

SUZUKI

OWNER'S MANUAL

GSX-R1100

IMPORTANT

BREAK-IN INFORMATION FOR YOUR MOTORCYCLE

The first 1 000 miles (1 600 km) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.

Vehicle reliability and performance depend on special care and restraint exercised during the break-in period. It is especially important that you avoid operating the engine in a manner which could expose the engine parts to excessive heat.

Please refer to the Break-In section for specific break-in recommendations.

WARNING / CAUTION / NOTE

Please read this manual and follow its instructions carefully. To emphasize special information the words **WARNING**, **CAUTION** and **NOTE** carry special meanings and should be carefully reviewed.

▲ WARNING:

The personal safety of the rider may be involved. Disregarding this information could result in injury to the rider.

▲ CAUTION:

These instructions point out special service procedures or precautions that must be followed to avoid damaging the machine.

NOTE

This provides special information to make maintenance easier or important instructions clearer.

EMISSION CONTROL WARRANTY

Suzuki Motor Co., Ltd. warrants to the ultimate purchaser and each subsequent purchaser that this vehicle is designed, built, and equipped so as to conform at the time of sale with all U.S. emission standards applicable at the time of manufacture, and that it is free from defects in materials and workmanship which would cause it not to meet these standards within its useful life. Useful life is defined for each class of motorcycle as 5 years or the corresponding number of kilometers (miles) shown in the chart below, whichever occurs first.

| Vehicle Class | Engine Displacement | Useful Life Distance |
|---------------|---------------------|--------------------------|
| Class I | 50 to 169 cc | 12 000 km (7 456 miles) |
| Class II | 170 to 279 cc | 18 000 km (11 185 miles) |
| Class III | 280 cc and over | 30 000 km (18 641 miles) |

Failures, other than those resulting from defects in material or workmanship, which arise solely as a result of owner abuse and/or lack of proper maintenance are not covered by the warranty.

FOREWORD

THANK YOU for choosing Suzuki. We at Suzuki have designed, tested and produced this motorcycle using the most modern technology available to provide you with many happy, enjoyable, safe riding. Motorcycling is one of the most exhilarating sports and to insure 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 insure 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 changes at any time.

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

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.

- (1) Never exceed the GVWR (Gross Vehicle Weight Rating) of this motorcycle. The GVWR is the combined weight of the machine, accessories, payload and rider. When selecting your accessories, keep in mind the weight of

the rider 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: 940 lbs (430 kg)

at the tire pressure (cold)

Front 36 psi (2.5 kg/cm²)

Rear 42 psi (2.9 kg/cm²)

- (2) 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 it provides for a rigid, non-movable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.
- (3) 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.

(4) 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 handlebar or front fork of the machine should be as light as possible and kept to a minimum.

(5) 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 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.

(6) Certain accessories displace the rider from his normal riding position. This limits the freedom of movement of the rider and may limit his control ability.

(7) Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous 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 dangerous and makes the motorcycle difficult to handle. The size of the "load" can also affect the aerodynamics and handling of the motorcycle. Balance the load between the left and right side 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 strength of the frame significantly. Failure to heed this warning 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 INSTALLATION AND PRECAUTION SAFETY TIPS section of this owner's manual.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for purposes

of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

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

- removing or puncturing the muffler, baffles, header pipes, or any other component which conducts exhaust gases
- replacing the exhaust system or muffler with a system or muffler not marked with the same model specific code as the code listed on the Motorcycle Noise Emission Control Information label, and certified to appropriate EPA noise standards
- removing or puncturing the air cleaner case, air cleaner cover, baffles, or any other component which conducts intake air

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

SAFE RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider and passenger. These precautions are:

WEAR A HELMET

Motorcycle safety equipment starts with a quality safety helmet. One of the most serious injuries that can happen is a head injury. ALWAYS wear a properly approved helmet. You should also wear suitable eye protection.

RIDING APPAREL

Loose, fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

INSPECTION BEFORE RIDING

Review thoroughly the instructions in the "INSPECTION BEFORE RIDING" section of this manual. Do not forget to perform an entire safety inspection to ensure the safety of the rider and its passenger.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

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. Remember practice makes perfect.

KNOW YOUR LIMITS

Ride within the boundaries of your own skill at all times. Knowing these limits and staying within them will help you to avoid accidents.

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off of the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges. Whenever in doubt about road conditions, slow down!

MOTORCYCLE SAFETY FOUNDATIONS "RIDING TIPS FOR THE MOTORCYCLIST" HANDBOOK

This special manual, supplied in the pouch with your Owner's Manual, contains safety tips on a wide or topics. This manual can increase your riding enjoyment and safety and should be read thoroughly.

SERIAL NUMBER LOCATION

The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information. The frame number is stamped on the steering head tube. The engine serial number is stamped on the right side of the crankcase assembly.

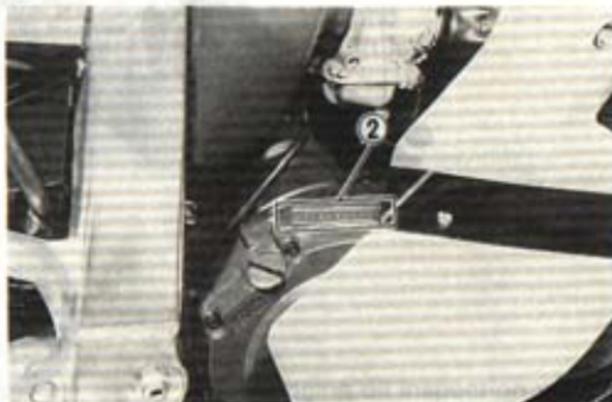
Please write down the numbers in the box provided below for your future reference.

Frame number:

Engine number:

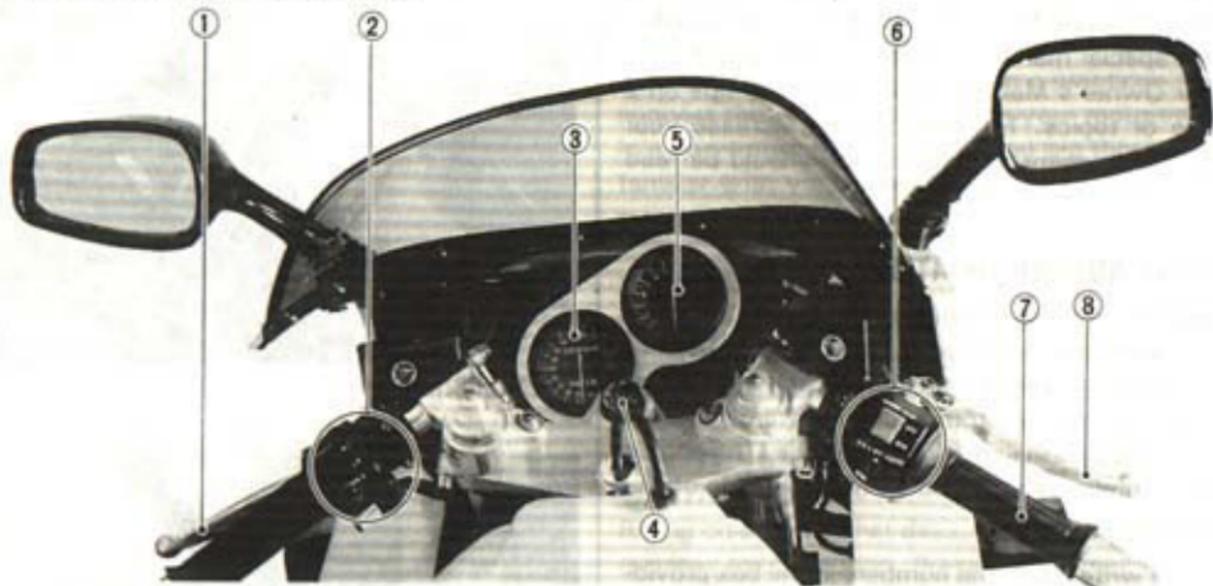


① Frame number



② Engine number

LOCATION OF PARTS



- ① Clutch lever
- ② Left handlebar switches
- ③ Speedometer
- ④ Ignition switch
- ⑤ Tachometer
- ⑥ Right handlebar switches
- ⑦ Throttle grip
- ⑧ Front brake lever



- ⑨ Fuel tank cap
- ⑩ Fuelcock
- ⑪ Carburetor choke knob
- ⑫ Side stand
- ⑬ Gearshift lever



- ⑭ Engine oil inspection window
- ⑮ Rear brake pedal

CONTROLS

KEY

This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place.

Your motorcycle ignition keys are stamped with an identifying number. This number is used when making replacement keys. Please write your key number in the box provided for your future reference.

Key number:



IGNITION SWITCH

The ignition switch has three positions:

"OFF" POSITION

All electrical circuits are cut off.

"ON" POSITION

The ignition circuit is completed and the engine can now be started. The headlight and taillight will automatically be turned on when the key is in this position. The key cannot be removed from the ignition switch in this position.



⚠ CAUTION:

Start the engine promptly after turning the ignition key to the "ON" position. The reason for this is that the headlight and taillight come on at the same time the ignition is turned on and will cause the battery to lose power.

"LOCK" POSITION

To lock the steering, turn the handlebar all the way to the left. Push down and turn the key to the "LOCK" position and remove the key. All electrical circuits are cut off.

"P" POSITION (PARKING POSITION)

When parking the motorcycle, turn the key to the parking position. The key can now be removed. The taillight will remain lit. This position is for night time roadside parking to increase visibility.

⚠ WARNING:

- Before turning the ignition switch to the "P" (PARKING) or "LOCK" position, stop the motorcycle and place the motorcycle on the side stand.
- Never attempt to move the motorcycle when the steering is locked, or you may lose balance.

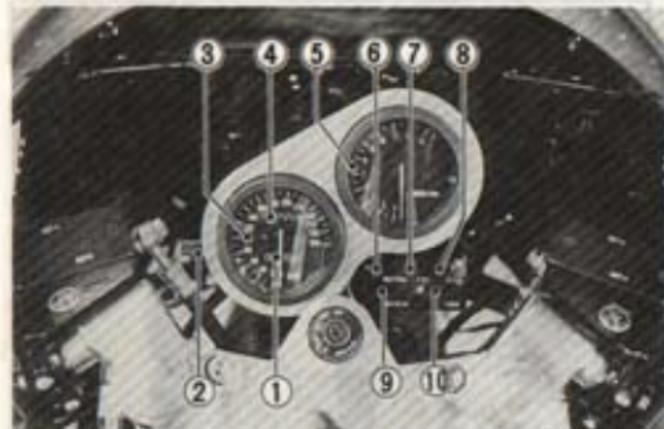
INSTRUMENT PANEL

TRIP METER ①

The trip meter is a resettable odometer located in the speedometer assembly. It can be used to indicate the distance traveled on short trips or between fuel stops. Turning knob ② counter-clockwise will return the meter to zero.

SPEEDOMETER ③

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



ODOMETER ④

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

TACHOMETER ⑤

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

NEUTRAL INDICATOR LIGHT ⑥

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.

FUEL INDICATOR LIGHT ⑦

The fuel indicator light will come on when the fuel level in the fuel tank is low (approximately 5 liters).

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.

OIL PRESSURE INDICATOR LIGHT ⑧

With the ignition switch in the "ON" position but the engine not started, the oil pressure indicator light should be lit. As soon as the engine is started, the light should go out.

▲ CAUTION:

Whenever the oil pressure indicator lights up, indicating no oil pressure, stop the engine immediately. First check the oil level and determine if the proper amount of oil is in the engine. If the oil level is low, refill the engine to the correct level. If the light still does not go out, then have your authorized Suzuki dealer inspect your motorcycle to determine the difficulty. Do not operate the motorcycle when the light is lit as it may cause serious damage to the internal parts of the engine or transmission.

HIGH BEAM INDICATOR LIGHT ⑨

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

TURN SIGNAL INDICATOR LIGHT ⑩

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

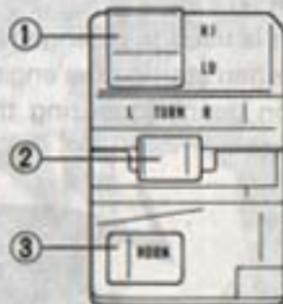
▲ CAUTION:

If turn signal light is not operating properly due to bulb filament or circuit failure, the indicator light does not flicker but remains lit to warn the rider of the existence of trouble.

LEFT HANDLEBAR

DIMMER SWITCH ①

When the switch is in "HI" position, the high beam will be lit. At the same time that the high beam is lit, the high beam indicator will also light in the instrument panel. When the switch is in "LO" position, the low beam will be lit.



TURN SIGNAL LIGHT SWITCH ②

Moving the switch to the "L" position will flash the left turn signals. Moving the switch to the "R" position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch on.

▲ WARNING:

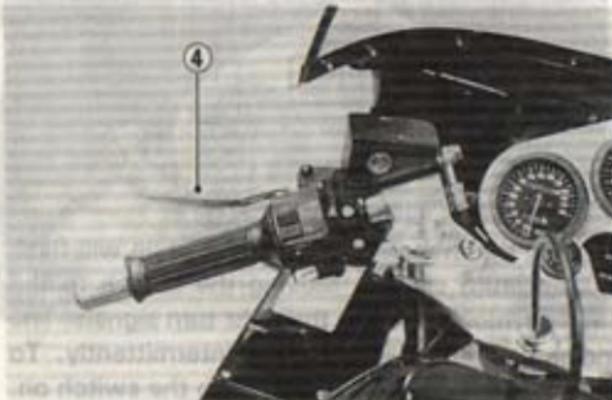
Always use the turn signals when you intend to change lanes or make a turn. Be sure to turn off the turn signals after completing the turn or lane change.

HORN SWITCH ③

Press the switch to operate the horn.

CLUTCH LEVER ④

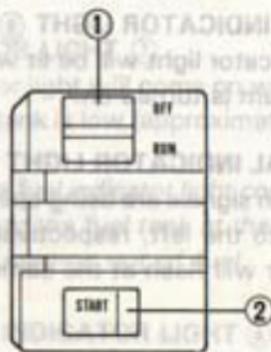
The clutch lever is used to disengage the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.



RIGHT HANDLEBAR

ENGINE STOP SWITCH ①

The engine stop switch is located on the top of the right handlebar grip switch housing. This is a rocker style switch which pivots in the center. In the "RUN" position the ignition circuit is on and the engine will operate. The switch is intended primarily as an emergency switch. When the switch is in the "OFF" position neither the starter motor nor the ignition circuit will be energized.



ELECTRIC STARTER BUTTON ②

This button is used to turn the starter motor. With the ignition switch in the "ON" position, the transmission in neutral, and the clutch disengaged, push the electric starter button to engage the starter motor and start the engine.

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

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

⚠ CAUTION:

Do not engage the starter motor for more than five seconds at a time as it may overheat the wiring harness and starter motor. If the engine does not start after several attempts, check the fuel supply and ignition system. (Refer to the TROUBLESHOOTING section.)

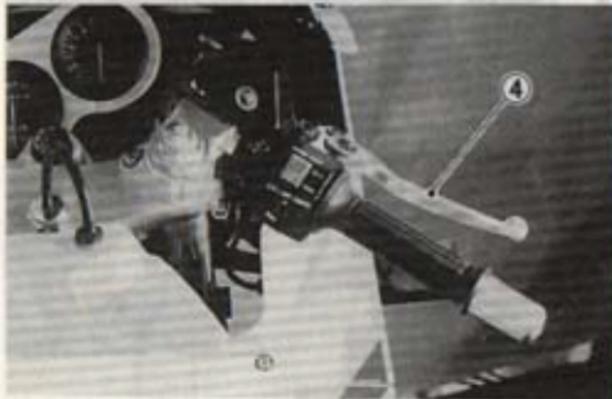
THROTTLE GRIP ③

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



FRONT BRAKE LEVER ④

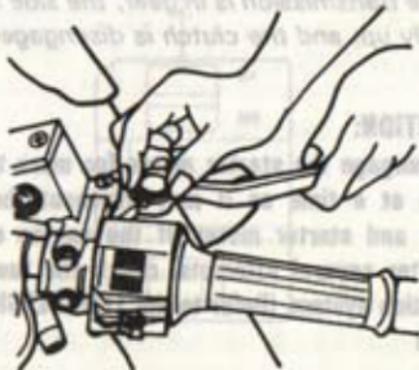
The front brake is applied by squeezing the brake lever gently towards the throttle grip. This motorcycle is equipped with disc brake system and excessive pressure is not required to slow the machine down properly. The brake light will be lit when the lever is squeezed inward.



FRONT BRAKE LEVER ADJUSTMENT

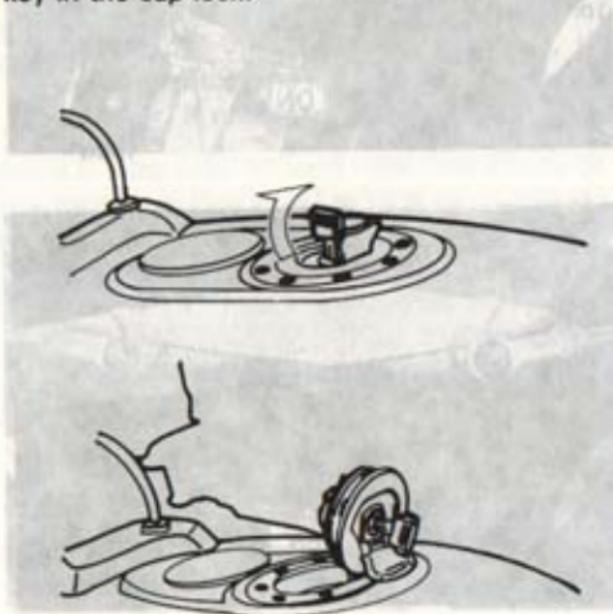
The distance between the throttle grip and the front brake lever is adjustable in four positions. To change the position, push the brake lever forward and turn the adjuster to the desired position. When changing the brake lever position, always be sure the adjuster stops in the proper position; a projection of the brake lever holder should fit into the depression of the adjuster.

This motorcycle delivered from the factory with its adjuster set on position 2.



FUEL TANK CAP

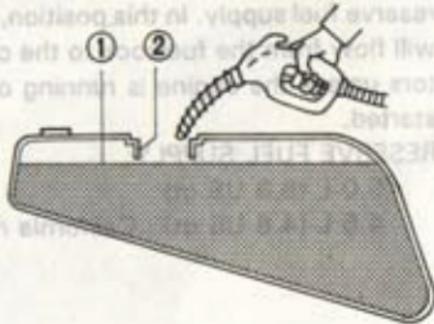
To open the fuel tank cap, open the lock lid, insert the ignition key into the lock and turn it clockwise. With the key still held in position, lift up with the key and remove the fuel tank cap. To replace the fuel tank cap, push the cap down firmly with the key in the cap lock.



▲ WARNING:

- Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.
- When refueling, always shut the engine off and turn the ignition key to the "OFF" position. Never refuel near an open flame.

- ① Fuel level
- ② Filler tube



FUELCOCK

This motorcycle is equipped with an automatic type, diaphragm style fuelcock. There are three positions: "ON," "RES" and "PRI."

"ON" POSITION

The normal position for the fuelcock lever is on the "ON" position. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.

"RES" POSITION

If the fuel level in the tank is too low, turn the lever to the "RES" position to use the reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.

RESERVE FUEL SUPPLY:

5.0 L (5.3 US qt)

4.5 L (4.8 US qt)...California model



"PRI" POSITION

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



▲ CAUTION:

Leaving the fuelcock in the "PRI" position may cause the carburetor to overflow and fuel to run into the engine. It is possible that this may cause severe mechanical damage when the engine is started.

NOTE: After switching the fuelcock lever to the "RES" position, it is advisable that the tank be refilled at the closest gas station. After refueling, be sure to move the fuelcock to the "ON" position.



CARBURETOR CHOKE KNOB

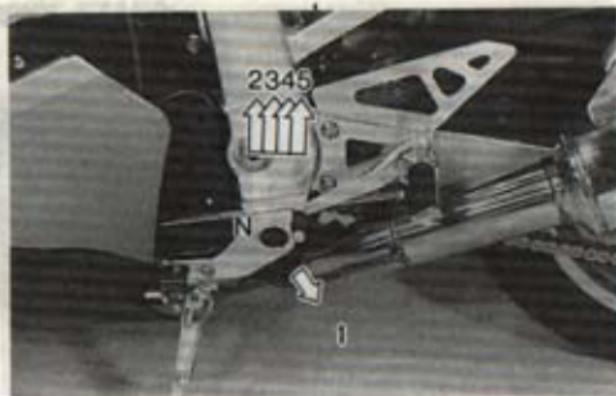
CAUTION ▲

The carburetor of this motorcycle are equipped with a choke system to provide easy starting. When starting a cold engine, pull the choke knob and engage the electric starter. The choke system will operate only when the throttle is in the closed position as opening the throttle will bypass the choke system. When the engine is warm, the choke system does not need to be used for starting. Always be certain to return the choke knob back to its normal position after the engine reaches normal operating temperatures.



GEARSHIFT LEVER

This motorcycle is equipped with a 5 speed constant mesh transmission which operates as shown in the figure. The shift lever is attached to a ratchet type mechanism in the transmission. Each time that a gear is selected, the gear shift lever will return to its normal position ready to select the next gear. Neutral is located between low and 2nd gear. Low gear is engaged by depressing the lever downward from the neutral position. Shifting into the higher gears is accomplished by lifting up on the shift lever once for each gear. It is not possible to up shift or down shift more than one gear at a time due to the ratchet mechanism being used. When shifting from low to 2nd gear or 2nd gear to low, neutral will be automatically skipped. When neutral is desired, depress or lift the lever to a position halfway between low and 2nd gear.



is shifted into gear with the side stand down.

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.

Reduce your road speed before down shifting. When down shifting, the engine speed should be increased before the clutch is engaged. This will prevent unnecessary wear on the drivetrain components and rear tire.

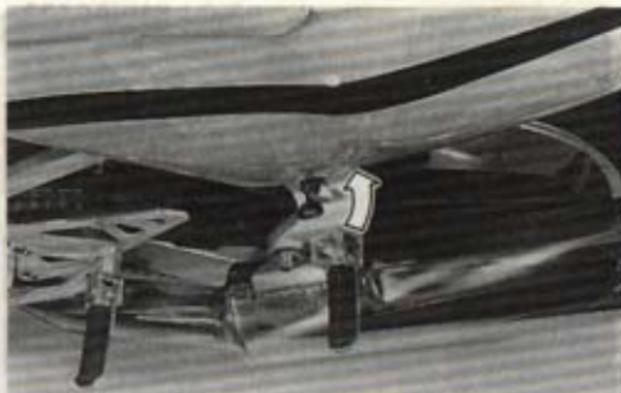
REAR BRAKE PEDAL

Depressing the rear brake pedal will apply the rear disc brake. The brake light will be illuminated when the rear brake is operated.



SEAT LOCK AND HELMET HOLDERS

To unlock the seat lock, insert the ignition key into the lock and turn it counterclockwise. To lock the seat, hook the seat hook to the seat holding bracket and push down the seat firmly until the seat snaps into the locked position. There are helmet holders under the seat. To use them, remove the seat, hook your helmet fastener ring to the holder and refit the seat. To remove the rear seat, unscrew the wing nuts. To replace the rear seat, hook the seat hook to the seat holding bracket and fasten the seat by wing nuts.



Push down on the shift lever once for each gear. If it is not



⚠ WARNING:

- Do not operate the motorcycle with a helmet fastened to the helmet holder. The helmet may interfere with the safe operation of the motorcycle.
- After you have reinstalled the seat, pull up on it firmly to be certain it is securely latched. If the seat is not latched securely, it may come loose and interfere with the driver's control.

SIDE STAND

This motorcycle is equipped with a side stand to support the motorcycle when parking. An interlock switch 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 switch works as follows:

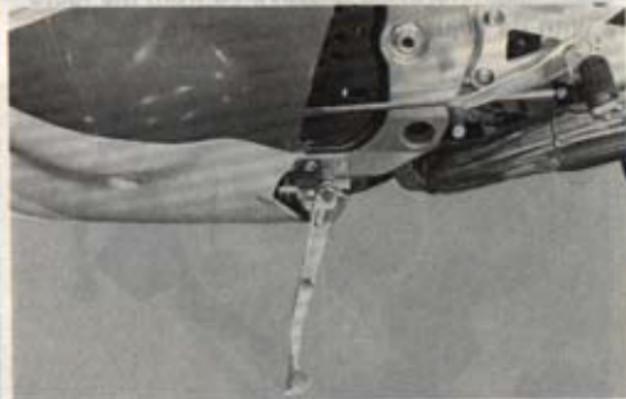
- (1) If the side stand is down and the transmission is in gear, the engine can not be started.
- (2) If the engine is running and the transmission is shifted into gear with the side stand down, the engine will stop running.
- (3) If the engine is running and the side stand is put down with the transmission in gear, the engine will stop running.

▲ WARNING:

Be sure to adjust the spring pre-load and damping force on both front forks equally. Making one front fork setting harder than the other will interfere with the stability of the motorcycle.

▲ WARNING:

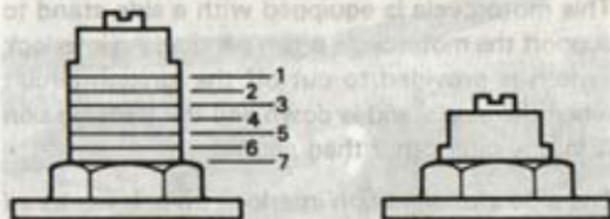
Be sure to check the side stand/ignition interlock switch for proper operation before riding, according to the instructions in the **SIDE STAND/IGNITION INTERLOCK SWITCH** section. If the switch is not working and the side stand is left down, it may interfere with rider control during a left turn.



FRONT SUSPENSION

SPRING PRE-LOAD ADJUSTMENT

To change the spring pre-load, turn the adjuster ① clockwise or counterclockwise. Turning the adjuster clockwise will increase the spring preload. Turning the adjuster counterclockwise will decrease the spring pre-load. There are seven grooved lines on the side of the adjuster ① for reference. Position 7 provides the minimum spring pre-load and position 1 provides the maximum pre-load. This motorcycle is delivered from the factory with its adjuster set on position 5.



• Position 7

• Position 1

DAMPING FORCE ADJUSTMENT

The extension side damping force and compression side damping force can be individually adjusted by turning the respective adjusters. To adjust the extension side damping force, turn the adjusters ②. To adjust the compression side damping force, turn the adjusters ③. Turning the adjusters clockwise will increase the damping force and turning the adjusters counterclockwise will decrease it. As you turn the adjusters, you will notice the clicks. This motorcycle is delivered from the factory with the extension side adjuster set 6 clicks turn out and the compression side adjuster set on 7 clicks turn out from the fully turned-in position.

▲ WARNING:

Be sure to adjust the spring pre-load and damping force on both front forks equally. Making one front fork setting harder than the other will interfere with the stability of the motorcycle.



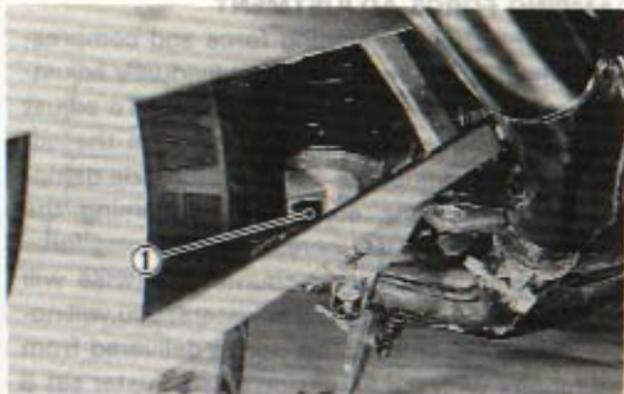
REAR SUSPENSION

DAMPING FORCE ADJUSTMENT

To increase or decrease the damping force, turn the adjusting ring ①. Damping adjustments are indicated by the numbers 1 through 4 on the adjuster. As you turn the adjuster, you will notice a click as you reach each number position. When changing the damping, always be sure that the adjuster stops with the number visible, that a click is noticed and the adjuster feels as if it were sitting in a detent or a notch. Position 1 provides for the least amount of damping force, and position 4 for the greatest amount. This motorcycle is delivered from the factory with its adjuster set on position 2.

NOTE: Do not operate rear damper unit in any position other than the click or detented positions. If positions 2 1/2, 3 1/2, etc. are used, the damping force will automatically have the same damping force as number 4 (stiffest) position.

NOTE: It is recommended that spring set length adjustment be done by your authorized Suzuki dealer.



click turn out the compression side adjuster
no 7 click turn out from fully turned in po-
-notte

WARNING ▲

It is not to adjust the spring pre-load and
to use on both front forks. Making one
front fork stiffer than the other will inter-
fere with the stability of the motorcycle.

SUSPENSION SETTING

The standard suspension settings provide comfortable ride and good handling characteristics for general, solo riding. The suspension can be adjusted for different riding conditions and rider preferences. The following chart shows basic recommended settings for the front and rear suspension units.

| | | Front | | | Rear |
|-------------|----------|-----------------|---------------|-------------|---------------|
| | | Spring pre-load | Damping force | | Damping force |
| | | | Extension | Compression | |
| Solo riding | Standard | 5 | 6 | 7 | 2 |
| | Softer | 6 | 8 | 9 | 1 |
| | Stiffer | 4 | 4 | 5 | 3 |
| Dual riding | | 4-5 | 3-6 | 6-7 | 2-3 |

▲ WARNING:

If settings are varied, make sure that proper balance from front suspension to rear suspension is maintained as shown in the chart.

FUEL AND OIL RECOMMENDATION

FUEL

Suzuki highly recommends that you use alcohol-free unleaded gasoline whenever possible, with a minimum pump octane rating of 85 ($\frac{R+M}{2}$ method). However, blends of unleaded gasoline and alcohol with equivalent octane content may be used, provided the guidelines that follow are met.

Gasoline/Ethanol Blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as gasohol, are commercially available in some areas. Gasohol containing a maximum of 10% ethanol may be used in your vehicle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranties.

Gasoline/Methanol Blends

Blends of unleaded gasoline and methanol (wood alcohol) are also commercially available in some areas. **DO NOT USE** fuels containing more than 5% methanol under any circumstances. Fuel system

damage or vehicle performance problems resulting from the use of such fuels are not the responsibility of SUZUKI and may not be covered under the Emission Control Systems or New Vehicle Warranties.

Fuels containing 5% or less methanol may be suitable for use in your vehicle if they contain cosolvents and corrosion inhibitors.

Pump Labeling for Gasoline/Alcohol Blends

In some states, pumps that dispense gasoline/alcohol blends are required to be labeled for the type and percentage of alcohol content, 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 alcohol 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 supplier.

NOTE:

- *Be sure that any gasoline/alcohol blend you use*

BREAK-IN

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

MAXIMUM ENGINE SPEED RECOMMENDATIONS

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

| | |
|---------------------------------|--------------------|
| Initial 500 miles (800 km) | Below 5 000 r/min |
| Up to 1 000 miles (1 600 km) | Below 7 000 r/min |
| Over 1 000 miles (1 600 km) | Below 11 000 r/min |

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be "loaded" with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts. It is essential that some

stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine.

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1 000 miles (1 600 km).

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

Allow sufficient idling time after warm or cold engine start up before applying load or revving the engine. This allows time for the lubricating oil to reach all critical engine components.

OBSERVE YOUR FIRST, AND MOST CRITICAL, SERVICE

The 600 miles (1 000 km) service is the most important service your motorcycle will receive. During break-in all of the engine components will have worn in and all of the other parts will have seated in. All adjustments will be restored, all

fasteners will be tightened, and the dirty oil and oil filter will be replaced. Timely performance of the 600 miles (1 000 km) service will ensure optimum service life and performance from the engine.

▲ CAUTION:

The 600 miles (1 000 km) service should be performed as outlined in the **INSPECTION AND MAINTENANCE** section of this owner's manual. Pay particular attention to the **CAUTION** and **WARNING** in that section.

INSPECTION BEFORE RIDING

Before riding the motorcycle, be sure to check the following items. Never underestimate the importance of these checks. Perform all of them before riding the machine.

| WHAT TO CHECK | CHECK FOR |
|------------------|---|
| Steering | 1) Smoothness 2) No restriction of movement 3) No play or looseness |
| Brakes | 1) Fluid level in the reservoir to be above "LOWER" line 2) Correct pedal and lever play 3) No "sponginess" 4) No fluid leakage 5) Brake pads not to be worn down to the limit line |
| Tires | 1) Correct pressure 2) Adequate tread depth 3) No cracks or cuts |
| Fuel | Enough fuel for the planned distance of operation |
| Lighting | Operation of all lights—Headlight, Taillight, Brake light, Instrument lights, Turn signals, License plate light |
| Indicator lights | Oil pressure, High beam, Neutral, Turn signal |

| | |
|--|--|
| Horn and engine stop switch | Correct function |
| Engine oil | Correct level |
| Battery | Solution level to be above "LOWER" line |
| Throttle | 1) Correct play in the throttle cable 2) Smooth operation and positive return of the throttle grip to the closed position |
| Clutch | 1) Fluid level in the reservoir to be above "LOWER" line 2) No fluid leakage 3) Smooth and sure action of clutch lever |
| Drive chain | 1) Proper tension slack 2) Adequate lubrication |
| Side stand/ Ignition interlock switch | Proper operation |

RIDING TIPS

▲ WARNING:

- If this is the first time that you have ridden a machine of this type, we suggest that you practice on a non-public road to become thoroughly familiar with the controls and operation of the motorcycle.
- One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and both feet securely on the footrests. Under no circumstances should both hands be removed from the handlebars.
- Do not down shift in the midst of cornering. Slow down to a safe speed before negotiating a corner.
- When the road surface is wet or slushy, there is a reduction in tire traction. You should reduce speed whenever these conditions exist as braking and cornering ability are reduced.
- At side winds which may be experienced at the exits of tunnels, when passing by the cut of a hill, or when being overtaken by larger vehicles, you should reduce speed and ride alertly.

- Obey the speed limit and traffic regulations at all times.

STARTING THE ENGINE

WARNING:

Never start the engine or let it run indoors or where there is little or no ventilation. Exhaust gas contains carbon monoxide, a potentially lethal gas that is colorless and odorless.

Before attempting to start the engine, make sure:

- (1) The transmission is in neutral.
- (2) The fuelcock lever is in the "ON" position.
- (3) The engine stop switch is in the "RUN" position.

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

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

When the engine is cold:

If temperature above 70°F (20°C)

- (1) Pull the choke out to the first stage. (half choke)
- (2) Close the throttle completely. Push the electric starter switch and the engine will start.
- (3) Allow the engine to run for approximately 30 seconds before returning the choke to the off position.

If temperature below 70°F (20°C)

- (1) Pull the choke to the second stage (full choke) position.
- (2) Close the throttle completely. Push the electric starter switch and the engine will start.
- (3) After the engine starts, move the choke knob to it's first stage (half choke) position.
- (4) Allow the engine to run for approximately 30 seconds before returning the choke to the off position. In extremely cold weather it may be necessary to use the choke longer than 30 seconds.

When the engine is warm:

Open the throttle 1/8 to 1/4 turn and push the electric starter switch. Operation of the carburetor choke system is usually not necessary when the engine is warm.

▲ CAUTION:

Do not let the engine run too long without riding, or it will overheat and may damage internal engine components.

STARTING OFF

After moving the side stand to the fully up position, pull the clutch lever in and pause momentarily. Engage first gear by depressing the gear shift lever downward. Twist 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 and open the throttle again. Select the gears in this manner until top gear is reached.

NOTE: This motorcycle is equipped with 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 | miles/h | km/h |
|---------------|---------|------|
| 1st→2nd | 12 | 20 |
| 2nd→3rd | 19 | 30 |
| 3rd→4th | 25 | 40 |
| 4th→5th | 31 | 50 |

Shifting down schedule

| Gear position | miles/h | km/h |
|---------------|---------|------|
| 5th→4th | 19 | 30 |
| 4th→3rd | 12 | 20 |

Disengage the clutch when the motorcycle speed drops below 9 miles/h (15 km/h).

▲ CAUTION:

Never allow the engine to rev up to red zone in the tachometer 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 over rev.

STOPPING AND PARKING

- Twist the throttle grip away from yourself to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.
- Downshift through the gears as road speed decreases.
- 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:

- As vehicle speed increases, stopping distance increases progressively. Be sure you have a safe stopping distance between you and the vehicle or object ahead of you.
- Using only the front or rear brake is dangerous and can cause skidding and loss of control.
- Apply the brakes lightly and with great care on a wet highway pavement or other slippery surfaces and at all corners. Any abrupt braking on slippery or irregular roads can cause loss of rider control.

- Park the motorcycle on a firm, flat surface.

⚠ WARNING:

The muffler and exhaust pipe become very hot during and after operation. Avoid burns by being careful not to touch these parts. Park the motorcycle where others are not likely to touch it.

- If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Return to neutral before starting engine.
- Turn the ignition switch to the "OFF" position.
- Lock the steering for security.

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

The chart indicates the intervals between periodic services in miles, kilometers and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to insure reliability of the machine as explained in the maintenance section:

MAINTENANCE CHART

| Interval: This interval should be judged by odometer reading or months, whichever comes first. | miles | 600 | 4 000 | 7 500 | 11 000 | 15 000 |
|--|--------|--|-------|--------|--------|--------|
| | km | 1 000 | 6 000 | 12 000 | 18 000 | 24 000 |
| | months | 2 | 12 | 24 | 36 | 48 |
| Battery (Specific gravity of electrolyte) | | — | I | I | I | I |
| * Cylinder head nuts & exhaust pipe bolts | | T | T | T | T | T |
| * Valve clearance | | I | I | I | I | I |
| Spark plugs | | — | I | R | I | R |
| Air cleaner element | | Clean every 2 000 miles (3 000 km) and replace every 7 500 miles (12 000 km) | | | | |
| Fuel line | | I | I | I | I | I |
| Vapor hose (California model only) | | * Replace every four years | | | | |
| Engine idle speed | | I | I | I | I | I |
| Engine oil and oil filter | | R | R | R | R | R |
| Clutch hose | | I | I | I | I | I |
| | | * Replace every four years | | | | |
| Clutch fluid | | I | I | I | I | I |
| | | * Replace every two years | | | | |
| Drive chain | | I | I | I | I | I |
| | | Clean and lubricate every 600 miles (1 000 km) | | | | |

| | | | | | |
|--------------------------|----------------------------|---|---|---|---|
| * Brakes | I | I | I | I | I |
| Brake hose | I | I | I | I | I |
| | * Replace every four years | | | | |
| Brake fluid | I | I | I | I | I |
| | * Replace every two years | | | | |
| * Steering stem | I | I | I | I | I |
| * Front forks | I | - | I | - | I |
| * Rear suspension | I | - | I | - | I |
| Tires | I | I | I | I | I |
| * Chassis bolts and nuts | T | T | T | T | T |

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



TOOLS

To assist you in the performance of periodic maintenance, a tool kit is supplied and is located behind the rear seat.



Clutch hose

FAIRING REMOVAL

The fairing parts can be removed when servicing your motorcycle. Remove the fairing parts in the following procedures:

Fairing side parts'

- (1) Place the motorcycle on the side stand.
- (2) Loosen the screws ①, ②, and ③.
- (3) Remove the fairing side part.

Fairing lower part

- (1) Place the motorcycle on the side stand.
- (2) Loosen six screws ③ (right and left side).
- (3) Loosen two screws ④ (right and left side).
- (4) Remove the fairing lower part.



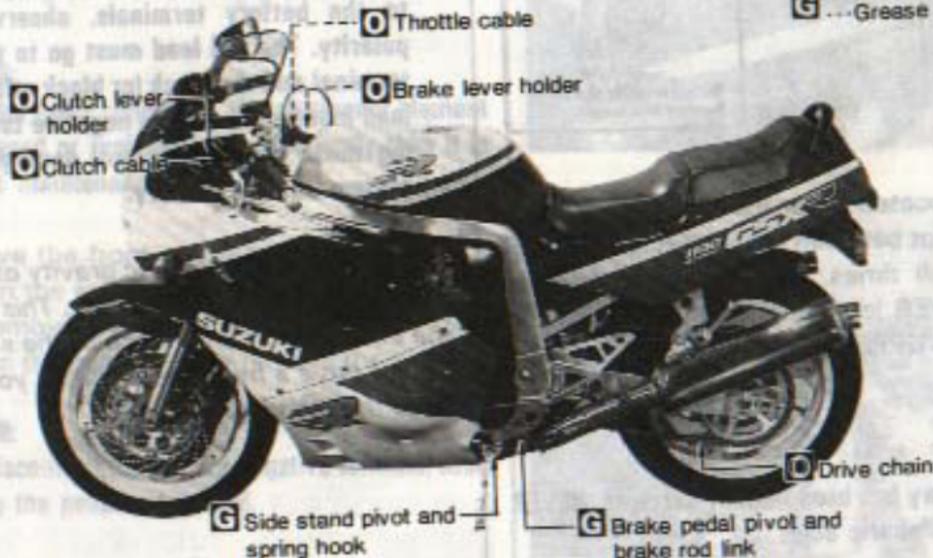
Clean and lubricate every
600 miles (1 000 km)

LUBRICATION POINTS

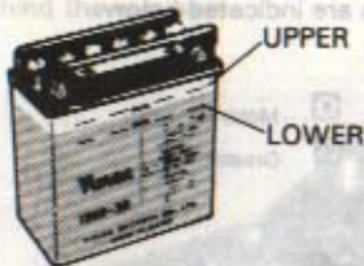
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to lubricate the machine after a long rough ride and after getting it wet in the rain or after washing it. Major lubrication points are indicated below.

O ... Motor oil

G ... Grease



BATTERY



The battery is located under the seat. The solution level must be kept between the UPPER and LOWER level lines at all times. If the solution level is below the LOWER level line, add ONLY distilled water up to the UPPER level line. NEVER use tap water.

⚠ CAUTION:

- Once the battery has been initially serviced, NEVER add diluted sulphuric acid.

- Do not bend obstruct or change the routing of the air vent tube from the battery. Make certain that the vent tube is attached to the battery vent fitting and that the opposite end is always open. Route the battery vent tube and locate the battery exactly as shown.
- When attaching the wiring harness battery leads to the battery terminals, observe the correct polarity. The red lead must go to the (+) positive terminal and the black (or black with white tracer) lead must go to the (-) negative terminal. Reversing these connections will damage the charging system and the battery.

NOTE: Check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the six cells. If you do not have a hydrometer, have your dealer perform this service.

AIR CLEANER

The air cleaner element is located under the fuel tank. If the element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. Check and clean the cleaner periodically according to the following procedure.

⚠ CAUTION:

If driving under dusty conditions, the air cleaner element must be cleaned or replaced more frequently than it is with periodic maintenance.

(10) Reinstall the cleaned element or new air cleaner.

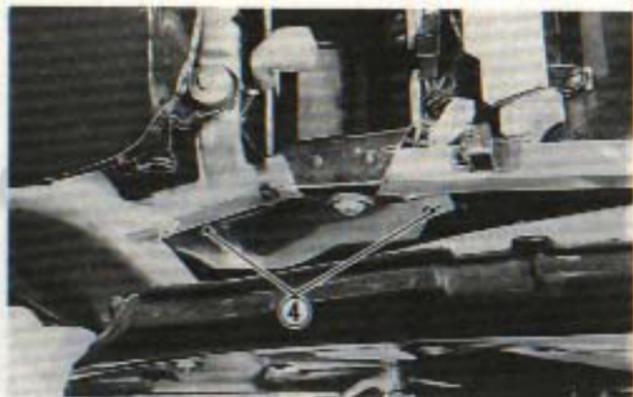
- (1) Remove the front and rear seats.
- (2) Loosen the screws ①, unhook the hooks ② and remove the frame cover.
- (3) Loosen the screw ③ and remove the battery.

⚠ CAUTION:

Be sure to disconnect the battery negative terminal first, then remove the positive terminal.

- (4) Loosen the screws ④.
- (5) Loosen the screws ⑤.



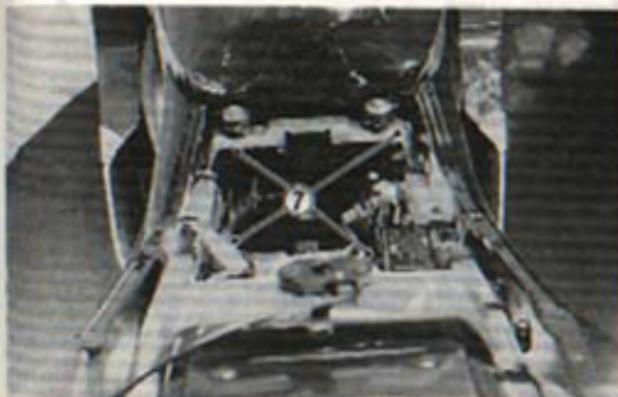


- (6) Loosen the screws (6) and remove the ignitor unit from the battery holder.
- (7) Remove the battery holder.
- (8) Loosen the screws (7) and remove the air cleaner element.
- (9) Carefully use an air hose to blow the dust from the air cleaner element.

⚠ CAUTION:

Always apply air pressure to the outside of the air cleaner element only. If air pressure is used on the inside, dirt will be forced into the pores of the cleaner element restricting the air flow through the cleaner element.





(10) Reinstall the cleaned element or new air cleaner element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly. Replace the air cleaner element with a new one every 12 000 km (7 500 miles).

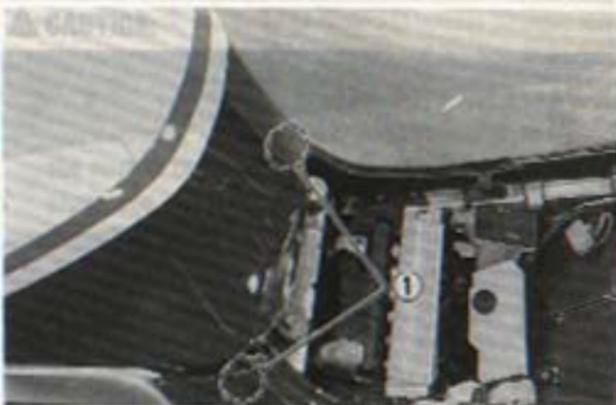
⚠ CAUTION:

- When reinstalling the battery, be sure to connect the positive terminal first, then connect the negative terminal.
- Connect the battery vent tube correctly.

- Never operate the engine without the element in position. Operating the engine without the air cleaner element will increase engine wear. Always be sure that the air cleaner element is in excellent operational condition at times. The life of the engine depends largely on this single component.

SPARK PLUG

To remove the spark plug, follow the procedure below:



The direction of an improper spark plug removal to cause engine damage.

- (1) Remove the front seat.
- (2) Unlock the frame cover hooks (1).
- (3) Holding the fuelcock handle in "ON" position, loosen the screw (2) and remove the handle.
- (4) Loosen the bolts (3).
- (5) Slide the fuel tank backward and lift up the front of the tank.
- (6) Keeping the front of the tank lifted, remove the spark plugs with the spark plug wrench.



▲ WARNING:

After reinstalling the fuel tank, make sure that the tank is correctly positioned. If the tank is not installed correctly, it may come loose and interfere with the rider's control.

▲ CAUTION:

Take care not to damage the fuel tank hoses when raising the fuel tank.

Remove the carbon deposits periodically from the spark plug with a piece of hard wire or pin. Readjust the spark plug gap to 0.6-0.7 mm (0.024-0.028 in) by using a spark plug gap thickness gauge.



0.6-0.7 mm
(0.024-0.028 in)

Whenever removing the carbon deposits, be sure to observe the operational color of each spark plug's porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. If the spark plug is very white or glazed

appearing, then it has been operating much too hot. This spark plug should be replaced with the colder plug. A normal operating spark plug should be very light brown in color.

Plug replacement guide

| NGK | REMARKS |
|-------|---|
| JR9B | Standard |
| JR10B | If the standard plug is very white or glazed in appearance, replace with this plug. |

▲ CAUTION:

- Do not overtorque or cross thread the spark plugs or the aluminum threads of the cylinder head will be damaged. Do not allow contaminants to enter the engine through the spark plug holes when the plugs are removed.
- The standard spark plug for this motorcycle has been carefully selected to meet the vast majority of all operational ranges. If the spark plug color indicates that other than a standard spark plug be used, it is best to consult your Suzuki dealer before selecting an alternate plug or heat range. The selection of an improper spark plug can lead to severe engine damage.

ENGINE OIL

Long engine life depends much on the selection of a quality oil and the periodic changing of the oil. Daily oil level checks and periodic changes are two of the most important maintenance to be performed.

OIL LEVEL CHECK

▲ CAUTION:

The engine oil level should be between the "L" and "F" level lines in the inspection window at all times while holding the motorcycle upright. Never operate the engine when the engine oil level is not between the "L" and "F" level lines.



Engine oil inspection window

ENGINE OIL AND FILTER CHANGE

Change the engine oil and oil filter at the initial 600 miles (1 000 km) and at each maintenance interval. The oil should be changed when the engine is hot so that the oil will drain thoroughly from the engine. The procedure is as follows:

- (1) Place the motorcycle on the side stand and remove the fairing lower part.
- (2) Remove the oil filler cap.



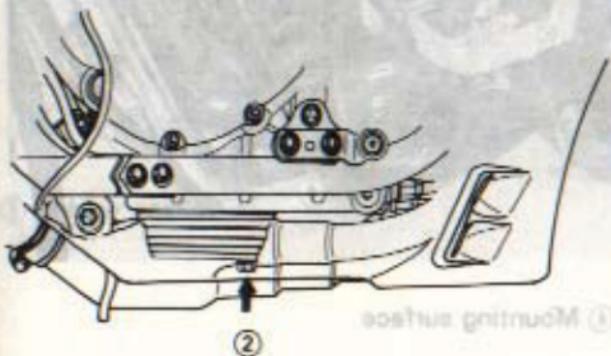
① Oil filler cap

- (3) Place a drain pan under the drain plug.

- (4) Using a wrench, remove the drain plug and drain out the engine oil while holding the motorcycle in a vertical position.

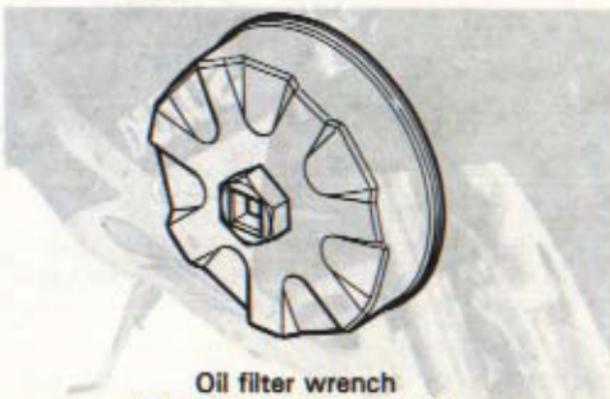
▲ WARNING:

- The engine oil temperature may be high enough to burn you when the drain plug is loosened. Wait until the drain plug is cool enough to touch with bare hands.
- Be careful not to touch the exhaust pipe when it is hot; a hot exhaust pipe can burn you.



② Drain plug

- (5) Reinstall the drain plug and gasket. Tighten the plug securely with a wrench.
- (6) Using a Suzuki "cap type" oil filter wrench or a "strap type" filter wrench of proper size, unscrew the oil filter counterclockwise and remove it.



Oil filter wrench
(Part No. 09915-40611)

- (7) Using a clean rag, wipe off the mounting surface on the engine where the new filter will be seated.
- (8) Smear a little engine oil around the rubber gasket of the new oil filter.

⚠ CAUTION: When replacing the oil filter, it is highly recommended that you use a genuine Suzuki motorcycle oil filter designed for your motorcycle, as other filters may have different design and thread specifications, which could cause engine damage or oil leaks.

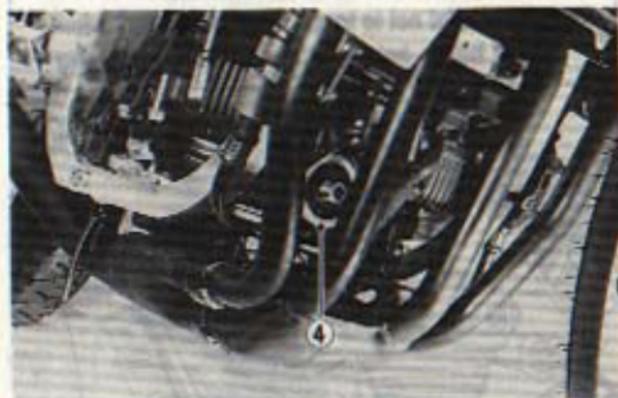


③ Oil filter

(9) Screw on the new filter by hand until the filter gasket contacts the mounting surface (a small resistance will be felt).

⚠ CAUTION:

To tighten the oil filter properly, it is important to accurately identify the position at which the filter gasket first contacts the mounting surface.

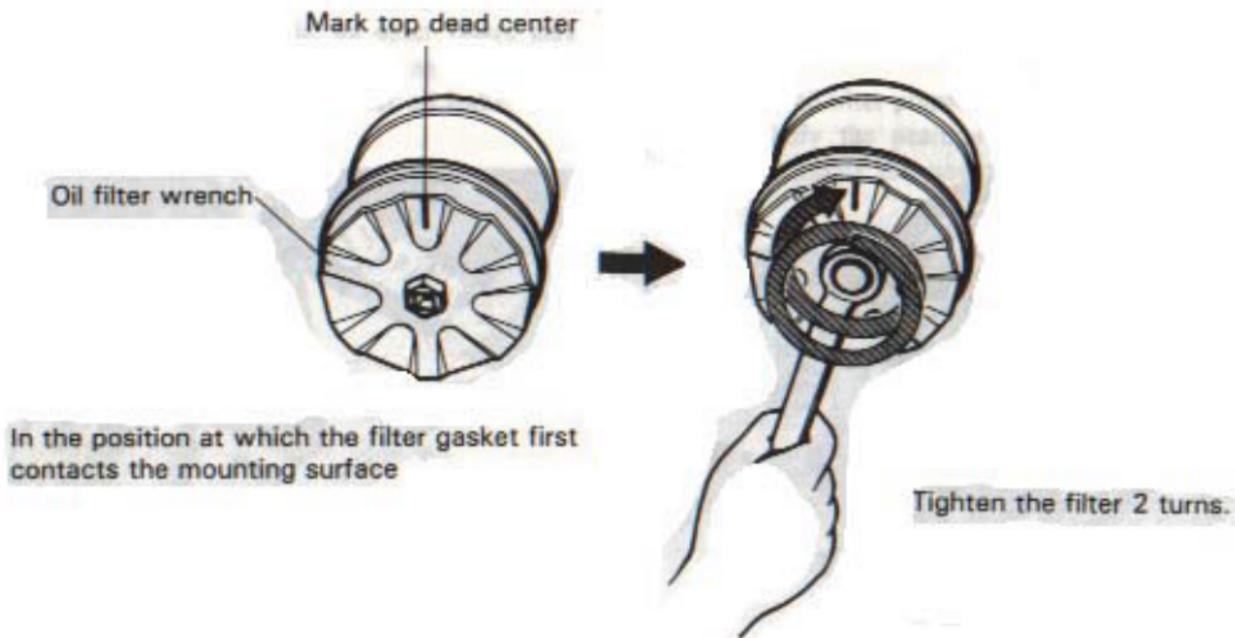


④ Mounting surface

- (10) Mark the top dead center position on the "cap type" filter wrench or on the oil filter. Use an oil filter wrench to tighten the filter 2 turns.



- ⑤ Rubber gasket



- (11) Pour 4 300 ml (4.5 US qt) of new oil through the filler hole and install the filler cap. Be sure to always use the specified engine oil described in the FUEL AND OIL RECOMMENDATION section.
- (12) With the engine running, look carefully for leaks at the oil filter and drain plug. Run the engine at various speeds for 2 to 3 minutes.
- (13) Stop the engine and wait a few minutes. Check the oil level again. Engine oil level can be inspected through the inspection window while holding the motorcycle upright. If the oil level is lower than the "F" line, add new oil until it reaches the "F" line. Check for leaks again.

⚠ CAUTION:

- Oil leaks from around the oil filter or drain plug indicate incorrect installation or gasket damage. If you find any leaks or are not sure that the filter has been properly tightened, have the vehicle inspected by your Suzuki dealer.
- If you do not have a proper oil filter wrench, have your Suzuki dealer perform this service.
- Never place a jack under the oil filter to lift the motorcycle.

⚠ WARNING:

Failure to follow the instructions above may result in severe engine damage or personal injury.

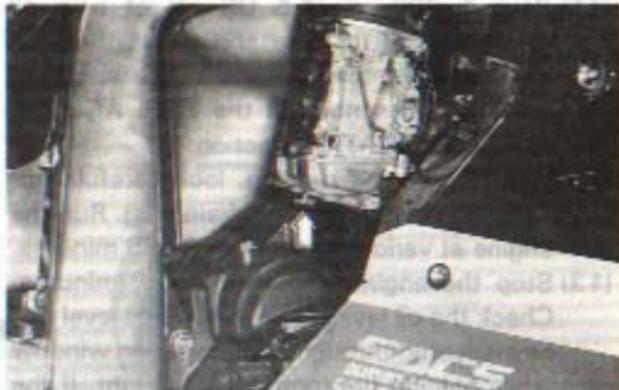
CARBURETOR

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

ENGINE IDLE SPEED ADJUSTMENT

- (1) Start up the engine and warm it up by running it at 2 000 r/min for 10 minutes in summer (where ambient temperature is 30°C (86°F) or thereabout) or for 20 minutes in winter (where ambient temperature is down to -5°C (23°F) or thereabout).
- (2) After engine warms up, turn the throttle stop screw located on the carburetor in or out so that engine may run at 1 100–1 300 r/min (1 000–1 200 r/min...for California model)

NOTE: If you have a tachometer, you can do this adjustment by referring to the procedure described above.



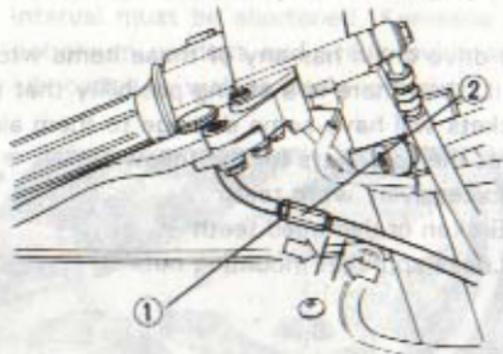
Throttle stop screw

THROTTLE CABLE ADJUSTMENT

- (1) Loosen the lock nut.
- (2) Adjust the cable slack by turning adjuster in or out to obtain the correct slack 0.5–1.0 mm (0.02–0.04 in).
- (3) After adjusting the slack, tighten the lock nut.

⚠ WARNING:

After completing throttle cable adjustment, check that the handlebar movement does not raise the engine idle speed and that the throttle grip returns smoothly and automatically.



- ① Lock nut
- ② Cable adjuster

CLUTCH

The clutch release mechanism of this motorcycle is operated by hydraulic pressure. There is no adjustment needed on the clutch release system because the system is self-adjusting. However, inspect the following each time before driving to make sure that the system is in good condition and functioning properly.



- Fluid level in the reservoir to be above lower line when holding the motorcycle in the vertical position.
- No fluid leakage

- Smooth and sure action of clutch lever

▲ WARNING:

This clutch system uses the same fluid as used in the brake system. Read and follow the **WARNING** and **CAUTION** in the **BRAKE** section.

DRIVE CHAIN

This motorcycle is equipped with a special drive chain. It is an endless type that does not use a master link. We recommend that you take your motorcycle to your authorized Suzuki dealer to have the drive chain replaced when it becomes worn. The drive chain is also constructed of special materials and has grease permanently sealed inside it by the use of special sealing "O" rings.

▲ WARNING:

For maximum safety, the drive chain condition and adjustment should be checked prior to operating the motorcycle.

At the periodic inspections, the drive chain should be inspected for the following conditions:

- (1) Loose pins
- (2) Damaged rollers
- (3) Dry or rusted links
- (4) Kinked or binding links
- (5) Excessive wear
- (6) Improper chain adjustment

If the drive chain has any of these items wrong with it, then there is a strong possibility that the sprockets will have some damage to them also. Inspect the sprockets for the following:

- (1) Excessively worn teeth
- (2) Broken or damaged teeth
- (3) Loose sprocket mounting nuts

DRIVE CHAIN CLEANING AND OILING

Grease is permanently sealed inside the rollers of this motorcycle chain by the use of special "O" rings. At intervals of 600 miles (1 000 km) clean and oil the chain, as follows:

- (1) Cleaning the chain with kerosene is strongly recommended. If the chain tends to rust, the interval must be shortened. Kerosene is a petroleum product and will provide some lubrication as well as cleaning action.



▲ CAUTION:

Do not use gasoline, trichlene or other commercial cleaning solvents. These fluids have a strong dissolving power that could damage the "O" rings in the chain. This will allow the grease to run out of the chain and the chain would have to be replaced.

- (2) After thoroughly washing the chain and allowing it to dry, oil the rollers with a heavy weight motor oil of 40 or 50 weight.

▲ CAUTION:

Do not use any oil sold commercially as drive chain oil. These oils contain solvents and additives which could damage the "O" rings in the chain.

ADJUSTING DRIVE CHAIN

Adjust the drive chain to the proper specification. The chain may require more frequent adjustments than it is with periodic maintenance depending upon your riding conditions.

▲ WARNING:

Excessive chain slack could cause the chain to come off the sprockets and result in an accident or serious engine damage. To adjust the drive chain, follow these directions:



25–30 mm
(1.0–1.2 in)

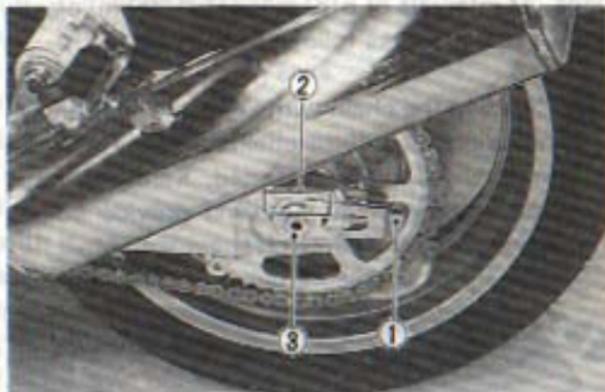
- (1) Place the motorcycle on the side stand.
- (2) Remove the cotter pin and loosen the axle nut.

⚠ WARNING:

Be careful not to touch the muffler when it is hot; a hot muffler can burn you.

- (3) Adjust the slack in the drive chain by turning the right and left chain adjuster nuts. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
- (4) After aligning and adjusting the slack in the

drive chain to 25-30 mm (1.0-1.2 in), retighten the axle nut securely and replace the cotter pin with a new one.



- ① Chain adjusting nut
- ② Reference mark
- ③ Axle nut

⚠ CAUTION:

The drive chain for this motorcycle is made of the special material. The chain should be replaced with a TAKASAGO RK532GSV. Use of another chain may lead to premature chain failure.

NOTE: The two sprockets should be inspected for wear when a new chain is installed and replace them if necessary.

NOTE: The chain is an endless type chain (no master link) for maximum strength. Chain replacement requires that the swingarm be removed. Trust this work only to a qualified technician. Do not install a master link type chain.

BRAKES

This motorcycle utilizes front and rear disc brakes. Properly operating brake systems are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

BRAKE SYSTEM

▲ WARNING:

- If the brake system or pads need to be repaired or serviced we strongly advise you to have your authorized Suzuki dealer perform service. He has the proper tools and proper training to perform the job in a safe and economical manner.

- Disc brake systems operate under extremely high pressures. For safety, the brake hose and brake fluid should be changed at intervals of no longer than those scheduled in **MAINTENANCE SCHEDULE** section of this manual.

Inspect your brake system for the following items daily:

- (1) Inspect the front and rear brake system for signs of fluid leakage.
- (2) Inspect the brake hose for leakage or a cracked appearance.
- (3) The brake lever and pedal should have the proper stroke and be firm at all times.
- (4) Check the wear of the disc brake pads.

BRAKE FLUID

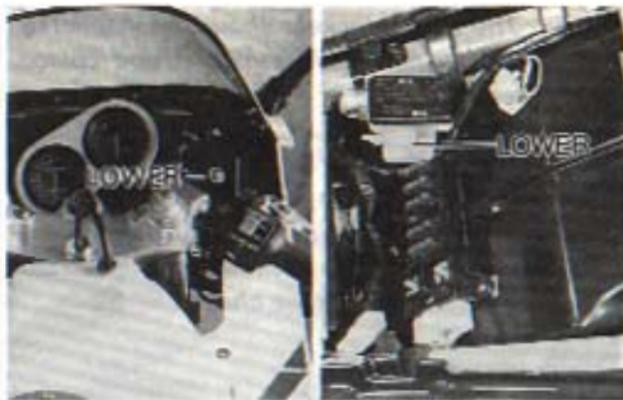
▲ WARNING:

Brake fluid may be harmful if swallowed or if it comes in contact with skin or eyes. Contact your physician immediately. If swallowed induce vomiting. If brake fluid gets into the eyes or in contact with the skin, it should be flushed thoroughly with plenty of water.

⚠ CAUTION:

This motorcycle uses a glycol-based brake fluid. Do not use or mix different types of brake fluid such as silicone-based or petroleum-based fluid, otherwise serious damage will result to the brake system. Never use any brake fluid that has been stored in a used or unsealed container. Never reuse brake fluid left over from the last servicing and stored for long periods as it absorbs moisture from the air. Use only DOT 4 brake fluid. Do not spill any brake fluid on painted or plastic surfaces as it will damage the surface severely.

Be sure to check the brake fluid level in the front and rear reservoirs. If the level was found to be lower than the lower mark while holding the motorcycle upright, replenish with the proper brake fluid that meets Suzuki's requirements. As the brake pads wear, the fluid level will drop to compensate for the new position of the brake pads. Replenishing the brake fluid reservoir is considered normal periodic maintenance.



BRAKE PAD

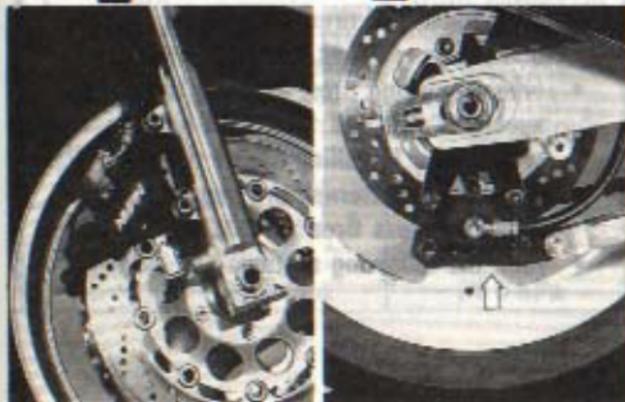
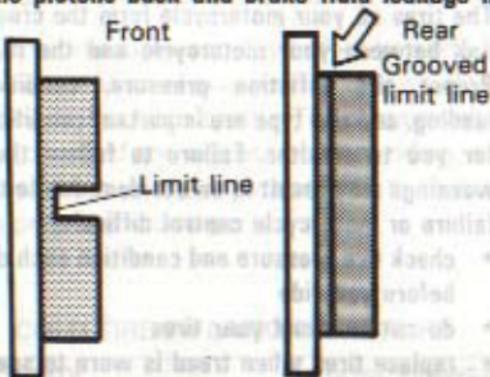
Inspect the front and rear brake pads by noting whether or not the friction pads are worn down to the grooved limit line. If a pad is worn to the grooved limit line it must be replaced with a new one by your authorized Suzuki dealer or qualified service mechanic.

⚠ WARNING:

After front or rear disc brake pad replacement, do not ride the motorcycle until the brake lever has been "pumped" several times to extend the pads and restore the proper lever stroke and firm feel.

▲ CAUTION:

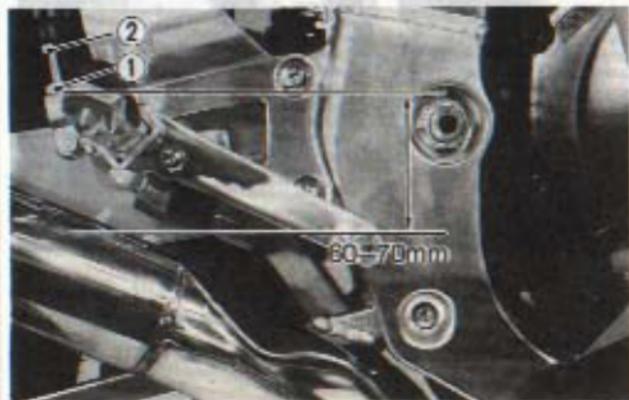
Do not squeeze/depress the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back and brake fluid leakage may result.



REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal position must be properly adjusted at all times or the disc brake pads will bear against the disc causing damage to the pads and to the disc surface. Adjust the brake pedal position in the following manner:

- (1) Loosen lock nut ①, and rotate push rod ② to locate the pedal 60-70 mm (2.4-2.8 in) below the top face of the footrest.
- (2) Retighten lock nut ① to secure push rod ② in the proper position.



REAR BRAKE LIGHT SWITCH

The rear brake light switch is located under the right frame cover. To adjust the brake light switch, raise or lower the switch so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.



TIRES

▲ WARNING:

The tires on your motorcycle form the crucial link between your motorcycle and the road. Proper tire inflation pressure, condition, loading, and tire type are important conditions for you to monitor. Failure to follow these warnings may result in an accident due to tire failure or motorcycle control difficulty:

- check tire pressure and condition each day before you ride
- do not overload your tires
- replace tires when tread is worn to specified limits, or if tires show visual evidence of damage, such as cracks or cuts
- when replacing tires, use only tires of the specified size and type, and balance the wheel after installing a new tire
- do not use external tire repair plugs to repair tubeless tires
- read the following sections carefully

TIRE PRESSURE AND LOADING

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

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

COLD TIRE INFLATION PRESSURE

| LOAD \ TIRE | SOLO RIDING WITH LIGHT OR LITTLE CARGO LOAD | DUAL RIDING OR SOLO RIDING WITH HEAVY CARGO LOAD |
|-------------|--|--|
| FRONT | 2.30 kg/cm ² 33 psi 230 kPa | 2.50 kg/cm ² 36 psi 250 kPa |
| REAR | 2.50 kg/cm ² 36 psi 250 kPa | 2.90 kg/cm ² 42 psi 290 kPa |

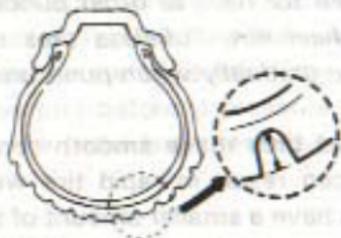
NOTE: When you detect drops in tire pressure, check the tire for nails or other punctures, or a damaged wheel rim. Tubeless tires sometimes lose pressure gradually when punctured.

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

TIRE CONDITION AND TYPE

Proper tire condition and proper tire type affect vehicle performance. Cuts or cracks in the tires can lead to tire failure and loss of vehicle control. Worn tires are susceptible to puncture failures and subsequent loss of vehicle control. Tire wear also affects the tire profile, changing vehicle handling characteristics.

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



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

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

| | FRONT | REAR |
|------|---------------|---------------|
| SIZE | 120/70 ZR17 | 160/60 ZR17 |
| TYPE | MICHELIN A59X | MICHELIN M59X |

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

▲ WARNING:

Proper procedures for repairing or replacing tires, and balancing wheels, are very important. These procedures should only be performed by those with the proper tools and experience. For this reason, we recommend that you have an authorized Suzuki dealer perform these procedures.

▲ CAUTION:

The front and rear tires of this motorcycle are directional. This means they must be mounted on the wheels in a specified direction, as indicated by the arrow on the tire's side wall. Whenever the tire is dismantled or replaced, be sure that the tire is mounted in the proper direction. Installing the tire in the reverse direction will affect tire life.

▲ WARNING:

Tubeless tires require different service procedures than tube type tires.

- Tubeless tires require an air-tight seal between the tire bead and wheel rim. Damage to the tire bead surface or the wheel rim inner surface will result in an air leak. Therefore, special care must be taken when removing or installing the tire. Special tire irons and rim protectors, or a specialized tire mounting machine, must be used to prevent damage.
- Repair punctures in tubeless tires by removing the tire and applying an **INTERNAL** patch.

- After re-installing a repaired tire, do not exceed 50 mph (80 km/h) for at least 24 hours. This will help avoid excessive heat buildup which could lead to tire repair failure and subsequent tire deflation.
- Do not operate your motorcycle at speeds above 80 mph (130 km/h) with a repaired tire. Heat buildup could lead to tire repair failure and subsequent tire deflation.
- Do not use an external tire repair plug to repair a puncture, since the plug may work loose as a result of the cornering forces experienced in a motorcycle tire.
- Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 5 mm (3/16 in). These punctures cannot be repaired adequately.

SIDE STAND/IGNITION INTERLOCK SWITCH

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

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

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

▲ WARNING:

Make sure that the side stand/ignition interlock switch is working properly before riding. If the switch is not working and the side stand is left down, it may interfere with rider control during a left turn.

FRONT WHEEL REMOVAL

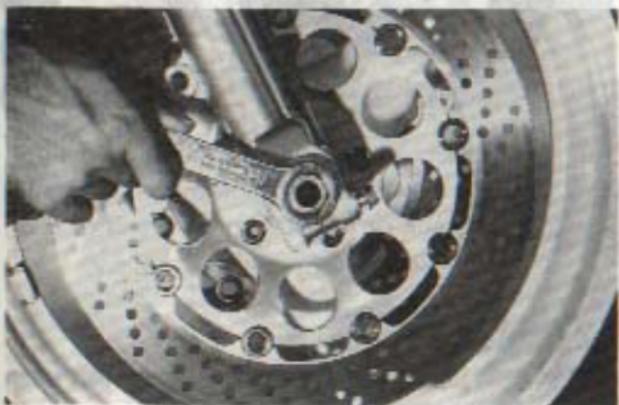
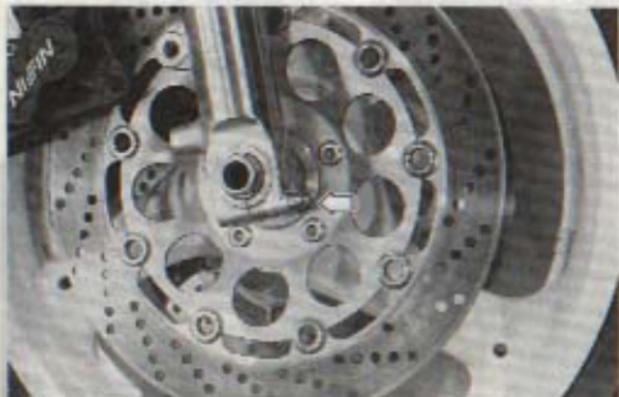
- (1) Place the motorcycle on the side stand.
- (2) Remove either one of two calipers, left or right, from the fork by unfastening its two mounting bolts.



▲ CAUTION:

Never squeeze the front brake lever with the caliper removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result.

- (3) Loosen the axle holder bolts.



- (4) Lift the front end of the motorcycle up and place a jack or a block under the engine or chassis tubes.

⚠ CAUTION:

Do not apply the jack head to the fairing lower part when jacking up the motorcycle.

- (5) Turn the axle shaft counterclockwise and draw it out.
- (6) Slide the front wheel forward.



- (7) To reinstall the wheel assembly reverse the sequence as described.

- (8) After installing the wheel, apply the brake several times to restore the proper lever stroke.

▲ WARNING:

- Do not ride the motorcycle until the front brake lever has been "pumped" several times to extend the pads and restore the proper lever stroke and firm feel.
- If the front wheel has to be removed, it is very important to have the loosened nuts and bolts torqued to the proper specifications. We suggest that you have this performed by an authorized Suzuki dealer.

▲ CAUTION:

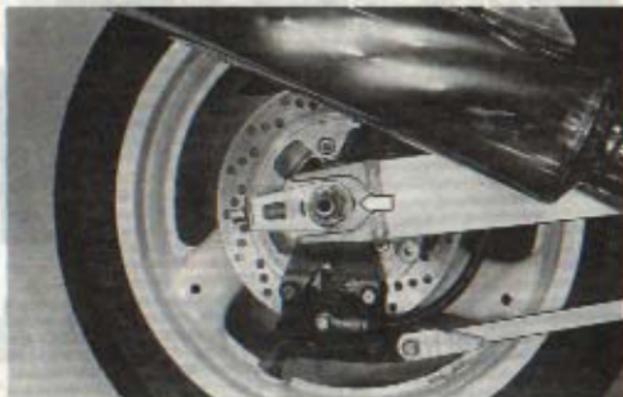
- Locate the speedometer drive gear box so that the cable is routed smoothly without an excessive bent.
- Do not twist or bent the brake hoses excessively when installing the brake calipers.

REAR WHEEL REMOVAL

- (1) Place the motorcycle on the side stand.
- (2) Remove the cotter pin and remove the axle nut.

▲ WARNING:

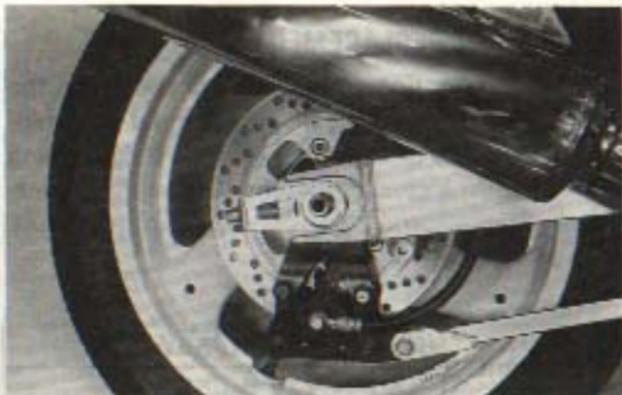
Be careful not to touch the muffler when it is hot; a hot muffler can burn you.



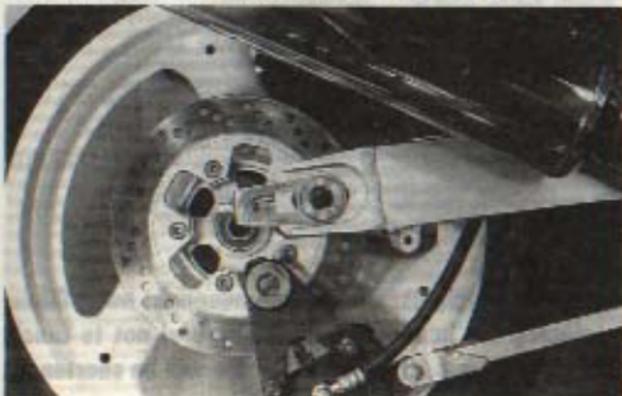
- (3) Turn the chain adjusting nuts clockwise.
- (4) Lift the rear end of the motorcycle up and place a jack or a block under the engine or chassis tubes.

▲ CAUTION:

Do not apply the jack head to the fairing lower part when jacking up the motorcycle.



- (6) Draw out the axle shaft.
- (7) With the wheel moved forward, remove the chain from the sprocket.
- (8) Pull the rear wheel assembly rearward.



▲ CAUTION:

Never depress the rear brake pedal with the rear wheel removed. It is very difficult to force the pads back into the caliper assembly.

- (9) To replace the wheel reverse the complete sequence listed. Replace the cotter pin with a new one.
- (10) After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

▲ WARNING:

- When reinstalling the rear wheel, be sure to follow the procedure outlined in the drive chain adjustment section.
- If you have found it necessary to remove the rear wheel, it is very important that the nuts and bolts be torqued to the proper specification. We strongly recommend that you have these bolts checked and retorqued by your authorized Suzuki dealer.
- Do not ride the motorcycle until the brake pedal has been "pumped" several times to extend the pads and restore the proper pedal travel and firm feel.

WINDSHIELD CLEANING

Clean the windshield with a soft cloth and warm water with a mild detergent. If scratched, polish with a commercially available plastic polish. Replace the windshield if it becomes scratched or discolored so as to obstruct view. When replacing windshield, use Suzuki replacement windshield.



LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown on the chart below. When replacing a burned out bulb, always use the exact same wattage rating. Using other than the specified rating can result in overloading the electrical system or premature failure of a bulb.

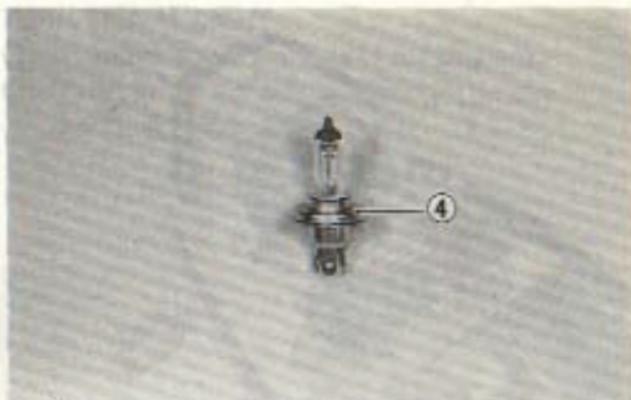
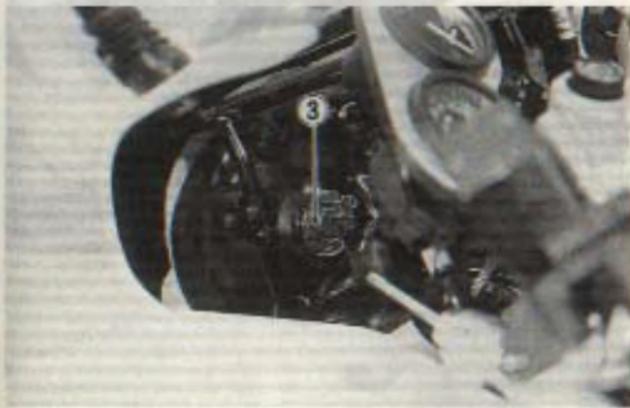
| | | |
|---------------------|-------|------------|
| Headlight | Right | 12V 60/55W |
| | Left | 12V 60/55W |
| Turn signal light | | 12V 23W |
| Tail/Brake light | | 12V 5/21W |
| License plate light | | 12V 8W |

HEADLIGHT

- (1) Disconnect socket ① from the headlight and remove the rubber cap ②.
- (2) Unhook the bulb holder spring ③, and pull out bulb ④.

⚠ CAUTION:

This motorcycle uses a halogen headlight bulb. When replacing the headlight bulb, be careful not to touch the glass bulb, or the life of the bulb will be shortened.



TAIL/BRAKE LIGHT

To replace the tail/brake light bulb, follow these directions:

- (1) Remove the front and rear seat.
- (2) Remove the socket, twisting it to the left.
- (3) Push in on the bulb, twisting it to the left, and pull it out.



LICENSE PLATE LIGHT

To replace the license plate light bulb, follow the procedure below:

- (1) Remove the rubber cap.
- (2) Loosen screws ② to remove cover ①.
- (3) Push in on the bulb, twisting it to the left, and pull it out.





TURN SIGNAL LIGHT

- (1) Remove screws and take off the lens.
- (2) Push in on the bulb, twisting it to the left, and pull it out.





HEADLIGHT BEAM ADJUSTMENT

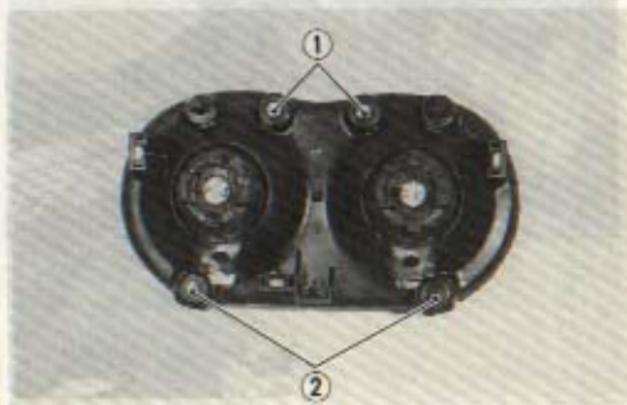
The headlight beam can be adjusted both horizontally and vertically if necessary.

To adjust the beam horizontally:

Turn the adjuster ① clockwise or counterclockwise.

To adjust the beam vertically:

Turn the adjuster ② clockwise or counterclockwise.



CIRCUIT BREAKER/FUSES/OUTPUT TERMINAL

CIRCUIT BREAKER

The circuit breaker is located inside the right frame cover. This is a circuit protection device designed to operate when the main circuit load exceeds the rated amperage. When overloaded, a red button on the breaker pops out approximately 1-2 mm (0.04-0.08 in). The circuit remains open until the overload is corrected and the breaker is reset. To reset, wait approximately for 10 minutes to cool the breaker and push in the red button.

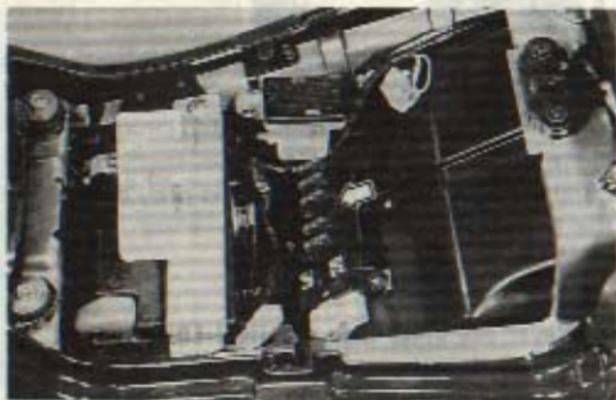


FUSES

The fuses are also located under the front seat. They are designed to open when a circuit overload exists in individual electrical system circuits. If any electrical system fails to operate, then the fuses must be checked. A spare fuse is provided inside the fuse box cover.

▲ CAUTION:

- Never use other than specified 10A fuse.
- Always be sure to replace the blown fuse with the correct amperage fuse. Never use a substitute, for example, aluminum foil or a wire to replace a blown fuse.
- If a fuse blows out or the breaker reset opens in a short period of time, it means that you could have a major electrical problem. You should consult your Suzuki dealer immediately.



FUSE LIST

1. 10A HEAD fuse protects the headlight and high beam indicator light.
2. 10A SIGNAL fuse protects the turn signal light, turn signal indicator lights and brake-light.
3. 10A IGNITION fuse protects the ignition system and electrical start system.
4. 10A TAIL fuse protects the taillight, instrument light and horn.
5. 10A POWER SOURCE fuse protects the electrical accessories connected to output terminal.

OUTPUT TERMINAL

An output terminal is provided for attaching electrical accessories. To attach an electrical accessory, remove the output terminal cover and attach the wires to the terminal being certain to connect the positive wire of the accessory to the wires to the terminal being certain to connect the positive wire of the accessory to the positive (+) output terminal and the negative wire of the accessory to the negative (-) output terminal. After that, replace the output terminal cover.

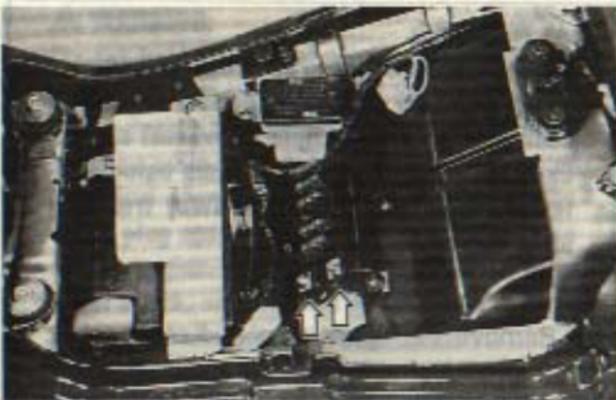
▲ CAUTION:

This output terminal is provided only for electrical accessories. Any other usages are forbidden. In actual use for any electrical accessory, please consult Suzuki dealer.

TROUBLESHOOTING

NOTE: It is best to consult your Suzuki dealer before attempting to troubleshoot any problem. If the machine is still within the warranty then the Suzuki dealer should be consulted before any repairs are attempted on the machine by yourself. Tampering with the machine while in warranty may affect warranty consideration.

- If the engine refuses to start, perform the following inspections to determine the cause.
- (1) Is there enough fuel in the fuel tank?
 - (2) Is the fuel reaching the carburetor from the fuelcock?
 - (3) Disconnect the fuel line from the carburetor, turn the fuelcock to the "PR" position and see if gasoline flows from the hose.
 - (4) Then turn the fuelcock to the "ON" position and crank the engine for a brief moment and see if fuel still flows.
 - (5) If it has been determined that fuel is reaching the carburetor, the ignition system should be checked next.



TROUBLESHOOTING

NOTE: It is best to consult your Suzuki dealer before attempting to troubleshoot any problem. If the machine is still within the warranty then the Suzuki dealer should be consulted before any repairs are attempted on the machine by yourself. Tampering with the machine while in warranty may affect warranty consideration.

If the engine refuses to start, perform the following inspections to determine the cause.

- (1) Is there enough fuel in the fuel tank?
- (2) Is the fuel reaching the carburetors from the fuelcock?
- (3) Disconnect the fuel line from the carburetor, turn the fuelcock to the "PRI" position and see if gasoline flows from the hose.
- (4) Then turn the fuelcock to the "ON" position and crank the engine for a brief moment and see if fuel still flows.
- (5) If it has been determined that fuel is reaching the carburetor, the ignition system should be checked next.

▲ WARNING:

Do not allow the fuel to spill. Catch the fuel in a container. Do not allow any fuel to come in contact with the hot engine or exhaust system. Extinguish any smoking materials before performing this check, and stay away from any other fire or heat source.

- (1) Remove the spark plug and re-attach it to the spark plug lead.
- (2) While holding the spark plug firmly against the engine, push the starter switch with the ignition switch in the "ON" position, the engine stop switch in the "RUN" position, the transmission in neutral, and the clutch disengaged. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your Suzuki dealer for repairs.

▲ WARNING:

Do not hold the spark plug close to the open spark plug hole in the cylinder head as gasoline vapor inside the cylinder could be ignited, creating a fire hazard. To reduce the chance of electrical shock, hold the metal shell of the spark plug against an unpainted metal portion of the engine. Due to the possibility of electrical shock, anyone with a heart condition or pacemaker should avoid this check.

ENGINE STALLING

- (1) Check the fuel supply in the fuel tank.
- (2) Check the ignition system for intermittent spark.
- (3) Check the engine idle speed.

STORAGE PROCEDURE

If the motorcycle is to be left unused for extended period of time for winter storage or any other reason, the machine needs special servicing requiring appropriate materials, equipment and skill. For this reason, Suzuki recommends that you trust this maintenance work to your Suzuki dealer. If you need to service the machine for storage yourself, follow the general guidelines below.

MOTORCYCLE

- Place the motorcycle on its center stand and thoroughly clean the entire motorcycle.

FUEL

- Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
- Drain the carburetors or run the engine for a few minutes until the stabilized gasoline fills the carburetors.

▲ CAUTION:

Make sure that the fuelcock is in "ON" position.

ENGINE

- Pour one tablespoon of motor oil into the spark plug holes. Reinstall the spark plugs and crank the engine a few times.
- Drain the engine oil thoroughly and fill the crankcase with the fresh engine oil all the way up to the filler hole.

BATTERY

- Remove the battery from the motorcycle.

▲ CAUTION:

Be sure to remove the negative terminal first, then remove the positive terminal.

- Clean the outside of the battery with a mild detergent and remove any corrosion from the terminals and wiring harness connections.
- Store the battery in a room above freezing.

TIRE

- Inflate the tires to the normal specifications.

EXTERNAL

- Spray all vinyl and rubber parts with rubber preservative.
- Spray the unpainted surfaces with rust preventative.
- Coat the painted surfaces with car wax.

PROCEDURE DURING STORAGE

- Once a month, recharge the battery with a charging rate (Ampere) of 1/10 of its capacity (Ah) as shown in the specifications page.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery.

▲ CAUTION:

- Make sure that the battery vent hose is routed properly.
- Be sure to connect the positive terminal first, then connect the negative terminal.

- Remove the spark plugs. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstall the spark plugs.
- Drain the engine oil thoroughly. Replace the oil filter with a new one and pour fresh oil as outlined in this manual.
- Adjust the pressure of tires as described in the TIRE section.
- Lubricate all places as instructed in this manual.
- Do the "Inspection Before Riding" as listed in this manual.

SPECIFICATIONS

DIMENSIONS AND DRY MASS

| | |
|------------------------|-------------------------------------|
| Overall length..... | 2 050 mm (80.7 in) |
| Overall width..... | 755 mm (29.7 in) |
| Overall height..... | 1 150 mm (45.3 in) |
| Wheelbase..... | 1 440 mm (56.7 in) |
| Ground clearance..... | 110 mm (4.3 in) |
| Dry mass (weight)..... | 210 kg (463 lbs) |
| | 212 kg (467 lbs)...California model |

ENGINE

| | |
|---------------------------|---|
| Type..... | Four-stroke, air-cooled with SACS, DOHC, TSCC |
| Valve clearance (IN)..... | 0.10-0.15 mm (0.004—0.006 in) |
| (EX)..... | 0.18-0.23 mm (0.007—0.009 in) |
| Number of cylinder..... | 4 |
| Bore..... | 78.0 mm (3.071 in) |
| Stroke..... | 59.0 mm (2.323 in) |
| Piston displacement..... | 1 127 cm ³ (68.8 cu. in) |
| Carburetor..... | MIKUNI BST36SS, four |
| Air cleaner..... | Polyester fiber element |
| Starter system..... | Electric |
| Lubrication system..... | Wet sump |

TRANSMISSION

| | |
|------------------------|------------------------------|
| Clutch..... | Wet multi-plate type |
| Transmission..... | 5-speed constant mesh |
| Gearshift pattern..... | 1-down, 4-up |
| Primary reduction..... | 1.565 (72/46) |
| Gear ratios, Low..... | 2.384 (31/13) |
| 2nd..... | 1.631 (31/19) |
| 3rd..... | 1.250 (25/20) |
| 4th..... | 1.045 (23/22) |
| Top..... | 0.913 (21/23) |
| Final reduction..... | 3.200 (48/15) |
| Drive chain..... | TAKASAGO RK532GSV, 112 links |

⚠ CAUTION:

Make sure that the lockout is in "ON" position.

WIRE COLOR

B.....Black
 G.....Green
 R.....Red

CHASSIS

| | |
|-----------------------|-------------------------------------|
| Front suspension..... | Telescopic, coil spring, oil damped |
| Rear suspension..... | Full-floating suspension system |
| Steering angle..... | 30° (right & left) |
| Caster..... | 65°10' |
| Trail..... | 89 mm (3.9 in) |
| Turning radius..... | 3.2 m (10.5 ft) |
| Front brake..... | Disc brake, twin |
| Rear brake..... | Disc brake |
| Front tyre size..... | 120/70 ZR17 |
| Rear tyre size..... | 160/60 ZR17 |

ELECTRICAL

| | |
|-----------------------------------|--|
| Ignition type..... | Fully transistorized |
| Ignition timing..... | 13° B.T.D.C. below 1 500 r/min 7° B.T.D.C. below 1 500 r/min...California model |
| Spark plug..... | NGK JR9B |
| Battery..... | 12V 50.4 kC (14 Ah)/10 Hour |
| Generator..... | Three-phase A.C. Generator |
| Fuse..... | 10/10/10/10/10A |
| Circuit breaker..... | 30A |
| Headlight..... | 12V 60/55W |
| Tail/Brake light..... | 12V 5/21W |
| Turn signal light..... | 12V 21W |
| License plate light..... | 12V 8W |
| Speedometer light..... | 12V 3W |
| Tachometer light..... | 12V 3W |
| Neutral indicator light..... | 12V 3W |
| High beam indicator light..... | 12V 1.7W |
| Turn signal indicator light..... | 12V 1.7W |
| Oil pressure indicator light..... | 12V 1.7W |

CAPACITIES

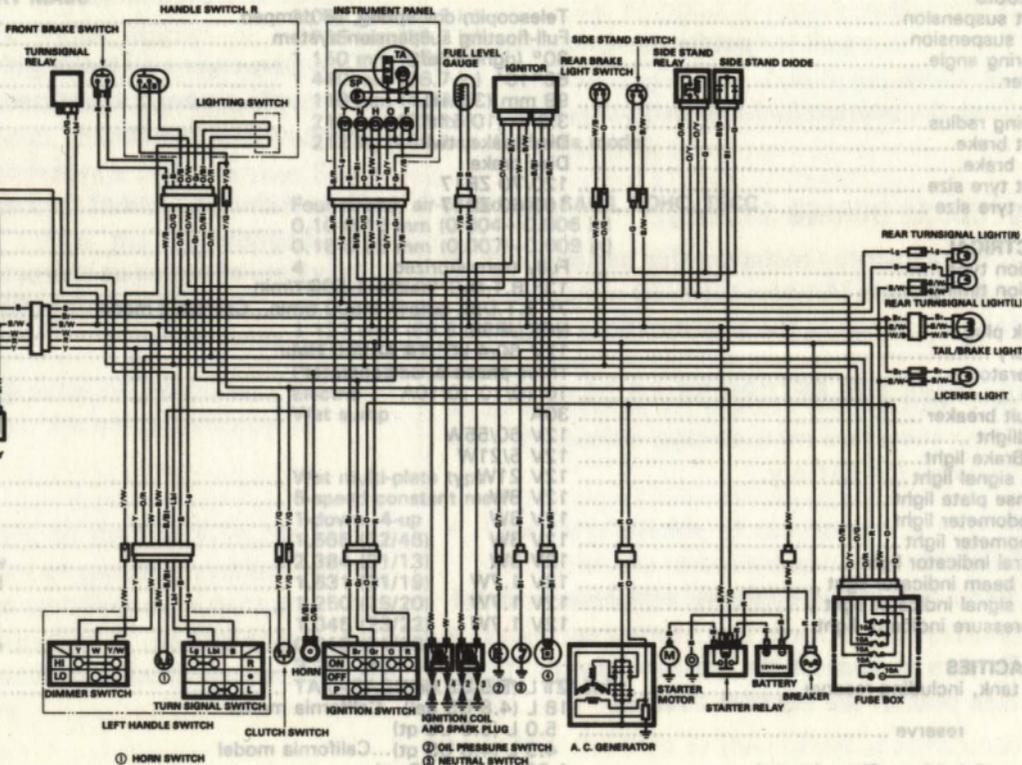
| | |
|---|--------------------------------------|
| Fuel tank, including reserve..... | 21 L (5.5 US gal) |
| reserve..... | 18 L (4.8 US gal)...California model |
| | 5.0 L (5.3 US qt) |
| Engine oil (without filter change)..... | 4 000ml (4.2 US qt) |
| (with filter change)..... | 4 300 ml (4.5 US qt) |

WIRING DIAGRAM

COMBINATION METER
PILOT LAMP

A: STARTER SWITCH
B: ENGINE STOP SWITCH

TA: TACHOMETER
SP: SPEEDOMETER
H: HIGH BEAM INDICATOR
O: OIL PRESSURE INDICATOR
N: NEUTRAL INDICATOR
T: TURN SIGNAL INDICATOR
F: FUEL



WIRE COLOR

B.....Black
Bl.....Blue
Br.....Brown
G.....Green
Gr.....Gray
Lbl.....Light blue
Lg.....Light green
O.....Orange
R.....Red
W.....White
Y.....Yellow
B/W.....Black with White tracer
B/Y.....Black with Yellow tracer
G/W.....Green with White tracer
G/Y.....Green with Yellow tracer
O/B.....Orange with Black tracer
O/Bl.....Orange with Blue tracer
O/G.....Orange with Green tracer
O/R.....Orange with Red tracer
O/W.....Orange with White tracer
W/B.....White with Black tracer
W/Bl.....White with Blue tracer
Y/B.....Yellow with Black tracer
Y/G.....Yellow with Green tracer
Y/W.....Yellow with White tracer

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