

OWNER'S MANUAL

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

WARNING

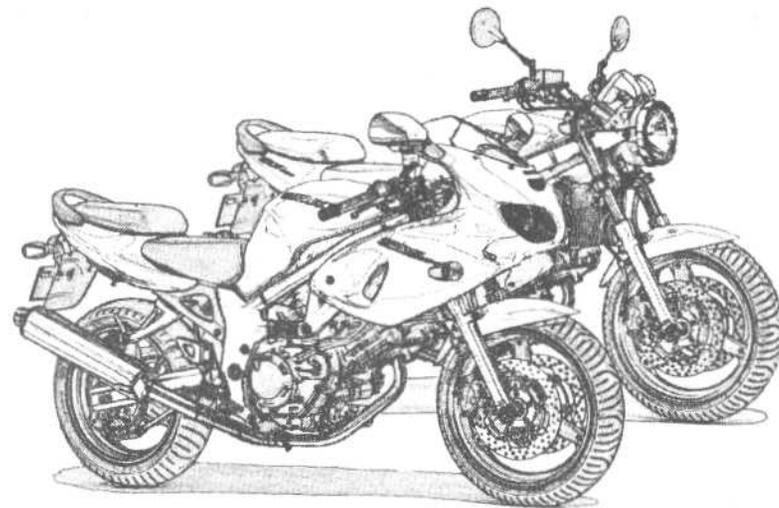
Failure to follow these safety precautions may increase your risk of injury:

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



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SV650/S

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/NOTE

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

WARNING

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

CAUTION

Indicates a potential hazard that could result in motorcycle damage.

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

WARNINGS and CAUTIONS are arranged like this:

WARNING-or- CAUTION

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

The second part will describe **HOW TO AVOID THE HAZARD**.

FOREWORD

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

The proper care and maintenance that your motorcycle requires is 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 Suzuki-dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. Suzuki reserves the right to make production changes at any time, without notice and without incurring any obligation to make the same or similar changes to vehicles previously built or sold.

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

SUZUKI MOTOR CORPORATION

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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 RiderCourses (fundamental techniques) and Experienced RiderCourses (advanced strategies) present hands-on instruction of the basic principles of motorcycling and a variety of accident-avoidance maneuvers. Even a seasoned motorcyclist can improve his or her riding skills, and pick up

a few new skills, through these courses. Some insurance companies even offer discounts to course graduates.

Special situations require special care.

Of course, there are some times when full-force braking is not the correct technique. When the road surface is wet, loose, or rough, you should brake with care. When you're leaned over in a corner, avoid braking. Straighten up before braking. Better yet, slow down before entering the corner.

In these situations, the traction available between your tires and the road surface is limited. Overbraking when traction is limited will cause your tires to skid, possibly resulting in loss of directional control or causing you and your motorcycle to fall over.

Know your limits.

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

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

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

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

Be extra safety-conscious on bad weather days.

Riding on bad weather days, especially wet ones, requires extra caution. Braking distances increase on a 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 RiderCourses. 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.

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 you can call toll-free 1-800-446-9227.

Good riding on your new Suzuki!

FUEL, ENGINE OIL AND COOLANT RECOMMENDATION

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. 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, may be used in your vehicle if the ethanol content is not greater than 10%.

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 oxygenate, 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 oxygenate 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 the oxygenated fuels.
- Be sure that any oxygenated fuel you use has octane ratings of at least 87 pump octane ((R+M)/2 method).
- If you are not satisfied with the driveability or fuel economy of your motorcycle when you are using an oxygenated fuel, you should switch back to regular unleaded gasoline.
- If engine pinging is experienced, substitute another brand as there are differences between brands.

CAUTION

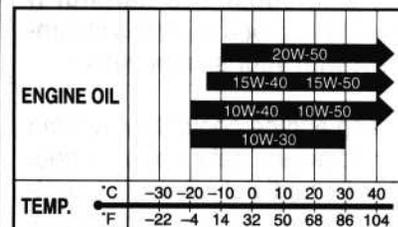
Spilled gasoline containing alcohol can harm your motorcycle. Alcohol can damage painted surfaces.

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

ENGINE OIL



Suzuki recommends the use of SUZUKI PERFORMANCE 4 MOTOR OIL or an oil which is rated SF or SG 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 alternative according to the chart below.



ENGINE COOLANT SOLUTION

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

Engine Coolant

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

⚠ WARNING

Engine coolant is harmful if swallowed or if it comes in contact with your skin or eyes.

Keep engine coolant away from children and pets. Call your doctor immediately if engine coolant is swallowed, and induce vomiting. Flush eyes or skin with water if engine coolant gets in eyes or comes in contact with skin.

⚠ CAUTION

Spilled engine coolant can damage painted surfaces.

Do not spill any fluid when filling the radiator. Wipe spilled engine coolant up immediately.

Water for Mixing

Use distilled water only. Water other than distilled water can corrode and clog the aluminum radiator.

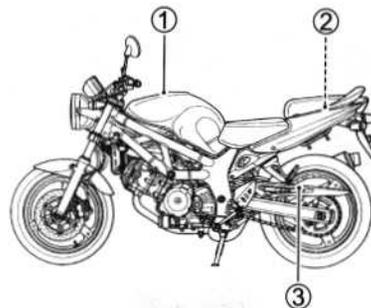
Required amount of engine coolant/water solution capacity (total): 1600 ml (3.4 US pt)

Engine coolant	800 ml (1.7 US pt)
Water	800 ml (1.7 US pt)

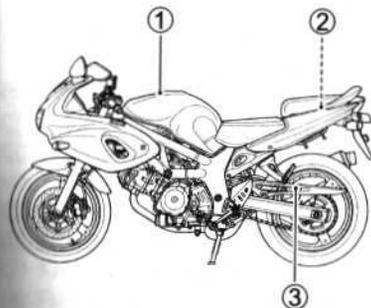
LOCATION OF LABELS

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.

(SV650)



(SV650S)



①

⚠ WARNING

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

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

②

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.

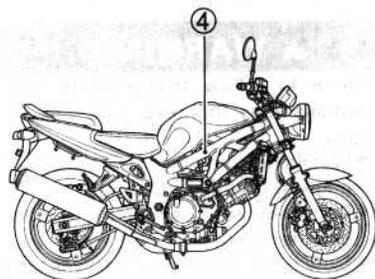
③

⚠ WARNING

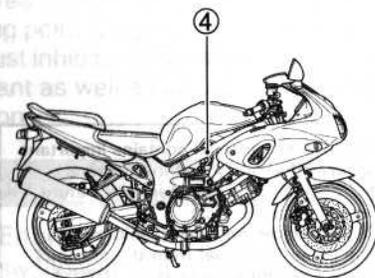
- Check tire condition, wear, and cold tire pressure before each ride.
- Replace only with TUBELESS tires of listed size and type.
- Read owner's manual for more information.

COLD TIRE PRESSURE	SOLO RIDING			DUAL RIDING		
	kPa	kgf/cm ²	psi	kPa	kgf/cm ²	psi
FRONT	225	2.25	33	225	2.25	33
REAR	250	2.50	36	250	2.50	36
TIRE SIZE		FRONT		REAR		
		120/60 ZR17 (55W)		160/60 ZR17 (69W)		
TYPE	METZELER		MEZ4 Front		MEZ4	

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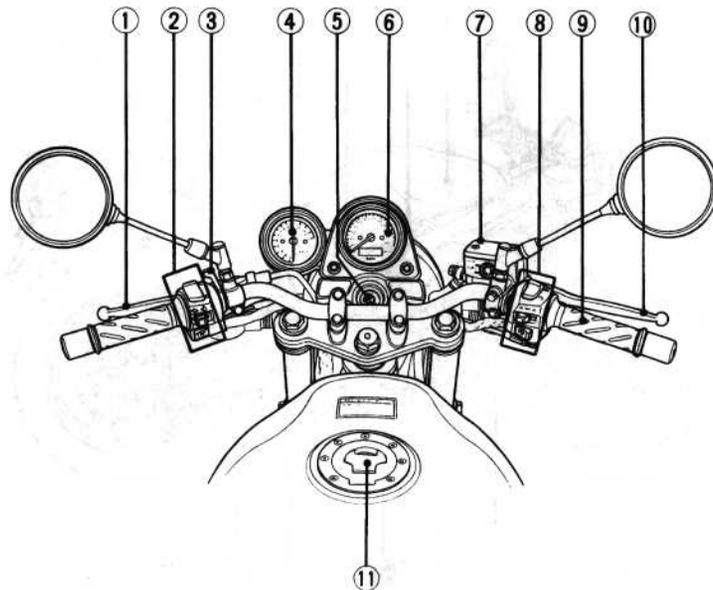
④

▲ WARNING

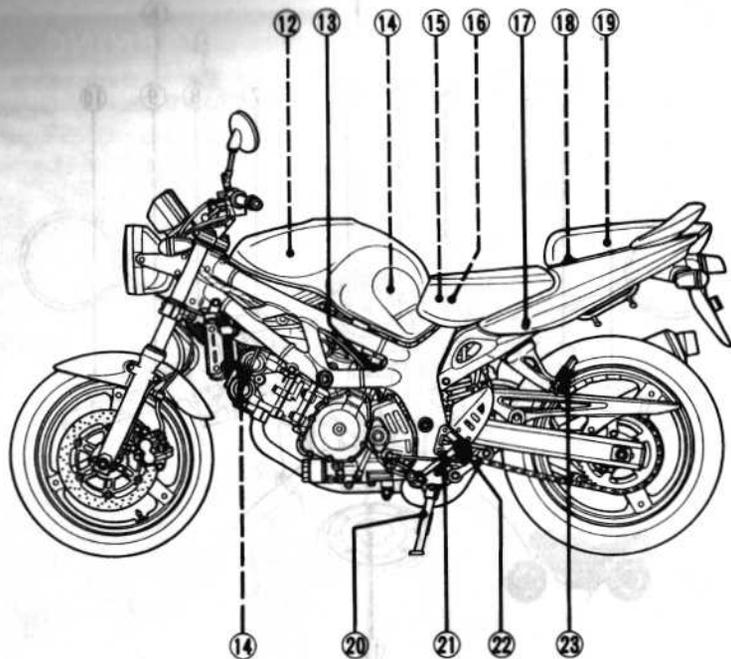
Never make any modifications to the aluminum alloy frame, such as drilling or welding. Such modifications will weaken the frame and may lead to an accident.



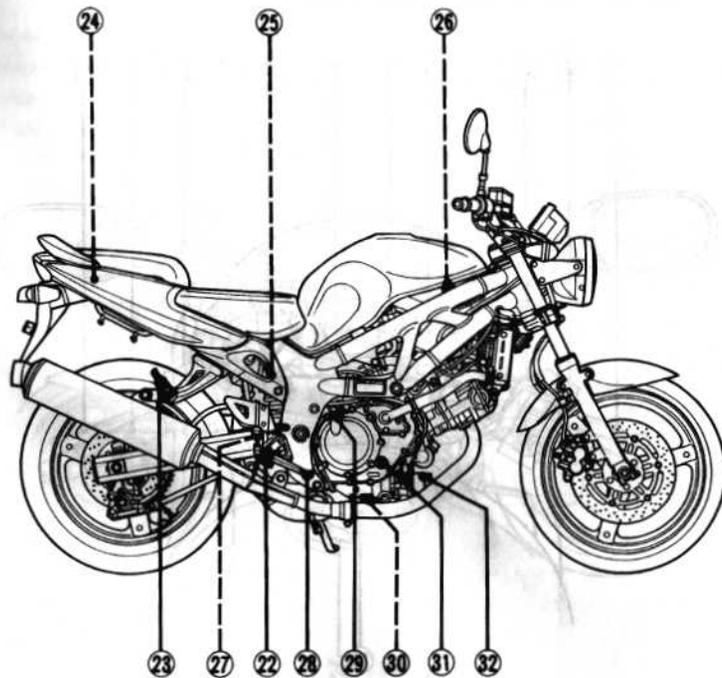
LOCATION OF PARTS (SV650)



- ① Clutch lever
- ② Left handlebar switches
- ③ Choke lever
- ④ Tachometer
- ⑤ Ignition switch
- ⑥ Speedometer
- ⑦ Front brake fluid reservoir
- ⑧ Right handlebar switches
- ⑨ Throttle grip
- ⑩ Front brake lever
- ⑪ Fuel tank cap

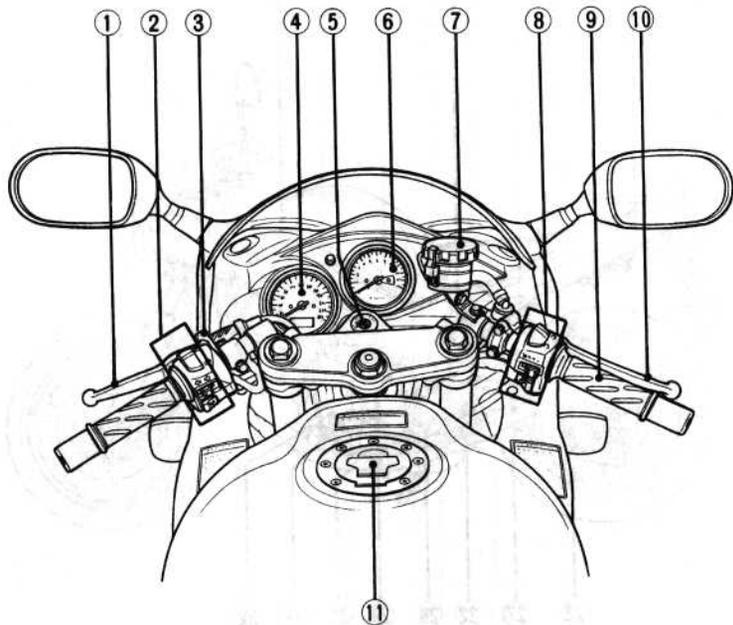


- ⑫ Air cleaner
- ⑬ Throttle stop screw
- ⑭ Spark plug
- ⑮ Battery
- ⑯ Fuses
- ⑰ Seat lock
- ⑱ Helmet holders
- ⑲ Tools
- ⑳ Side stand
- ㉑ Gearshift lever
- ㉒ Footrests
- ㉓ Passenger footrests

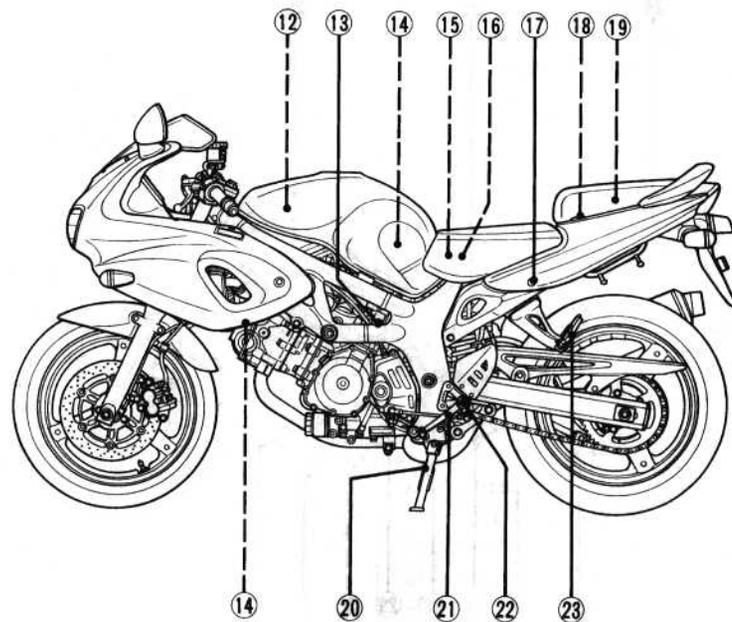


- ㉔ Rear brake fluid reservoir
- ㉕ Main fuse
- ㉖ Engine coolant reservoir
- ㉗ Rear brake light switch
- ㉘ Rear brake pedal
- ㉙ Engine oil filler cap
- ㉚ Engine oil drain plug
- ㉛ Engine oil inspection window
- ㉜ Engine oil filter

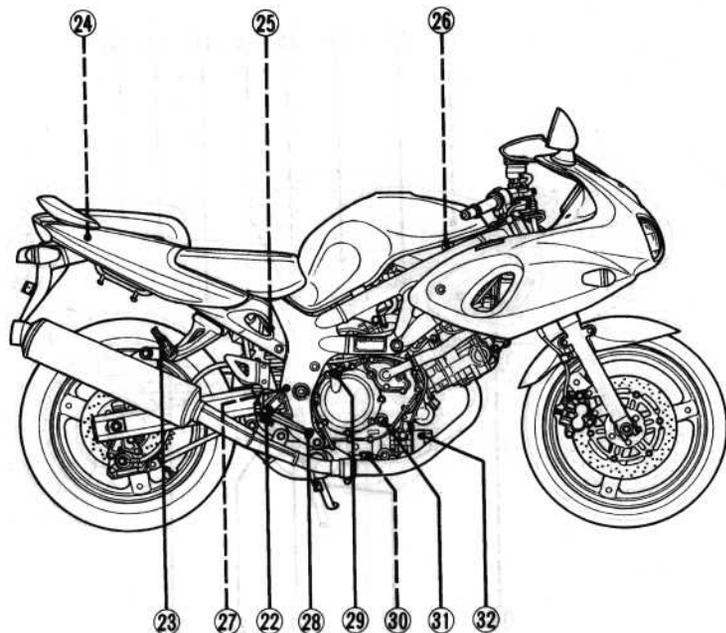
LOCATION OF PARTS (SV650S)



- ① Clutch lever
- ② Left handlebar switches
- ③ Choke lever
- ④ Speedometer
- ⑤ Ignition switch
- ⑥ Tachometer
- ⑦ Front brake fluid reservoir
- ⑧ Right handlebar switches
- ⑨ Throttle grip
- ⑩ Front brake lever
- ⑪ Fuel tank cap



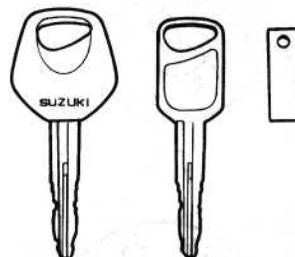
- ⑫ Air cleaner
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- ⑮ Battery
- ⑯ Fuses
- ⑰ Seat lock
- ⑱ Helmet holders
- ⑲ Tools
- ⑳ Side stand
- ㉑ Gearshift lever
- ㉒ Footrests
- ㉓ Passenger footrests



- ②4 Rear brake fluid reservoir
- ②5 Main fuse
- ②6 Engine coolant reservoir
- ②7 Rear brake light switch
- ②8 Rear brake pedal
- ②9 Engine oil filler cap
- ③0 Engine oil drain plug
- ③1 Engine oil inspection window
- ③2 Engine oil filter

CONTROLS, EQUIPMENT AND ADJUSTMENTS

KEY



Two keys come with this motorcycle. Keep the spare key in a safe place. An identifying number is stamped on the plate. Use this number when making a replacement key.

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

Key No.

IGNITION SWITCH



The ignition switch has 4 positions.

“OFF” position

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

“ON” position

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

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

“LOCK” position

All electrical circuits are off. The key can be removed and the steering will be locked. Turn the steering all the way to the left and push down the key and turn it to the “LOCK” position.

“P” (PARKING) position

Taillight will come on to increase visibility for temporary road side parking at night. The key can be removed and the steering will be locked.

⚠ WARNING

Turning the ignition switch to the “P” (PARKING) or “LOCK” position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

Stop the motorcycle and place it on the side stand before locking the steering. Never attempt to move the motorcycle when the steering is locked.

NOTE: The key hole can be covered by turning the lid for anti-theft purpose.

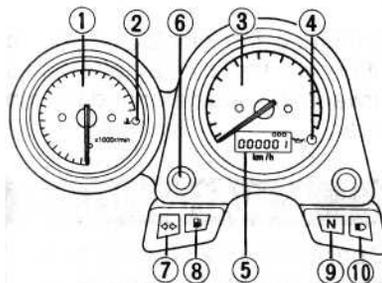


Turn the ignition switch to “LOCK” position and change the lid hole position when leaving your motorcycle.



Align the lid hole position to the key hole position when inserting the key.

INSTRUMENT PANEL (SV650)



Tachometer ①

The tachometer indicates the engine speed in revolutions per minute (r/min).

Coolant Temperature Check Light ②

If this light comes on while riding it means that the coolant temperature is too high.

⚠ CAUTION

Running the engine with high engine coolant temperature can cause serious engine damage. If the engine coolant temperature check light comes on, stop the engine to let it cool.

Do not run the engine until the coolant temperature check light goes out.

Speedometer ③

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

Oil Pressure Indicator Light ④

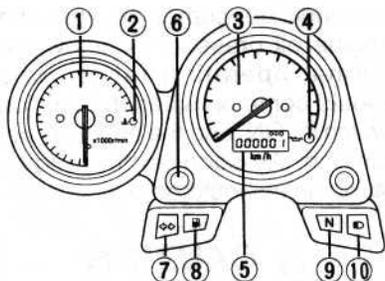
This indicator comes on when the engine oil pressure is below the normal operating range. This should come on when the ignition switch is “ON” and the engine is not running. As soon as the engine starts, this should go out.

⚠ CAUTION

Riding the motorcycle with the oil pressure indicator light lit can damage the engine and transmission.

Whenever the oil pressure indicator lights up, indicating low oil pressure, stop the engine immediately. Check the oil level and determine if the proper amount of oil is in the engine. If the light still does not go out, have your authorized SUZUKI dealer or qualified mechanic troubleshoot your motorcycle.





Odometer/Trip Meter ⑤

The display in the speedometer has two functions, odometer and trip meter.

Odometer



The odometer registers the total distance that the motorcycle has been ridden.

Trip meter



The trip meter is a resettable odometer. It can be used for indicating the distance traveled on short trips or between fuel stops.

To reset the trip meter to zero, push the button ⑥ for two seconds.

To change the display, push the button ⑥. The display alternates between the odometer and the trip meter.

⚠ WARNING

Operating the display while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars while riding.

Turn Signal Indicator Light ⑦

When the turn signals are being operated either to the right or to the left, the indicator will flash at the same time.

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

Fuel Indicator Light ⑧

When the fuel in the fuel tank drops below approximately 3.5 L (0.9 US gal), this indicator light flickers. When the fuel drops below approximately 1.5 L (0.4 US gal), the indicator light remains lit. This indicator light comes on when the ignition switch is turned to the "ON" position. The indicator light goes off

when the engine is started if there is enough fuel in the tank.

NOTE: When the fuel indicator light comes on, you should add fuel to the fuel tank at the first opportunity to avoid running out of fuel.

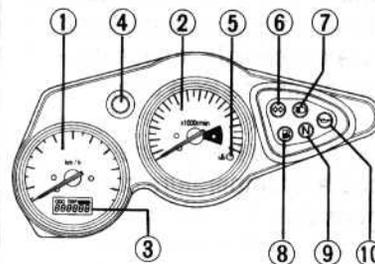
Neutral Indicator Light ⑨

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

High Beam Indicator Light ⑩

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

INSTRUMENT PANEL (SV650S)



Speedometer ①

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

Tachometer ②

The tachometer indicates the engine speed in revolutions per minute (r/min).

Odometer/Trip Meter ③

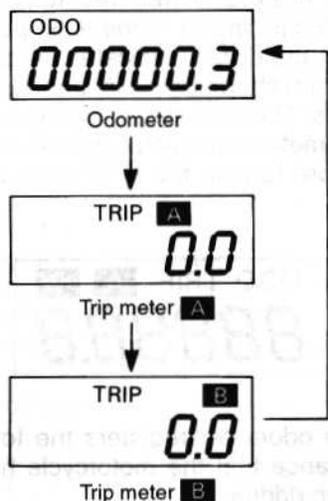
The display in the speedometer has three functions, odometer and two trip meters. When the ignition switch is turned to the "ON" position, the display indicates the test pattern shown below for three seconds. Then the display changes to odometer or tripmeter, as indicated before turning the ignition switch off.



The odometer registers the total distance that the motorcycle has been ridden.

The two trip meters are resettable odometers. They can register two kinds of distance at the same time. For instance, trip meter **A** can register the trip distance and trip meter **B** can register the distance between fuel stops.

To change the display, push the **button ④**. The display changes in the order below.

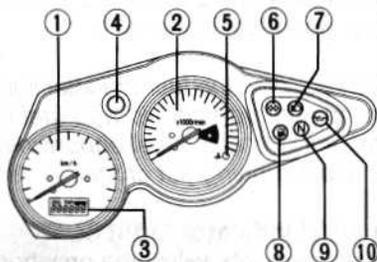


To reset the trip meter to zero, push the **button ④** for two seconds while the display indicates the trip meter **A** or **B** you want to reset.

▲ WARNING

Operating the display while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars while riding.



Coolant Temperature Check Light ⑤

If this light comes on while riding it means that the coolant temperature is too high.

▲ CAUTION

Running the engine with high engine coolant temperature can cause serious engine damage. If the engine coolant temperature check light comes on, stop the engine to let it cool.

Do not run the engine until the coolant temperature check light goes out.

Turn Signal Indicator Light ⑥

When the turn signals are being operated either to the right or to the left, the indicator will flash at the same time.

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

High Beam Indicator Light ⑦

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

Fuel Indicator Light ⑧

When the fuel in the fuel tank drops below approximately 3.5 L (0.9/0.8 US/Imp. gal), this indicator light flickers. When the fuel drops below approximately 1.5 L (0.4/0.3 US/Imp. gal), the indicator light remains lit. This indicator light lit for three seconds when the ignition switch is turned to the "ON" position then the indicator light should go out if there is enough fuel in the tank.

NOTE: When the fuel indicator light comes on, you should add fuel to the fuel tank at the first opportunity to avoid running out of fuel.

Neutral Indicator Light ⑨

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

Oil Pressure Indicator Light ⑩

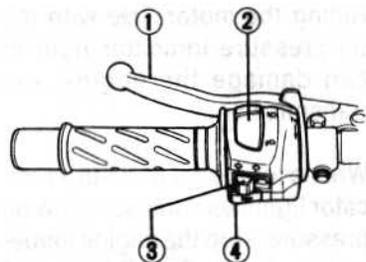
This indicator comes on when the engine oil pressure is below the normal operating range. This should come on when the ignition switch is "ON" and the engine is not running. As soon as the engine starts, this should go out.

▲ CAUTION

Riding the motorcycle with the oil pressure indicator light lit can damage the engine and transmission.

Whenever the oil pressure indicator lights up, indicating low oil pressure, stop the engine immediately. Check the oil level and determine if the proper amount of oil is in the engine. If the light still does not go out, have your authorized SUZUKI dealer or qualified mechanic troubleshoot your motorcycle.

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.

Dimmer Switch ②

“☰” position

The headlight low beam and tail-light turn on.

“≡▷” position

The headlight high beam and tail-light turn on. The high beam indicator light also turns on.

Turn Signal Switch ③

Moving the switch to the “←” position will flash the left turn signals. Moving the switch to the “→” position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch in.

▲ WARNING

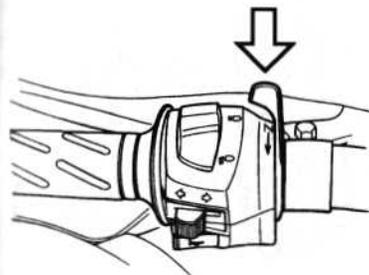
Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

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 Button “☐” ④

Press the button to sound the horn.

Choke Lever

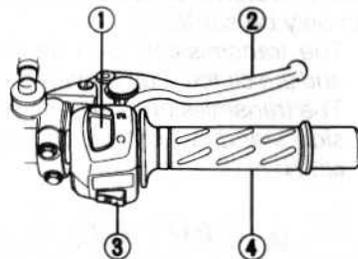


This motorcycle has a choke system to provide easy starting when the engine is cold. The choke system works by turning the choke lever all the way toward you. The choke system opens the throttle valve slightly to raise idling speed.

When the engine is warm, you do not need to use the choke system for starting.

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

RIGHT HANDLEBAR



Engine Stop Switch ①

“☒” position

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

“○” position

The ignition circuit is on and the engine can run.

Front Brake Lever ②

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

Electric Starter Button “☑” ③

Use this button to operate the starter motor. With the ignition switch in the “ON” position, the engine stop switch in the “○” position, and the transmission in neutral, pull in the clutch lever and push the electric starter button to start the engine.

- Wipe up spills immediately.
- Avoid breathing fuel vapor.
- Keep children and pets away.

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

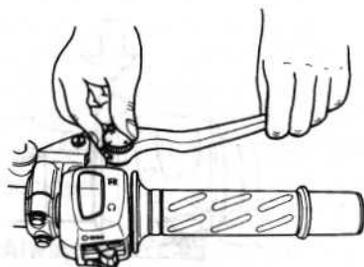
- The transmission is in neutral and the clutch is disengaged, or
- The transmission is in gear, the side stand is fully up, and the clutch is disengaged.

⚠ CAUTION

To prevent electrical system damage, do not operate the starter motor 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.

Front Brake Lever Adjustment



The distance between the throttle grip and the front brake lever is adjustable among six positions. To change the position, push the brake lever forward and turn the adjuster to the desired position. Be sure the adjuster stops in the proper position; This motorcycle is delivered from the factory with its adjuster set on position 4.

⚠ WARNING

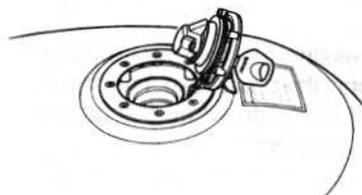
Adjusting the front brake lever position while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars while riding.

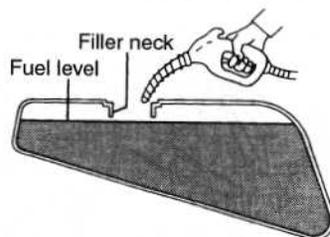
Throttle Grip ④

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, lift up the cap. To close the cap, push the cap down firmly with the key in the cap lock.



⚠ WARNING

Overfilling the fuel tank can cause the fuel to overflow when it expands due to heat from the engine or the sun. Spilled fuel can catch on fire.

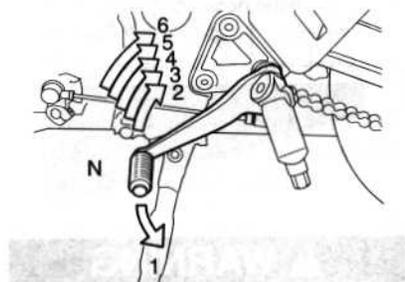
Never fill the fuel above the bottom of the filler neck.

⚠ WARNING

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

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

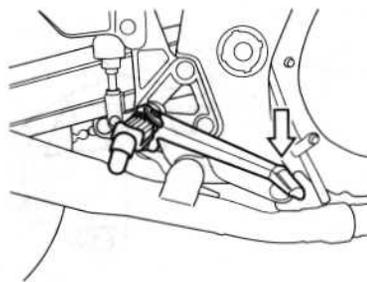
GEARSHIFT LEVER



This motorcycle has a 6-speed transmission which operates as shown. To shift properly, pull the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the gearshift lever to upshift and depress the lever to downshift. Neutral is located between low and 2nd gear. When neutral is desired, depress or lift the lever halfway between low and 2nd gear.

NOTE: When the transmission is in neutral the green indicator light on the instrument panel will be lit. However, even though the light is illuminated, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

REAR BRAKE PEDAL

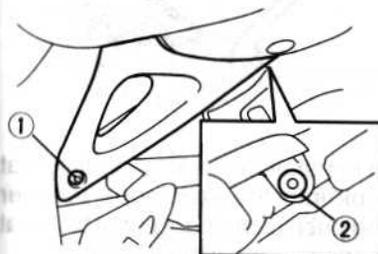


Pressing the rear brake pedal will apply the rear brake. The brake light will come on when the rear brake is operated.

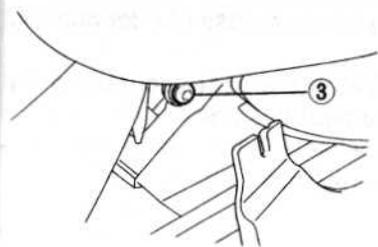
SEAT LOCK AND HELMET HOLDERS

Front Seat

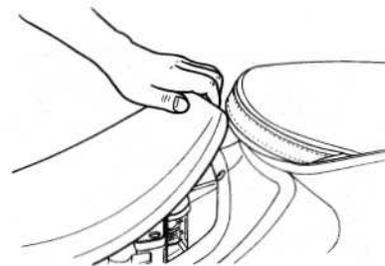
To remove the front seat.



1. Remove the screws ① (right and left) and the fasteners ② (right and left).



2. Remove the bolts ③ (right and left).



Raise the front end of the seat and slide it forward.



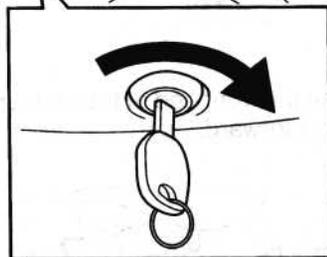
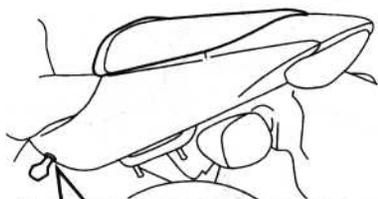
To reinstall the seat, slide the seat hook into the seat hook retainer on the frame and tighten the bolts securely.

⚠ WARNING

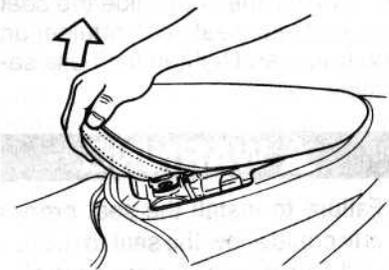
Failure to install the seat properly could allow the seat to move and cause loss of rider control.

Fasten the seat securely in its proper position.

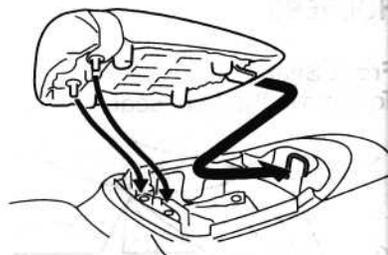
Rear Seat



The seat lock is located at the bottom of the left frame cover. To remove the rear seat, insert the ignition key into the lock and turn it clockwise.



Raise the front end of the seat and slide it forward.



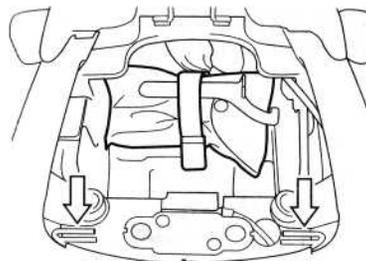
To reinstall the seat, slide the seat hook into the seat hook retainer and push down firmly until the seat snaps into the locked position.

⚠ 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.

Helmet Holders



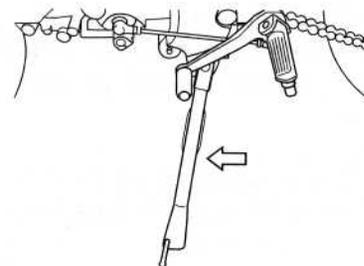
This motorcycle has helmet holders under the rear seat. Hook your helmet on the helmet holder and lock the seat.

⚠ 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



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 in- completely retracted can result in an accident when you turn left.

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

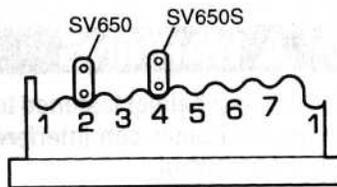
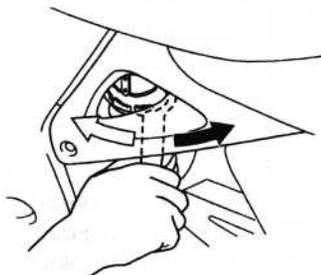
⚠ CAUTION

Park the motorcycle on firm, level ground to help prevent it from falling over.

If you must park on an incline, aim the front of the motorcycle uphill and put the transmission into 1st gear to reduce the possibility of rolling off the side stand.

SUSPENSION ADJUSTMENT

REAR SUSPENSION Spring Pre-load Adjustment



The rear suspension spring pre-load is adjustable. The adjustment can be performed by changing the ring position with the adjuster in the tool kit. Position 1 provides the softest spring pre-load and position 7 provides the stiffest. The spring pre-load is set on position 2 at the factory. (4 position for SV650S)

BREAK-IN

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

Maximum Engine Speed Recommendation

The table below shows the maximum engine speed recommendation during the break-in period.

Initial 800 km (500 miles)	Below 5000 r/min
Up to 1600 km (1000 miles)	Below 8000 r/min
Over 1600 km (1000 miles)	Below 10500 r/min

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 160 km (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.

- Proper play
- Smooth response
- Quick return to idling position

Observe Your Initial and Most Critical Service

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

INSPECTION BEFORE RIDING

⚠ WARNING

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

Always perform a pre-ride inspection before each ride. Refer to the table below for check items. For further details, refer to the INSPECTION AND MAINTENANCE section.

⚠ WARNING

Using worn, improperly inflated, or incorrect tires will reduce stability and can cause an accident.

Follow all instructions in the TIRES section in this owner's manual.

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

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

WHAT TO CHECK	CHECK FOR:
Steering	<ul style="list-style-type: none">• Smoothness• No restriction of movement• No play or looseness
Brakes	<ul style="list-style-type: none">• Correct fluid level• No fluid leakage• No "sponginess"• Proper pedal and lever play• Brake pad wear
Tires	<ul style="list-style-type: none">• Proper pressure• Enough tread depth• No cracks, rips, or other damage
Fuel tank	Tank cap locked securely
Lighting	Proper operation of all lights – Headlight, Taillight, Brake light, Instrument lights, Turn signals
Indicator lights	Proper operation of all indicators – Coolant temperature, Oil pressure, High beam, Neutral, Turn signal and Fuel
Engine stop switch	Proper operation
Horn	Correct function
Engine oil	Correct level
Cooling system	<ul style="list-style-type: none">• Proper engine coolant level• No leaks or damage
Throttle	<ul style="list-style-type: none">• Proper play• Smooth response• Quick return to idle position

Gearshift lever	<ul style="list-style-type: none"> • No damage • Smooth operation
Clutch	<ul style="list-style-type: none"> • Correct play in the cable • Smooth and progressive action
Drive chain	<ul style="list-style-type: none"> • Proper tension • Adequate lubrication • No excessive wear or damage
Side stand /ignition interlock system	Proper operation
General condition	<ul style="list-style-type: none"> • 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:

1. The transmission is in neutral.
2. The engine stop switch is in the "O" position.

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

- *The transmission is in neutral and the clutch is disengaged, or*
- *The transmission is in gear, the side stand is fully up, and the clutch is disengaged.*

When the Engine is Cold:

1. Turn the choke lever all the way towards you.
2. Close the throttle completely and push the electric starter button.
3. Immediately after the engine starts, keep the engine speed at 2000 – 2500 r/min by varying the choke lever position.
4. Move the choke lever 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 Cold Engine is Hard to Start:

1. Turn the choke lever all the way towards you.
2. Open the throttle approximately 1/8 – 1/4 turn and push the electric starter button.
3. Immediately after the engine starts, keep the engine speed at 2000 – 2500 r/min by varying the choke lever position.
4. Move the choke lever 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. Close the throttle completely and push the electric starter button.

When the Warm Engine is Hard to Start:

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

⚠ WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

⚠ CAUTION

Running the engine too long without riding may cause the engine to overheat. Overheating can result in damage to internal engine components and discoloration of exhaust pipes.

Shut the engine off if you cannot begin your ride promptly.

STARTING OFF AND SHIFTING

WARNING

Riding this motorcycle at excessive speed increases your chances of losing control of the motorcycle. This may result in an accident.

Always ride within the limits of your skills, your motorcycle, and the riding conditions.

WARNING

Removing your hands from the handlebars or feet from the footrests during operation can be hazardous. If you remove even one hand or foot from the motorcycle, you can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars and both feet on the footrests of your motorcycle during operation.

WARNING

Sudden side winds, which can occur when being passed by larger vehicles, at tunnel exits or in hilly areas, can upset your control.

Reduce your speed and be alert to side winds.

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

NOTE: This motorcycle has a side stand/ignition interlock switch. If you shift the transmission into gear when the side stand is down, the engine will stop running.

USING THE TRANSMISSION

The transmission is provided to keep the engine operating smoothly in its normal operating speed range. The gear ratios have been carefully chosen to meet the characteristics of the engine. The rider should always select the most suitable gear for the prevailing conditions. Never slip the clutch to control road speed, but rather downshift to allow the engine to run within its normal operational range. The table below shows the 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 → 5th	50	31
5th → 6th	60	37

Shifting down schedule

Gear position	km/h	miles/h
6th → 5th	50	31
5th → 4th	40	25
4th → 3rd	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 the corner.

CAUTION

Reving the engine into the red zone can cause severe engine damage.

Never allow the engine to rev into the red zone in any gear.

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 towards the grip (disengaged position) just before the motorcycle stops. 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.

Be sure you have a safe stopping distance between you and the vehicle in front of you.

5. Park the motorcycle on a firm, flat surface where it will not fall over.

WARNING

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Park the motorcycle where pedestrians or children are not likely to touch the muffler.

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 ignition key.

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

There are a great variety of accessories available to Suzuki owners. Suzuki can not have direct control over the quality or suitability of accessories you may wish to purchase. The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for Suzuki to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly. Use extreme caution when selecting and installing the accessories for your Suzuki. We have developed some general guidelines which will aid you when deciding whether, and how to equip your motorcycle.

WARNING

Improper accessories or modifications can make your motorcycle unsafe and can lead to an accident.

Never modify the motorcycle with improper or poorly installed accessories. Follow all instructions in this owner's manual regarding accessories and modifications. Use genuine SUZUKI accessories or equivalent designed and tested for your motorcycle. Consult your SUZUKI dealer if you have any questions.

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

GVWR: 400 kg (885 lbs) at the tire pressure (cold)

Front: 225 kPa

(2.25 kgf/cm², 33 psi)

Rear: 250 kPa

(2.50 kgf/cm², 36 psi)

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

- Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.
- Backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed by or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.

- 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.

When carrying a load on the motorcycle, mount it as low as possible and as close as possible to the machine. An improperly mounted load can create a high center of gravity which is very hazardous and makes the motorcycle difficult to handle. The size of the "load" can also affect the aerodynamics of the motorcycle. Balance the load between the left and right sides of the motorcycle and fasten it securely.

Modification

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Obey all applicable equipment regulations in your area.

The frame of this motorcycle is made of an aluminum alloy. Therefore, never make any modifications such as drilling or welding to the frame as it weakens the frame significantly. This could result in an unsafe vehicle operating condition and subsequent accident. Suzuki will not be responsible in any way for personal injury or damage to the motorcycle caused by frame modifications.

Bolt-on-accessories that do not modify the frame in any way may be installed, provided that the GVWR is not exceeded. For GVWR, refer to the ACCESSORY USE AND MOTORCYCLE LOADING section of the owner's manual.

WARNING

Modification to an aluminum alloy frame, such as drilling or welding, weakens the frame. This could result in an unsafe operating condition and may lead to an accident.

Never make any modifications to the frame.

dealer if you have any questions.

INSPECTION AND MAINTENANCE

NOTICE

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 increases the chance of an accident or motorcycle damage.

Always follow the inspection and maintenance recommendations and schedules in this owner's manual. Ask your SUZUKI dealer or qualified mechanic to do the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, have your SUZUKI dealer or qualified mechanic do them.

WARNING

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

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

CAUTION

Using poor quality replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

Use only genuine Suzuki replacement parts or their equivalent.

MAINTENANCE CHART

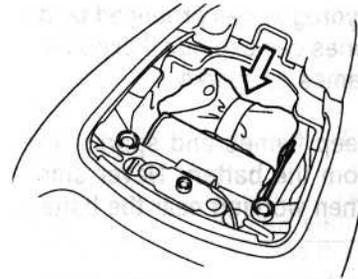
Interval: This interval should be judged by odometer reading or months, whichever comes first.

Item	Interval		1000	6000	12000	18000	24000
	km						
	miles	months	600	4000	7500	11000	15000
Air cleaner element			-			R	
Exhaust pipe bolts and muffler bolts			T	-	T	-	T
* Tappet clearance			-	-	-	-	
Spark plugs			-		R		R
Fuel line			-				
	*Replace every four years						
Engine oil			R	R	R	R	R
Engine oil filter			R	-	-	R	-
Idle speed							
Throttle cable play							
* Carburetor synchronization		(CA.only)	-	-		-	
* Evaporative emission control system (California model only)			-	-		-	
	Replace vapor hose every four years						
* PAIR (air supply) system (California model only)			-	-		-	
* Engine coolant			Replace every two years				
Radiator hose			-				
Clutch cable play			-				
Drive chain							
	Clean and lubricate every 1000 km (600 miles)						
* Brakes							
Brake hose			-				
	*Replace every four years						
Brake fluid			-				
	*Replace every two years						
Tires			-				
* Steering				-	-	-	
* Front forks			-	-		-	
* Rear suspension			-	-		-	
* Chassis bolts and nuts			T	T	T	T	T

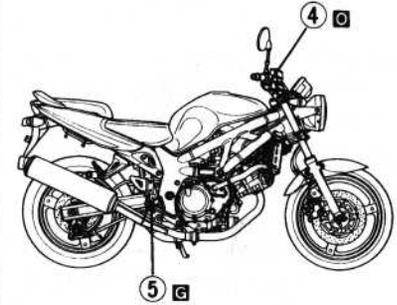
NOTE: | = Inspect and clean, adjust, replace or lubricate as necessary, R = Replace, T = Tighten

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

TOOLS



A tool kit is provided with your motorcycle. It is located under the rear seat.



- ☐ Motor oil
- ☐ Grease

- ① Clutch cable and clutch lever holder
- ② Side stand pivot and spring hook
- ③ Drive chain
- ④ Throttle cable and brake lever holder
- ⑤ Brake pedal pivot and footrest pivot

LUBRICATION POINTS

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.

