.6 (0.06)
	Rear	_____	2.0 (0.08)

SUSPENSION

Unit: mm (in)

ITEM		STD/SPEC.	LIMIT
Front fork stroke		130 (5.1)	_____
Front fork spring free length		314.6 (12.39)	308 (12.13)
Front fork oil level (without spring, inner tube fully compressed)	E-03, 33	102 (4.02)	_____
	Others	104 (4.09)	_____
Front fork oil type		SUZUKI FORK OIL G10 (#10) or equivalent fork oil	_____
Front fork oil capacity (each leg)	E-03, 33	491 ml (16.6/17.3 US/Imp oz)	_____
	Others	489 ml (16.5/17.2 US/Imp oz)	_____
Rear shock absorber spring adjuster	SV650S	4/7	_____
	SV650	2/7	_____
Rear wheel travel		125 (4.9)	_____
Swingarm pivot shaft runout		_____	0.3 (0.01)

FUEL + OIL

ITEM	STD/SPEC.		NOTE
Fuel type	Use only unleaded gasoline of at least 87 pump octane ($\frac{R+M}{2}$) or 91 octane or higher rated by the research method. Gasoline containing MTBE (Methyl Tertiary Butyl Ether), less than 10% ethanol, or less than 5% methanol with appropriate cosolvents and corrosion inhibitor is permissible.		E-03, 33
	Use only unleaded gasoline of at least 87 pump octane ($\frac{R+M}{2}$) or 91 octane or higher rated by the research method.		E-28
	Gasoline used should be graded 91 octane or higher. An unleaded gasoline is recommended.		The others
Fuel tank capacity	15 L (4.0/3.3 US/Imp gal)		E-33
	16 L (4.2/3.5 US/Imp gal)		The others
Engine oil type	SAE 10W/40, API SF or SG		
Engine oil capacity	Change	2 300 ml (2.4/2.0 US/Imp qt)	
	Filter change	2 400 ml (2.5/2.1 US/Imp qt)	
	Overhaul	3 000 ml (3.2/2.6 US/Imp qt)	

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