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

SUZUKI MOTOR ESPAÑA, S. A.

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THE SPORT OF MOTORCYCLING

Your motorcycle and this owner's manual have been designed by people like you who enjoy motorcycling. People become motorcyclists for many reasons. For starters, street riding is fun and invigorating. But no matter why you became a motorcyclist, or how experienced you are, you will eventually face some challenging situations. In preparing for these challenges, you will be fine-tuning your coordination, concentration, and attitude. Learning the skills and strategies associated with motorcycling is the basis for safely participating in this sport. Many motorcyclists find that as they become better riders, they also get more enjoyment from the freedom unique to motorcycling.

Please remember:

Most accidents can be avoided. The most common type of motorcycle accident in the U.S. occurs when a car traveling towards a motorcycle turns left in front of the motorcycle. Is that because other drivers are out to get motorcyclists? No. Other drivers simply don't always notice motorcyclists.

Practice away from traffic.

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Again, consider taking one of the MSF as RiderCourses. Even experts will be pleased with the caliber of the information presented in these courses. As the MSF says: "The more you know, the better it gets!"

Inspection before riding.

Review the instructions in the "Inspection Before Riding" section of this manual. Perform an entire pre-ride safety inspection before you head out on the road. Spending a few minutes preparing your machine for a ride can help prevent accidents due to mechanical failure or costly, inconvenient breakdowns far from home.

Carrying a Passenger.

Carrying a passenger, when done correctly, is a great way to share the joy of motorcycling. You will have to alter your riding style somewhat since the extra weight of a passenger will affect handling and braking. You may also need to adjust tire pressures and suspension; please refer to the Tire Pressure and Loading section and the Suspension section for more details.

A passenger needs the same protection that you do, including a helmet and proper clothing. The passenger should not wear long shoe laces or loose pants that could get caught in the wheel or the chain. Passengers must be tall enough that their feet reach the footrests.

Accessories and Loading.

The accessories you use with your motorcycle and the manner in which you load your gear onto the motorcycle might create hazards. Aerodynamics, handling, balance, and cornering clearance can suffer, and the suspension and tires can be overloaded. Read the "ACCESSORY USE AND MOTORCYCLE LOADING" section.

Motorcycle Safety Foundation's "Riding Tips and Practice Guide Handbook" (for owners in USA).

This special handbook, supplied with your owner's manual, contains a variety of safety tips, helpful hints, and practice exercises. This manual can increase your riding enjoyment and safety. You should read it thoroughly.

Be street smart.

Always heed speed limits, local laws, and the basic rules of the road. Set a good example for others by demonstrating a courteous attitude and a responsible riding style.

Conclusion.

Traffic, road and weather conditions vary. Other motorist's actions are unpredictable. Your motorcycle's condition can change. These factors can best be dealt with by giving every ride your full attention.

Circumstances beyond your control could lead to an accident. You need to prepare for the unexpected by wearing a helmet and other protective gear, and learning emergency braking and swerving techniques to minimize the damage to you and your machine.

The best way to learn basic riding skills and evasive maneuvers or refresh your own riding skills is to take one of the courses offered by the Motorcycle Safety Foundation. Your Suzuki dealer can help you locate the fundamental or advanced riding skills course nearest you, or owners in the USA can call toll-free 1-800-446-9227.

Good riding on your new Suzuki!

FUEL AND ENGINE OIL RECOMMENDATION

FUEL

Your vehicle requires regular unleaded gasoline with a minimum pump octane rating of 87 ((R+M)/2 method). In some areas, the only fuels that are available are oxygenated fuels. Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranty.

NOTE: Oxygenated fuels are fuels which contain oxygen-carrying additives such as MTBE or alcohol.

Gasoline Containing MTBE

Unleaded gasoline containing MTBE (Methyl Tertiary Butyl Ether) may be used in your motorcycle if the MTBE content is not greater than 15%. This oxygenated fuel does not contain alcohol.

Gasoline/Ethanol Blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as GASOHOL, may be used in your vehicle if the ethanol content is not greater than 10%.

Gasoline/Methanol Blends

Fuel containing 5% or less methanol (wood alcohol) may be suitable for use in your motorcycle if they contain co-solvents and corrosion inhibitors. **DO NOT USE** fuels containing more than 5% methanol under any circumstances. Fuel system damage or motorcycle performance problems resulting from the use of such fuels are not the responsibility of Suzuki and may not be covered under the New Vehicle Limited Warranty or the Emission Control System Warranty.

Fuel Pump Labeling

In some states, pumps that dispense oxygenated fuels are required to be labeled for the type and percentage of oxygenate, and whether important additives are present. Such labels may provide enough information for you to determine if a particular blend of fuel meets the requirements listed above. In other states, pumps may not be clearly labeled as to the content or type of oxygenate and additives. If you are not sure that the fuel you intend to use meets these requirements, check with the service station operator or the fuel suppliers.

NOTE:

- To help clean the air, Suzuki recommends that you use the oxygenated fuels.
- Be sure that any oxygenated fuel you use has octane ratings of at least 87 pump octane ((R+M)/2 method).
- If you are not satisfied with the driveability of your motorcycle when you are using an oxygenated fuel, or if engine pinging is experienced, substitute another brand as there are differences between brands.

CAUTION

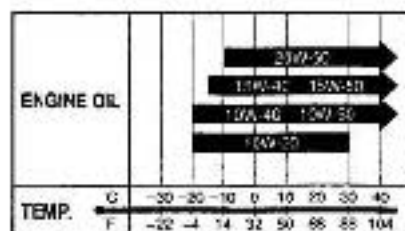
Spilled gasoline containing alcohol can harm your motorcycle. Alcohol can damage painted surfaces.

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

ENGINE OIL

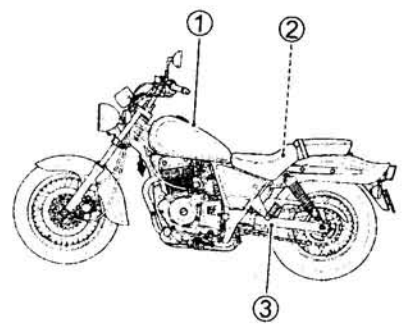


Suzuki recommends the use of SUZUKI PERFORMANCE 4 MOTOR OIL or an oil which is rated SF or SG under the API service classification. The recommended viscosity is SAE 10W-40. If an SAE10W-40 oil is not available, select an alternative according to the chart.



LOCATION OF LABELS

Read and follow all of the warnings labeled on your motorcycle. Make sure you understand all of the labels. Keep the labels on your motorcycle. Do not remove them for any reason.



①

⚠ WARNING

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

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

②

The owner's manual contains important safety information and instructions which should be read carefully before operating the vehicle. If the vehicle has been resold, obtain the owner's manual from the previous owner or contact your local SUZUKI dealer for assistance.

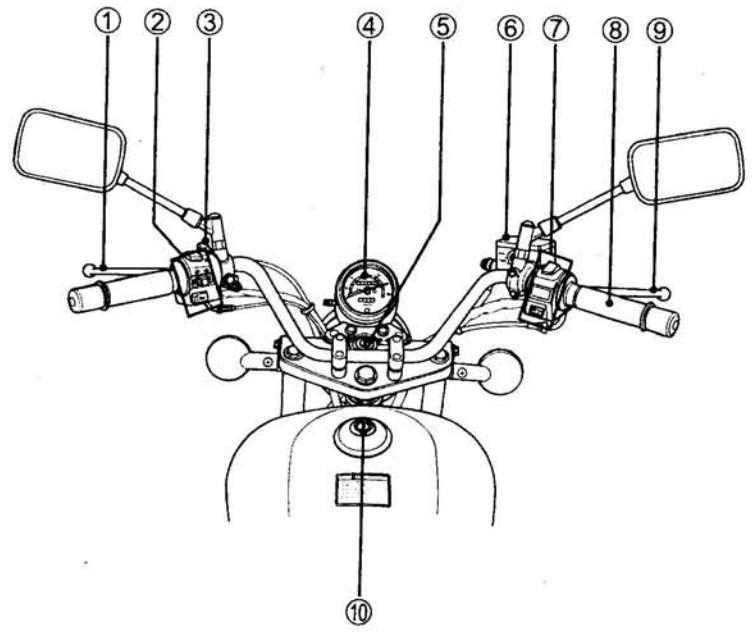
③

⚠ WARNING

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

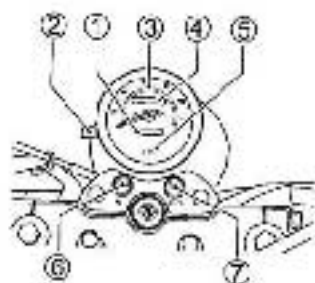
COLD TIRE PRESSURE	SOLO RIDING			DUAL RIDING		
	kPa	kgf/cm ²	psi	kPa	kgf/cm ²	psi
FRONT	175	1.75	25	175	1.75	25
REAR	200	2.00	29	225	2.25	33
TIRE SIZE	FRONT		REAR			
	110/90-16 59P		130/90-15 M/C 66P			
		110/90-16 59S		130/90-15 M/C 66S		
TYPE	DUNLOP	D404F		D404G		
	METZELER	ME77 FRONT		ME77		

LOCATION OF PARTS



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

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 counterclockwise will return the meter to zero.

Speedometer ③

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

Odometer ④

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

High Beam Indicator Light ⑤

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

Neutral Indicator Light ⑥

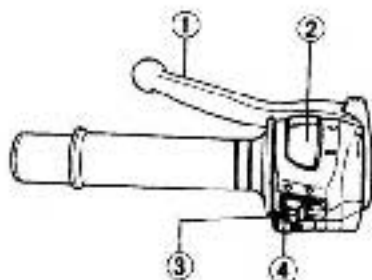
The green indicator light will come on when the transmission is in neutral. The light will go out when you shift into any gear other than neutral.

Turn Signal Indicator Light ⑦

When either the right or left turn signals are being operated, the indicator light will flash intermittently.

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

LEFT HANDLEBAR



Clutch Lever ①

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

Dimmer Switch ②

"L" position
The headlight low beam and tail-light turn on.

"H" position

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

Turn Signal Switch ③

Moving the switch to the "L" position will flash the left turn signals. Moving the switch to the "H" position will flash the right turn signals. The indicator light will also flash intermittently.

⚠ WARNING

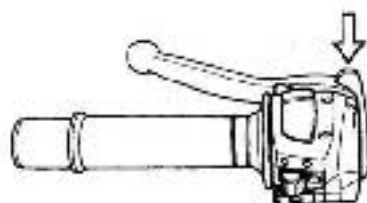
Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

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

Horn Button "H" ④

Press the button to sound the horn.

CHOKE LEVER

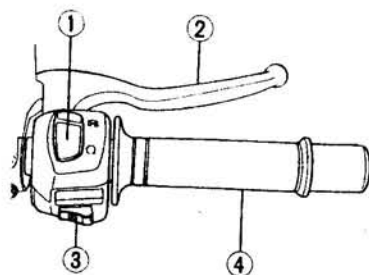


This motorcycle has a choke system to provide easy starting when the engine is cold. The choke system works by turning the choke lever all the way toward you. The choke system opens the throttle valve slightly to raise idling speed.

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

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

RIGHT HANDLEBAR



Engine Stop Switch ① “~~X~~” position

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

“O” position

The ignition circuit is on and the engine can run.

Front Brake Lever ②

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

Electric Starter Button “~~X~~” ③

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

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

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

CAUTION

To prevent electrical system damage, do not operate the starter motor longer than five seconds at a time.

If the engine does not start after several attempts, check the fuel supply and ignition system. Refer to the TROUBLESHOOTING section in this manual.

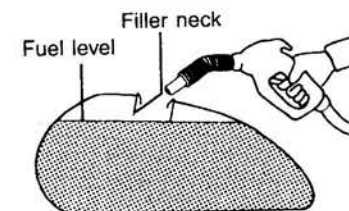
Throttle Grip ④

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

FUEL TANK CAP



To open the fuel tank cap, insert the ignition key into the lock and turn it clockwise. With the key inserted, remove the cap. To close the cap, face the arrow mark forward and push the cap down firmly with the key in the cap lock.



⚠ WARNING

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

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

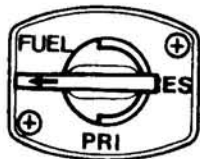
⚠ WARNING

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

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

FUEL VALVE

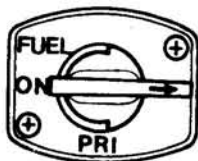
The fuel valve has three positions: "ON," "RES" and "PRI."



ON

"ON" position

The normal position for the fuel valve is in the "ON" position. In this position, no fuel will flow from the fuel valve to the carburetor unless the engine is running or being started.



RES

"RES" (RESERVE) position

If the fuel level in the fuel tank becomes too low for the engine to operate with the fuel valve in the "ON" position, turn the lever to the "RES" position to use the reserve fuel supply. In this position, no fuel will flow from the fuel valve to the carburetor unless the engine is running or being started.

RESERVE FUEL SUPPLY: 2.9 L
(0.8 US gal)

NOTE: After turning the fuel valve to the "RES" position, it is advisable that the tank be refilled at the closest gas station. After refueling, be sure to turn the fuel valve to the "ON" position.



PRI

"PRI" (PRIME) position

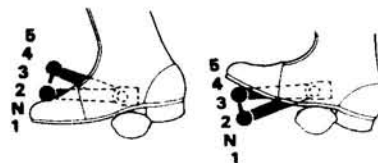
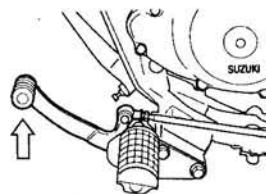
If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetor. In this instance, the fuel valve should be turned to the "PRI" position. This will allow the fuel to flow directly into the carburetor even though the engine is not operating.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

WARNING

Leaving the fuel valve in the "PRI" position when the engine is off can be hazardous. The carburetor may overflow and fuel may run into the engine. This can cause a fire or cause severe damage when you start the engine.

Always leave the fuel valve in the "ON" or "RES" position.

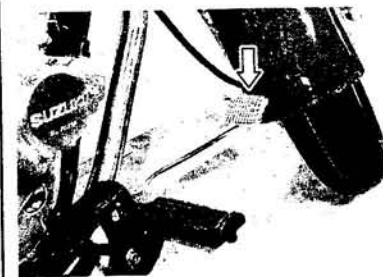
GEARSHIFT LEVER



This motorcycle has a 5-speed transmission which operates as shown. To shift properly, pull the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the gearshift lever to upshift and depress the lever to downshift. Neutral is located between low and 2nd gear. When neutral is desired, depress or lift the lever halfway between low and 2nd gear.

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

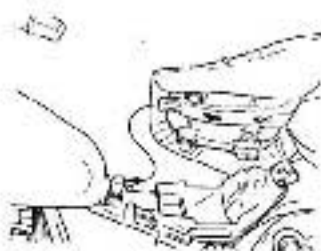
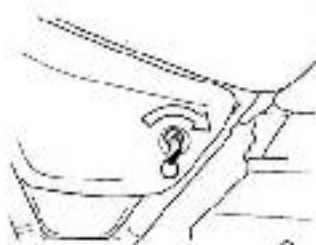
REAR BRAKE PEDAL



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

SEAT LOCK AND HELMET HOLDERS

SEAT REMOVAL



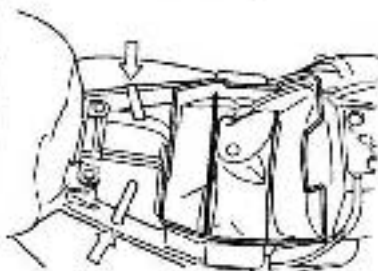
To unlock the seat lock, insert the ignition key into the lock and turn it clockwise. To lock the seat, hook the seat hook to the seat holding bracket and push down the seat firmly until the seat snaps into the locked position.

▲ WARNING

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

Latch the seat securely in its proper position.

HELMET HOLDERS



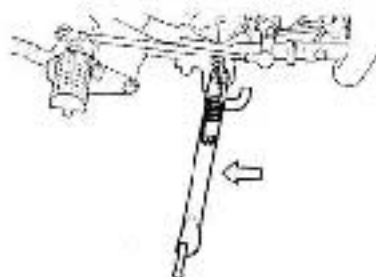
There are helmet holders under the front seat. To use them, remove the seat, hook your helmet to the helmet holder and refit the seat.

▲ WARNING

Riding with a helmet fastened to the helmet holder can interfere with rider control.

Never carry a helmet fastened to the helmet holder. Fix the helmet securely atop the seat if you must carry it.

SIDE STAND



An interlock system is provided to cut off the ignition circuit when the side stand is down and the transmission is in any gear other than neutral.

The side stand/ignition interlock system works as follows:

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

▲ WARNING

Riding with the side stand incompletely retracted can result in an accident when you turn left.

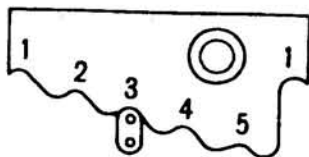
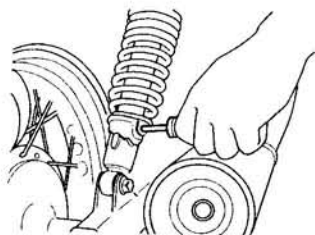
- Check operation of the side stand/ignition interlock system before riding.
- Always retract the side stand completely before starting off.

CAUTION

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

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

REAR SUSPENSION SPRING ADJUSTMENT



The rear shock absorber spring preload is adjustable. To adjust the spring preload, turn the adjuster clockwise or counterclockwise with a screwdriver or rod to the desired position. Position 1 provides the softest tension and position 5 provides the stiffest. The motorcycle is delivered from the factory with its adjuster set to the position 3.

⚠ WARNING

Unequal suspension adjustment can cause poor handling and loss of stability.

Adjust the right and left shock absorbers to the same settings.

BREAK-IN

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

Maximum Throttle Operation Recommendation

The table below shows the maximum recommended throttle operation during the break-in period.

Initial 800 km (500 miles)	Below 1/2 throttle
Up to 1 600 km (1 000 miles)	Below 3/4 throttle

Vary the Engine Speed

Vary the engine speed during the break-in period. This allows the parts to "load" (aiding the mating process) and then "unload" (allowing the parts to cool). Although it is essential to place some stress on the engine components during break-in, you must be careful not to load the engine too much.

Breaking in the New Tires

New tires need proper break-in to assure maximum performance, just as the engine does. Wear in the tread surface by gradually increasing your cornering lean angles over the first 160 km (100 miles) before attempting maximum performance. Avoid hard acceleration, hard cornering, and hard braking for the first 160 km (100 miles).

⚠ WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control.

Use extra care when riding on new tires. Perform proper break-in of the tires as described in this section and avoid hard acceleration, hard cornering, and hard braking for the first 160 km (100 miles).

Allow the Engine Oil to Circulate before Riding

Allow enough idling time after warm or cold engine start-up before revving the engine or placing the transmission in gear. This allows time for the lubricating oil to reach all critical engine components.

Observe Your Initial and Most Critical Service

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

INSPECTION BEFORE RIDING

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

Always perform a pre-ride inspection before each ride. Refer to the table on page 28 for check items. For further details, refer to the INSPECTION AND MAINTENANCE section.

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

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

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

⚠ WARNING
 Checking maintenance items when the engine is running can be hazardous. You could be severely injured if your hands or clothing get caught in moving parts.

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

WHAT TO CHECK	CHECK FOR
Steering	<ul style="list-style-type: none"> • Smoothness • No restriction of movement • No play or looseness
Brakes	<ul style="list-style-type: none"> • Correct fluid level • No fluid leakage • No "sponginess" • Proper pedal and lever play • Brake shoe wear • Brake pad wear
Tires	<ul style="list-style-type: none"> • Proper pressure • Enough tread depth • No cracks, rips, or other damage
Fuel tank	Tank cap locked securely
Lighting	Proper operation of all lights— Headlight, Taillight, Brake light, Instrument lights, Turn signals
Indicator lights	Proper operation of all lights— High beam, Neutral, Turn signal
Engine stop switch	Proper operation

Horn	Correct function
Engine oil	Correct level
Throttle	<ul style="list-style-type: none"> • Proper play • Smooth response • Quick return to idle position
Gearshift lever	<ul style="list-style-type: none"> • No damage • Smooth operation
Clutch	<ul style="list-style-type: none"> • Correct play • Smooth and progressive action
Drive chain	<ul style="list-style-type: none"> • Proper tension • Adequate lubrication • No excessive wear or damage
Side stand/ Ignition interlock switch	Proper operation interlock system
General condition	<ul style="list-style-type: none"> • Bolts and nuts tightness • No rattle from any parts of machine with the engine running • No visible evidence of damage

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, make sure:

- The transmission is in neutral.
- The fuel valve is in the "ON" position.
- The engine stop switch is in the "O" position.

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

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

When the Engine is Cold:

1. Turn the choke lever all the way towards you. Close the throttle completely.
2. Squeeze the clutch lever and push the electric starter button.
3. Immediately after the engine starts, keep the engine speed at 1000 – 1500 r/min by varying the choke lever position.
4. Move the choke lever to the "OFF" position approximately 30 seconds after engine starts. It may be necessary to use the choke longer than 30 seconds in extremely cold weather.

When the Engine is Warm:

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

⚠ WARNING

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

Only run the engine outdoors where there is fresh air.

CAUTION

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

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

STARTING OFF AND SHIFTING

⚠ WARNING

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

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

⚠ WARNING

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

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

⚠ WARNING

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

Reduce your speed and be alert to side winds.

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

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

USING THE TRANSMISSION

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

Shifting up schedule

Gear position	miles/h	km/h
1st → 2nd	12	20
2nd → 3rd	19	30
3rd → 4th	25	40
4th → 5th	37	60

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 15 km/h (9 miles/h).

⚠ WARNING

Downshifting when engine speed is too high can;

- **cause the rear wheel to skid and lose traction due to increased engine braking, resulting in an accident; or**
- **force the engine to overrev in the lower gear, resulting in engine damage.**

Reduce speed before downshifting.

⚠ WARNING

Downshifting while the motorcycle is leaned over in a corner may cause rear wheel skid and loss of control.

Reduce your speed and downshift before entering the corner.

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When riding down a steep hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to overrev.

STOPPING AND PARKING

1. Turn the throttle grip away from you to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time.
3. Downshift through the gears as motorcycle speed decreases.
4. Select neutral with the clutch lever squeezed towards the grip (disengaged position) just before the motorcycle stops. Neutral position can be confirmed by observing the neutral indicator light.

⚠ WARNING

Inexperienced riders tend to underutilize the front brake. This can cause excessive stopping distance and lead to a collision. Using only the front or rear brake can cause skidding and loss of control.

Apply both brakes evenly and at the same time.

⚠ WARNING

Hard braking while turning may cause wheel skid and loss of control.

Brake before you begin to turn.

▲ WARNING

Hard braking on wet, loose, rough, or other slippery surfaces can cause wheel skid and loss of control.

Brake lightly and with care on slippery or irregular surfaces.

▲ WARNING

Following another vehicle too closely can lead to a collision. As vehicle speeds increase, stopping distance increases progressively.

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

5. Park the motorcycle on a firm, flat surface where it will not fall over. *PUT IN FIRST.*
6. Turn the ignition switch to the "OFF" position.
7. Turn the handlebars all the way to the left and lock the steering for security.
8. Remove the ignition key.

▲ WARNING

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

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

CARRYING A PASSENGER

Before you invite someone to be a passenger on your motorcycle, you need to be thoroughly familiar with motorcycle operation. Adjust tire pressures and suspension according to the Tire Pressure and Loading section and the Suspension section of this manual.

The passenger should always hold onto your waist or hips, or onto the seat strap or grab bar, as equipped. Ask your passenger not to make any sudden movements. When you lean going around a corner, the passenger should lean with you. The passenger should always keep his or her feet on the footrests, even when you are stopped at a light.

To help prevent burn injuries, warn your passenger not to contact the muffler when mounting or dismounting your motorcycle.

ACCESSORY USE AND MOTORCYCLE LOADING

There are a great variety of accessories available to Suzuki owner's. 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 operation conditions. It is not possible for Suzuki to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly.

Use extreme caution when selecting and installing the accessories for your Suzuki. We have developed some general guidelines which will aid you when deciding whether, and how to equip your motorcycle.

▲ WARNING

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

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

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

GVWR: 775 lbs (350 kg) at the tire pressure (cold)
Front: 25 psi (1.75 kgf/cm²)
Rear: 33 psi (2.25 kgf/cm²)

- Any time that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that they provide for a rigid mount. Weak mounts can allow the shifting of the weight and create a hazardous, unstable condition.
- Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.
- Backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed by or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.
- Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit control ability.
- Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a hazardous situation due to the loss of electrical power during the operation of the motorcycle.

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

Modification

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

INSPECTION AND MAINTENANCE

NOTICE

MAINTENANCE, REPLACEMENT OR REPAIR OF THE EMISSION CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY ANY MOTORCYCLE REPAIR ESTABLISHMENT OR INDIVIDUAL USING ANY MOTORCYCLE PART WHICH HAS BEEN CERTIFIED UNDER THE PROVISIONS IN THE CLEAN AIR ACT Sec. 207 (a)(2).

MAINTENANCE SCHEDULE

It is very important to inspect and maintain your motorcycle regularly. Follow the guidelines in the chart. The intervals between periodic services in kilometers, miles and months are shown. At the end of each interval, be sure to perform the maintenance listed.

▲ WARNING

Improper maintenance or failure to perform recommended maintenance increases the chance of an accident or motorcycle damage.

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

▲ WARNING

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

Only run the engine outdoors where there is fresh air.

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

CAUTION

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

Use only genuine Suzuki replacement parts or their equivalent.



MAINTENANCE CHART

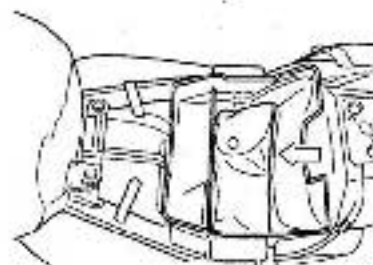
Interval: This interval should be judged by odometer reading or months, whichever comes first.

Item	Interval	km	1000	5000	10000	15000
		miles	600	3000	6000	9500
		months	3	15	30	45
* Exhaust pipe nuts and muffler bolts		-	T	T	T	T
Air cleaner element		Clean every 3000 km (2000 miles) Replace every 12000 km (7500 miles)				
* Valve clearance		I	I	I	I	I
Spark plug		-	I	R	I	I
Fuel line		-	I	I	I	I
* Vapor hose (California model only)		Replace every 4 years Inspect every 12000 km (7500 miles) *Replace vapor hose every 4 years				
* Canister (California model only)		Inspect every 12000 km (7500 miles)				
Idle speed		I	I	I	I	I
Throttle cable play		I	I	I	I	I
Clutch		-	I	I	I	I
Engine oil		R	R	R	R	R
Engine oil filter		R	-	R	-	-
Drive chain		I	I	I	I	I
* Brakes		Clean and lubricate every 1000 km (600 miles)				
Brake hose		-	I	I	I	I
Brake fluid		*Replace every 4 years				
Tires		*Replace every 2 years				
* Steering		-	I	I	I	I
* Front fork		I	-	I	-	-
* Rear suspension		-	-	I	-	-
* Chassis nuts and bolts		T	T	I	I	I

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

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

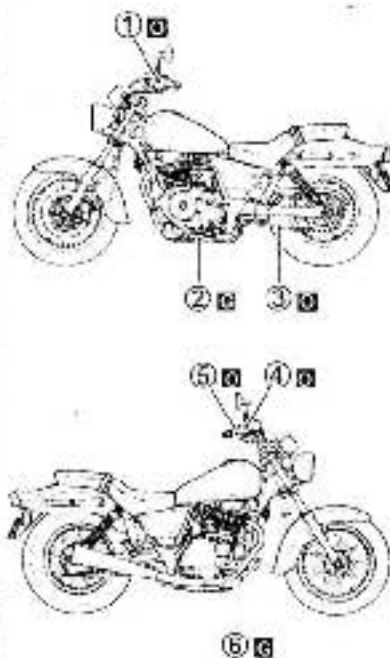
TOOLS.



A tool kit is provided with your motorcycle, it is located under the seat.

GENERAL LUBRICATION

Proper lubrication is important for safe, smooth operation and a long life for your motorcycle. Be sure that all lubrication is performed during periodic maintenance on the motorcycle. Increase frequency when you use your motorcycle in severe conditions.

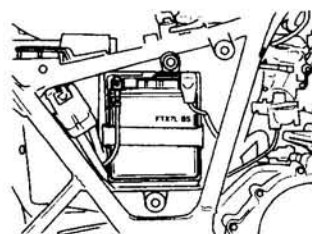
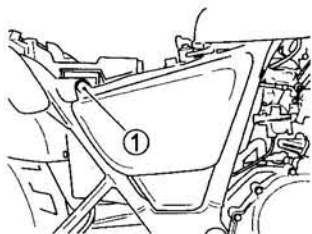


☐ ... Motor oil
☒ ... Grease

① ... Clutch lever holder
② ... Side stand pivot and spring hook
③ ... Drive chain
④ ... Brake lever holder
⑤ ... Throttle cable
⑥ ... Brake pedal pivot

BATTERY

The battery is located behind the right frame cover. This battery is sealed type and requires no maintenance of fluid level and gravity. However, have your dealer check the charging condition of battery periodically.



To remove the battery, remove the seat by referring to the SEAT LOCK AND HELMET HOLDER section. Loosen the screw ① and remove the right frame cover.

The standard charging rate is 0.7A x 5 to 10 hours and maximum rate is 3A x 1 hour.

⚠ WARNING

Battery posts terminals, and related accessories contain lead and lead compounds.

Wash hands after handling.

⚠ WARNING

Hydrogen gas produced by batteries can explode if exposed to flames or sparks.

Keep flames and sparks away from the battery. Never smoke when working near the battery.

CAUTION

Exceeding the maximum charging rate for the battery can shorten its life.

Never exceed the maximum charging rate.

CAUTION

Reversing the battery lead wires can damage the charging system and the battery.

The red lead must go to the positive (+) terminal and the black (or black with white tracer) lead must go to the negative (-) terminal.

AIR CLEANER

The air cleaner element must be kept clean to provide good engine power and gas mileage. If you use your motorcycle under normal low-stress conditions, you should service the air cleaner at the intervals specified. If you ride in dusty, wet, or muddy conditions, you will need to inspect the air cleaner element much more frequently. Use the following procedure to remove the air cleaner element and inspect it.

⚠ WARNING

Operating the engine without the air cleaner element in place could allow a flame to spit back from the engine to the air cleaner, or could allow dirt to enter the engine. This could cause a fire or severe engine damage.

Never run the engine without the air cleaner element properly installed.

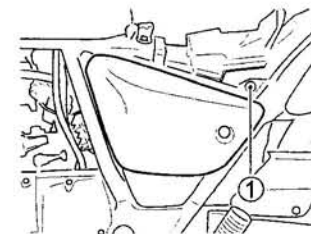
CAUTION

Clean or replace the air cleaner element frequently if the motorcycle is used in dusty, wet or muddy conditions. The air cleaner element will clog under these conditions, and this may cause engine damage, poor performance, and poor fuel economy.

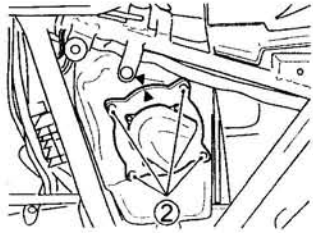
Clean the air cleaner case and element immediately if water gets in the air cleaner box.

Air Cleaner Element Removal

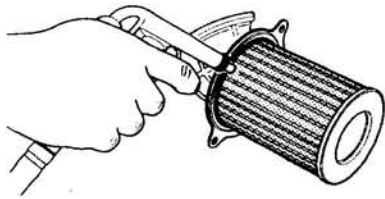
1. Remove the seat by referring to the SEAT LOCK AND HELMET HOLDERS section.



2. Loosen the screw ① and remove the left side frame cover.



3. Loosen the four screws ② and remove the air cleaner element.



4. Carefully use an air hose to blow the dust from the air cleaner element.

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

5. Reinstall the cleaned air cleaner element or new air cleaner element in reverse order of removal. Be absolutely sure that the air cleaner element is securely in position and is sealing properly. Replace the air cleaner element with a new one periodically.

CAUTION

A torn air cleaner element will allow dirt to enter the engine and can damage the engine.

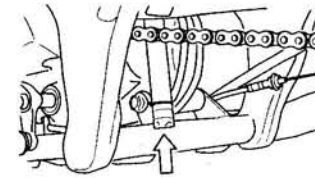
Carefully examine the air cleaner element for tears during cleaning. Replace it with a new one if it is torn.

CAUTION

Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.

Air Cleaner Drain Tube



Remove the plug and drain water and oil at the periodic maintenance interval.

SPARK PLUG

Your motorcycle comes equipped with DENSO X24ESR-U or NGK DR8EA spark plug. To determine if the standard spark plug is right for your usage, check the color of the plug's porcelain center electrode after motorcycle operation. A light brown color indicates that the plug is correct. A white or dark insulator indicates that the engine may need adjustment, or another plug type may be needed. Consult your Suzuki dealer or qualified mechanic if your plug insulator is not a light brown color.

CAUTION

An improper spark plug may have an incorrect fit or heat range for your engine. This may cause severe engine damage which will not be covered under warranty.

Use one of the spark plugs listed below or equivalent. Consult your Suzuki dealer if you are not sure which spark plug is correct for your type of usage.

Plug Replacement Guide

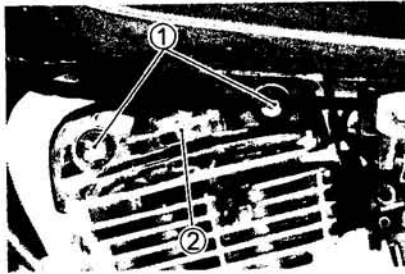
NGK	DENSO	REMARKS
DR7EA	X22ESR-U	If the standard plug tends to run cold.
DR8EA	X24ESR-U	Standard
DR9EA	X27ESR-U	If the standard plug tends to run hot.

NOTE: This motorcycle uses resistor-type spark plug to avoid jamming electronic parts. Improper spark plug selection may cause electronic interference with your motorcycle ignition system, resulting in motorcycle performance problems. Use recommended spark plugs.

NOTE: If the above-named plugs are not available, consult your Suzuki dealer.

SPARK PLUG REMOVAL

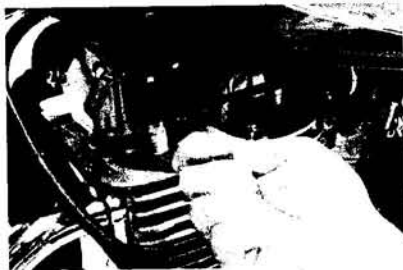
To remove the spark plug, follow the procedure below.



1. Remove the bolts ① and cover ②.

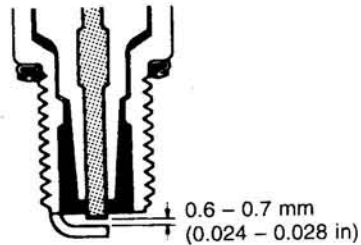
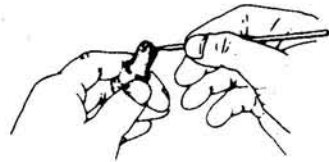


2. Extract the spark plug cap.



3. Remove the spark plug with the spark plug wrench provided in the tool kit.

Spark Plug Cleaning



To maintain a hot, strong spark, keep the plug free from carbon. Remove carbon deposits from the plug with a wire or pin, and adjust the gap to 0.6 – 0.7 mm (0.024 – 0.028 in) for good ignition. Use a thickness (feeler) gauge to check the gap.

Installation

To install a spark plug, turn it in as far as possible with your fingers, then tighten it with a wrench.

CAUTION

A crossthreaded or overtightened spark plug will damage the aluminum threads of the cylinder head.

Carefully turn the spark plug by hand into the threads until it is finger tight. If the spark plug is new, tighten it with a wrench about 1/2 turn past finger tight. If you are re-using the old spark plug, tighten it with a wrench about 1/8 turn past finger tight.

CAUTION

Dirt can damage your engine if it enters an open spark plug hole.

Cover the spark plug hole whenever the spark plug is removed.

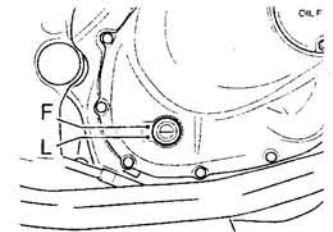
ENGINE OIL

Engine life depends on oil amount and quality. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.

Engine Oil Level Check

Check the engine oil level as follows:

1. Start the engine and allow it to idle for a few minutes.
2. Stop the engine and wait approximately one minute.



3. Hold the motorcycle vertically and check the engine oil level through the engine oil level inspection window. The engine oil level should be between "L" (low) and "F" (full) lines.

CAUTION

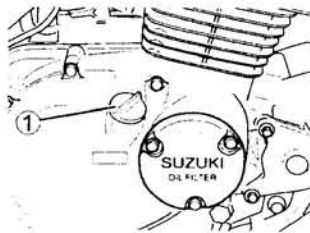
The engine oil level must be between the "L" (Low) line and "F" (Full) line, or engine damage may occur.

Check the oil level, through the inspection window, with the motorcycle held vertically on level ground before each use of the motorcycle.

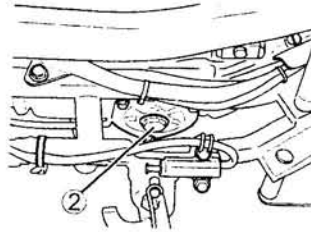
Engine Oil and Filter Change

Change the engine oil and oil filter at the scheduled times. The engine should always be warm when the engine oil is changed so the engine oil will drain easily. The procedure is as follows:

1. Place the motorcycle on the side stand.



2. Remove the oil filler cap ①.



3. Remove the drain plug ② from the bottom of the engine and drain the engine oil into a drain pan.

WARNING

New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Continuous contact with used engine oil has been found to cause skin cancer in laboratory animals. Brief contact with used oil or solvent may irritate skin.

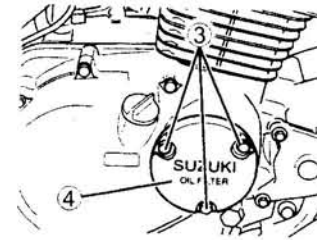
- Keep new and used oil and solvent away from children and pets.
- Wear a long-sleeve shirt and waterproof gloves.
- Wash with soap if oil or solvent contacts your skin.

NOTE: Recycle or properly dispose of used oil and solvent.

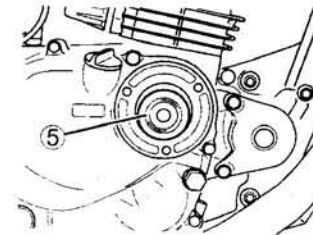
WARNING

Engine oil and exhaust pipe can be hot enough to burn you.

Wait until the oil drain plug and exhaust pipe are cool enough to touch with bare hands before draining oil.



4. Remove the three nuts ③ holding the filter cover ④ in place.

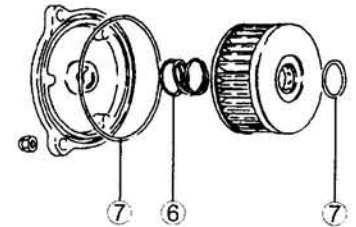


5. Remove the filter cover and pull out the old filter element ⑤. Insert the new filter in the same position.

CAUTION

Failure to insert the new element correctly can damage the engine. No oil flow will result if the element is inserted backwards.

Insert the open end of the new oil filter element into the engine.



6. Check to be sure that the filter spring ⑥ and the cap "O" ring ⑦ are installed correctly.

NOTE: Install a new "O" ring each time the filter element is replaced.

7. Fit the oil filter cover and tighten the nuts securely.
8. Reinstall the drain plug and tighten it securely. Pour about 1400 ml (1.5 US qt) of the specified oil in the filler hole. (See FUEL AND OIL RECOMMENDATION section.)

CAUTION

Engine damage may occur if you use oil that does not meet Suzuki's specifications.

Use the oil specified in the FUEL AND ENGINE OIL RECOMMENDATION section.

9. Reinstall the oil filler cap.
10. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for a few minutes.
11. Turn the engine off and wait approximately one minute. Recheck the engine oil level in engine oil level inspection window. The engine oil level should be at the "F" (full) mark. If it is lower than the "F" mark, add engine oil until it reaches the "F" mark. Inspect the area around the drain plug and oil filter cover for leaks.

CARBURETOR

The carburetor is factory-set for the best performance. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: engine idle speed and throttle cable play.

Idle Speed Adjustment

To adjust the idle speed:

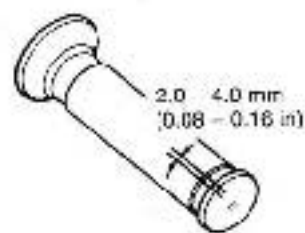
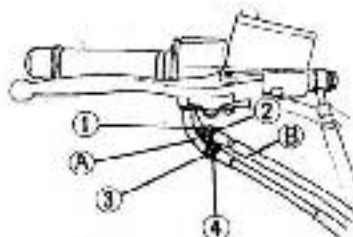
1. Start the engine and warm it up by running 2000 r/min for 10 minutes in summer (where ambient temperature is 30°C (86°F) or thereabout) or for 20 minutes in winter (where ambient temperature is down to -5°C (23°F) or thereabout).



2. Turn the throttle stop screw ① in or out so that the engine idles at 1200 - 1400 r/min.

Throttle Cable Adjustment

Measure the throttle cable play by turning the throttle grip. The throttle grip should have 2.0 - 4.0 mm (0.08 - 0.16 in) play.



This motorcycle has a twin throttle cable system. Cable (A) is for pulling cable and cable (B) is for returning.

To adjust the cable play:

1. Loosen the lock nut ①.
2. Turn in the adjuster ② fully.
3. Loosen the lock nut ③.
4. Turn the adjuster ④ so that the throttle grip has 2.0 - 4.0 mm (0.08 - 0.16 in) play.
5. Tighten the lock nut ③.
6. While holding the throttle grip at the closed position, turn out the adjuster ② to feel resistance.
7. Tighten the lock nut ①.

WARNING

Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebars. This can lead to loss of rider control.

Adjust the throttle cable play so that engine idle speed does not rise due to handlebar movement.

FUEL HOSE

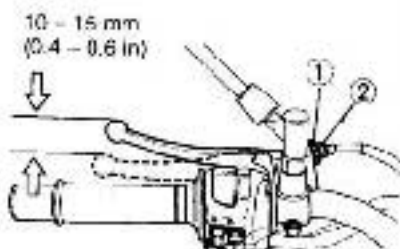


Inspect the fuel hose for damage and fuel leakage. If any defects are found, the fuel hose must be replaced.

CLUTCH ADJUSTMENT

Clutch cable play should be 10 – 15 mm (0.4 – 0.6 in) measured at the clutch lever end. Adjust clutch cable play according to the following procedure:

Minor Adjustment



1. Loosen the clutch cable adjuster lock nut (1).
2. Turn the clutch cable adjuster (2) to provide the specified play.
3. Tighten the lock nut (1).

Major Adjustment



1. Loosen the nut (3).
2. Turn the nuts (3) and (4) to provide the specified play.
3. Tighten the nut (3).

DRIVE CHAIN

The condition and adjustment of the drive chain should be checked before each use of the motorcycle. Always follow the guidelines below for inspecting and servicing the chain.

⚠ WARNING

Riding with the chain in poor condition or improperly adjusted can lead to an accident.

Inspect, adjust, and maintain the chain properly before each ride, according to this section.

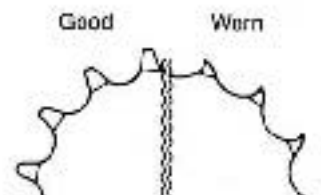
Inspecting the Drive Chain

When inspecting the chain, look for the following:

- Loose pins
- Damaged rollers
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper chain adjustment

If you find anything wrong with the drive chain condition or adjustment, correct the problem if you know how. If necessary, consult your authorized Suzuki dealer. Damage to the drive chain means that the sprockets may also be damaged. Inspect the sprockets for the following:

- Excessively worn teeth
- Broken or damaged teeth
- Loose sprocket mounting nuts



If you find any of these problems with your sprocket, consult your Suzuki dealer.

Drive Chain Cleaning and Oiling

Clean and oil the chain as follows:

1. Wash the chain with kerosene. Kerosene will lubricate and clean the chain.

⚠ WARNING

Kerosene can be hazardous. Kerosene is flammable. Children or pets may be harmed from contact with kerosene.

Keep flames and smoking materials away from kerosene. Keep children and pets away from kerosene. If swallowed, do not induce vomiting. Call a physician immediately. Dispose of used kerosene properly.

CAUTION

Cleaning the chain with gasoline or commercial cleaning solvents can damage O-rings and ruin the chain.

Clean the drive chain with kerosene only.

2. Allow the chain to dry, then lubricate the links with Suzuki chain lube or an equivalent.

CAUTION

Some drive chain lubricants contain solvents and additives which could damage the O-rings in your chain.

Use Suzuki chain lube or an equivalent that is specifically intended for use with O-ring chains.

Drive Chain Adjustment

Inspect the drive chain slack before each use of the motorcycle. Place the motorcycle on the side stand. The drive chain should be adjusted for 5 – 15 mm (0.2 – 0.6 in) of slack, as shown.



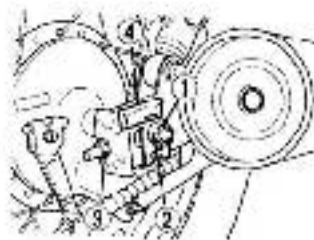
5 – 15 mm
(0.2 – 0.6 in)

⚠ WARNING

Too much chain slack can cause the chain to come off the sprockets, resulting in an accident or serious damage to the motorcycle.

Inspect and adjust the drive chain slack before each use.

To adjust the drive chain, follow the procedure below:



1. Place the motorcycle on the side stand.
2. Remove the cotter pin ①.
3. Loosen the axle nut ②.
4. Turn the right and left adjuster nuts ③ until the chain has 5 – 15 mm (0.2 – 0.6 in) of slack halfway between the engine sprocket and rear sprocket.
5. 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 ④ on the swing arm and notches on each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
6. Tighten the axle nut ② to specified torque. Tighten the adjuster nuts ③.
7. Recheck the chain slack after tightening and readjust if necessary.
8. Fit a new cotter pin into the axle.

Rear axle nut tightening torque:
65 N·m (6.5 kgf·m, 47.0 lb-ft)

BRAKES

This motorcycle is equipped with front disk and rear drum brakes.

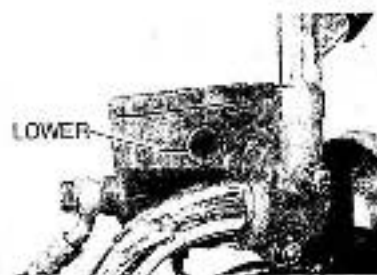
⚠ WARNING

Failure to inspect and properly maintain the brakes increases your chance of having an accident.

Inspect the brake system before each use according to the **INSPECTION BEFORE RIDING** section. Follow the **MAINTENANCE SCHEDULE** section to maintain your brake system.

NOTE: Operating in mud, water, sand, or other extreme conditions can cause accelerated brake wear. If you operate your motorcycle under these conditions, the brakes must be inspected more often than recommend in the MAINTENANCE SCHEDULE.

Brake Fluid



Check the brake fluid level in the front brake fluid reservoir. If the level in the reservoir is below the

lower mark, inspect for brake pad wear and leaks.

⚠ WARNING

Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes.

If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Solution can be poisonous to animals. Keep out of the reach of children and animals.

⚠ WARNING

Failure to use proper brake fluid can be hazardous. The use of any fluid except DOT4 brake fluid from a sealed container can damage the brake system and lead to an accident.

Use only DOT4 brake fluid from a sealed container. Never use or mix different types of brake fluid.

▲ WARNING

Failure to keep the brake fluid reservoir full with proper brake fluid can be hazardous. The brakes may not work correctly without the proper amount and type of brake fluid. This could lead to an accident.

Inspect the brake fluid level before each use. Use only DOT4 brake fluid from a sealed container. Never use or mix different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a SUZUKI dealer or qualified mechanic for inspection.

CAUTION

Spilled brake fluid can damage painted surfaces and plastic parts.

Avoid spilling any fluid when filling the reservoir. Wipe up spills immediately.

Brake Pads



Grooved limit line



Inspect the front brake pads to see if they are worn down to the grooved wear limit line. If a pad is worn to the grooved wear limit line, it must be replaced with a new one. After replacing the brake pads, the brake lever must be pumped several times. This will extend the pads to their proper position.

▲ WARNING

Riding with worn brake pads will reduce braking performance and will increase your chance of having an accident.

Inspect brake pad wear before each use. Ask your SUZUKI dealer or qualified mechanic to replace brake pads if any pad is worn to the limit.

▲ WARNING

Failure to extend brake pads after repair or replacement can cause poor braking performance and may result in an accident.

Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever stroke and firm feel are restored.

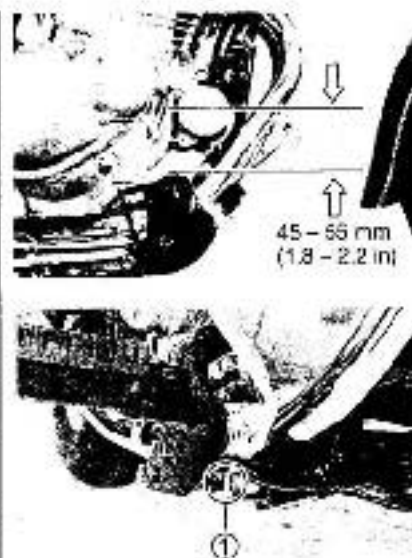
NOTE: Do not squeeze the brake lever when the pads are not in their positions. It is difficult to push the piston back into position.

Rear Brake Pedal Adjustment

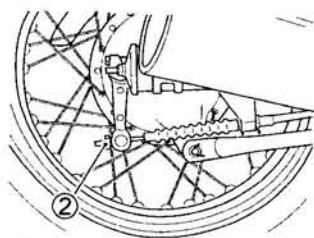
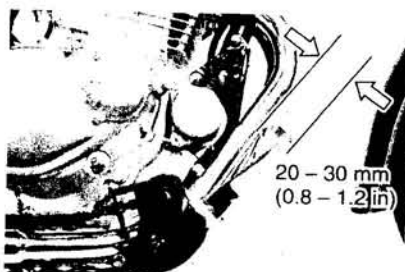
▲ WARNING

Too much play in the rear brake pedal can cause poor braking performance and may lead to an accident. Too little play may force brake shoes to rub against the drum at all times, causing damage to the shoes and the drum.

Follow the steps in this section to adjust the rear brake pedal properly.



1. Loosen the lock nut for the pedal stopper bolt (1).
2. Adjust the brake pedal height by turning the pedal stopper bolt (1) to locate the pedal 45 – 55 mm (1.8 – 2.2 in) above the top face of the footrest.
3. Tighten the lock nut.



After the pedal position is adjusted, adjust the free travel to 20 – 30 mm (0.8 – 1.2 in) by turning the adjuster ② clockwise or counterclockwise. Turning the adjuster ② clockwise will decrease the amount of the free travel.

Brake Lining Wear Limit

This motorcycle is equipped with brake lining wear limit indicator for the rear brake. Check brake lining wear as follows:

1. Make sure the brake play is properly adjusted.

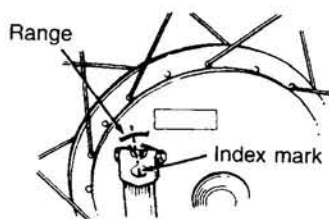


Fig. A

2. While fully applying the brake, check to see that the extension line of the index mark is within the range as shown in Fig. A.

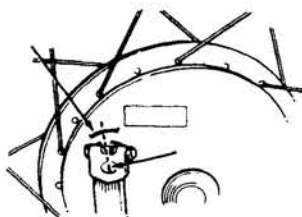


Fig. B

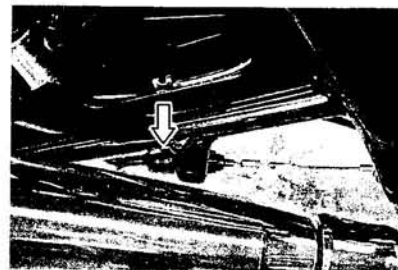
3. If the extension line is outside this range as shown in Fig. B, have the brake shoes replaced by your Suzuki dealer.

⚠ WARNING

Riding with worn brake shoes will reduce braking performance and will increase your chance of having an accident.

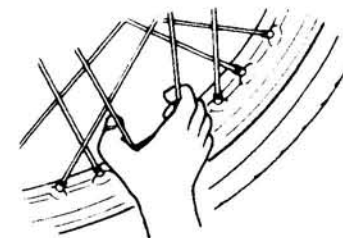
Inspect brake shoe wear before each use. Ask your SUZUKI dealer or qualified mechanic to replace brake shoes if the shoes are worn to the limit.

REAR BRAKE LIGHT SWITCH



The rear brake light switch is located behind the muffler. To adjust the brake light switch, turn the switch body in or out so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

SPOKE NIPPLE TIGHTNESS



Check the tension of spokes to verify the tightness of the spoke nipples. The tension of the spokes can be checked by squeezing the spokes with your fingers. If a spoke nipple is loose the spoke will bend more than the others. The tension can also be checked by hitting the spoke with a small metal bar. If the spoke nipple is loose its sound will be dull.

To tighten the spoke nipples properly tighten them equally to the specified torque. Loosened and overtightened spoke nipples may cause unequal tension of spokes and may result in distortion of the wheel rim. Contact your Suzuki dealer for this service to be performed.

TIRES

▲ WARNING

Failure to follow these warnings may result in an accident due to tire failure. The tires on your motorcycle form the crucial link between your motorcycle and the road.

Follow these instructions:

- Check tire condition and pressure, and adjust pressure before each ride.
- Avoid overloading your motorcycle.
- Replace a tire when worn to the specified limit, or if you find damage such as cuts or cracks.
- Always use the size and type of tires specified in this owner's manual.
- Balance the wheel after tire installation.
- Read this section of owner's manual carefully.

▲ WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control.

Use extra care when riding on new tires. Perform proper break-in of the tires referring to the **BREAK-IN** section and avoid hard acceleration, hard cornering, and hard braking for the first 160 km (100 miles).

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 motorcycle control.

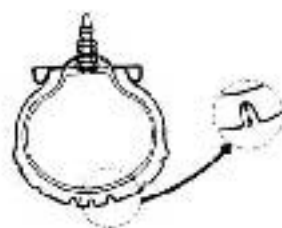
Check tire pressure each time before you ride, according to the table below. Tire pressure should only be checked and adjusted before riding since riding will heat up the tires and lead to higher inflation pressure readings.

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

	SOLO RIDING	TWO-UP RIDING
FRONT	175 kPa 1.75 kgf/cm ² 25 psi	175 kPa 1.75 kgf/cm ² 25 psi
REAR	200 kPa 2.00 kgf/cm ² 29 psi	225 kPa 2.25 kgf/cm ² 33 psi

Tire Condition and Type

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



Check tire condition each time 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 listed below. If you use a different size of tire, motorcycle handling may be adversely affected, possibly resulting in loss of motorcycle control.

	FRONT	REAR
SIZE	110/90-16 59P	130/90-15 M/C
	110/90-16 M/C 59P	66P
	110/90-16 M/C 68S	130/90-15 M/C 66S
TYPE	DUNLOP D404F	DUNLOP D404G
	NETZELER ME77 FRONT	NETZELER ME77

NOTE: Motorcycle tires have two type of indication such as 110/90-16 59P and 110/90-16 M/C 59P. M/C stands for motorcycle and there is no difference in the tires specification and performance apart from the tire indication between tires with and without M/C type indication.

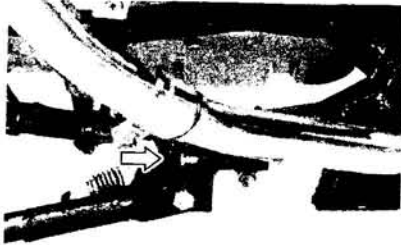
Be sure to balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-road contact and to avoid uneven tire wear.

▲ WARNING

An improperly repaired, installed, or balanced tire can cause loss of control or shorten tire life.

- Ask your SUZUKI dealer or qualified mechanic to perform tire repair, replacement, and balancing because proper tools and experience are required.
- Install tires according to the rotation direction shown by arrows on the sidewall of each tire.

SIDE STAND/IGNITION INTERLOCK SYSTEM



Check the side stand/ignition interlock system 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 system 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 system is not working properly. Have your motorcycle inspected by an authorized Suzuki dealer or some other qualified service mechanic.

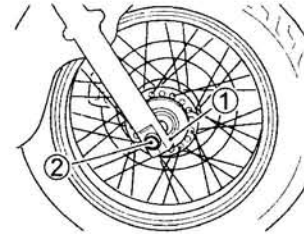
WARNING

If the side stand/ignition interlock system is not working properly, it is possible to ride the motorcycle with the side stand in the down position. This may interfere with rider control during a left turn.

Check the side stand/ignition interlock system for proper operation before riding. Check that the side stand is returned to its full up position before starting off.

FRONT WHEEL REMOVAL

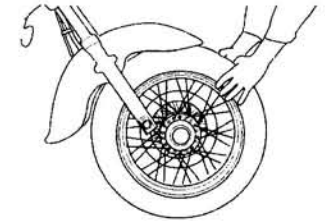
1. Place the motorcycle on the side stand.



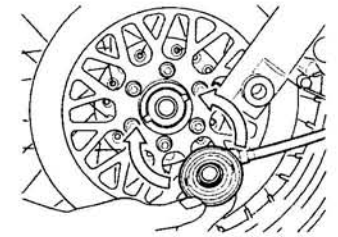
2. Loosen the axle holder bolt ①.
3. Loosen the axle ②.
4. Lift the front end of the motorcycle up and place a jack or a block under the engine or chassis tubes.



5. Draw out the axle shaft.



6. Slide the front wheel forward.



7. To reinstall the wheel assembly, reverse the sequence as described above. Align the speedometer gear box projections with the wheel hub before fitting the wheel into the front fork.
8. After installing the wheel, apply the front brake several times to restore the proper lever stroke.

⚠ WARNING

Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident.

Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

⚠ WARNING

Failure to torque bolts and nuts properly could lead to an accident.

Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized SUZUKI dealer or qualified mechanic do this.

Front axle nut tightening torque:
65 N·m (6.5 kgf·m, 47.0 lb-ft)

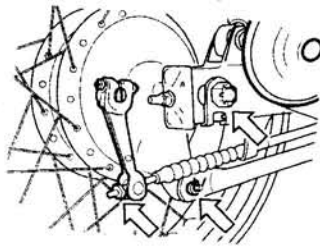
REAR WHEEL REMOVAL

1. Place the motorcycle on the side stand.

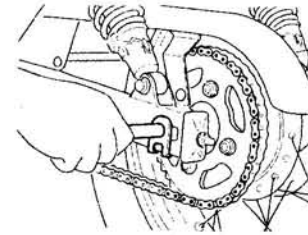
⚠ WARNING

A hot muffler can burn you. You can be burned if you touch a hot muffler.

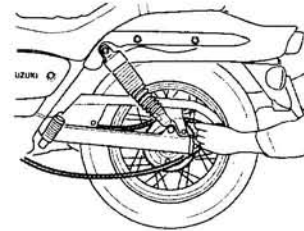
Wait until the muffler cools to avoid burns.



2. Remove the brake adjuster nut. Remove the torque link nut after pulling off the cotter pin.
3. Remove the cotter pin that locks the axle nut into position.
4. Remove the axle nut.
5. Place an accessory service stand or equivalent under the swing arm to lift the rear wheel slightly off the ground.



6. Draw out the axle shaft.
7. With the wheel moved forward, remove the chain from the sprocket by slowly rotating the wheel, at the same time pulling the chain to the side.



8. Pull the wheel assembly rearward.
9. To replace the wheel, reverse the complete sequence described above.
10. After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

⚠ WARNING

Failure to adjust the drive chain and failure to torque bolts and nuts properly could lead to an accident.

- Adjust the drive chain as described in DRIVE CHAIN ADJUSTMENT section after installing the rear wheel.
- Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized SUZUKI dealer or qualified mechanic do this.

Rear axle nut tightening torque:
65 N·m (6.5 kgf·m, 47.0 lb-ft)

LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown in the following chart. When replacing a burned-out bulb, always use the same wattage rating.

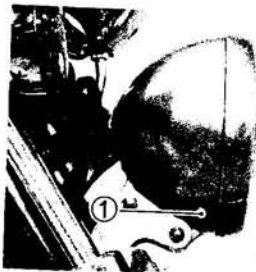
CAUTION

Using a light bulb with the wrong wattage rating can cause electrical system damage or shorten bulb life.

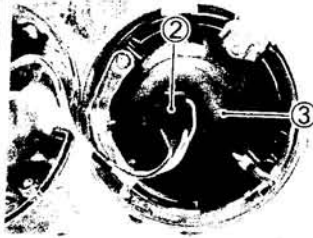
Always use the specified light bulb.

Headlight	12V 60/65W (H4)
Turn signal light	12V 21/5W
Brake light/Taillight	12V 21/5W

Headlight



1. Remove the two screws ① (right and left) and the headlight assembly.



2. Disconnect the socket ② from the headlight.
3. Remove the rubber cap ③.



4. Unhook the bulb holder spring ④ and remove the bulb ⑤.
5. To install the headlight, reverse the above sequence.

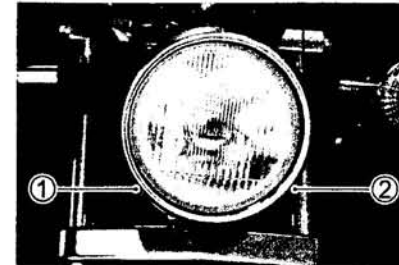
CAUTION

Oil from your skin may damage the headlight bulb or shorten its life.

Grasp the new bulb with a clean cloth.

Headlight Beam Adjustment

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



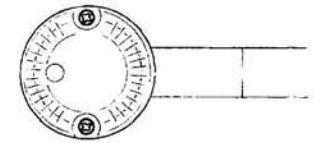
To adjust the beam vertically:

Turn the adjuster screw ① clockwise or counterclockwise.

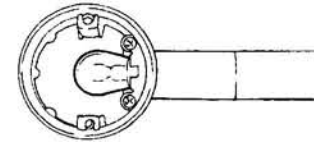
To adjust the beam horizontally:

Turn the adjuster screw ② clockwise or counterclockwise.

Turn Signal Light



1. Remove the screws and take off the lens.



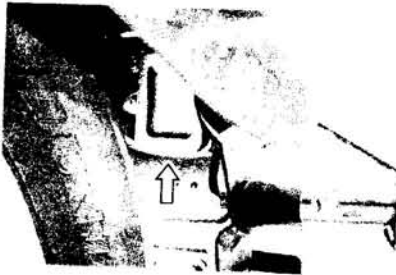
2. Push in on the bulb, turn it to the left, and pull it out.
3. To fit the replacement bulb, push it in and turn it to the right while pushing.

CAUTION

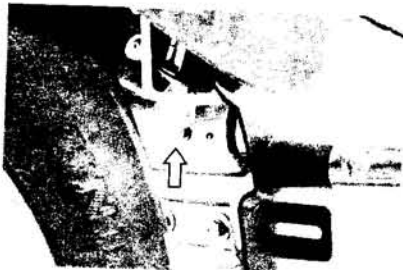
Overtightening the screws may cause the lens to crack.

Tighten the lens screws only until they are snug.

Brake Light/Taillight

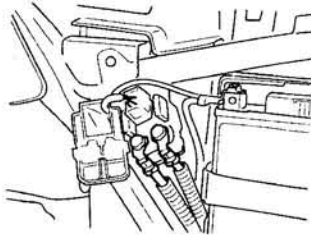


1. Remove the rubber cap behind the rear fender.

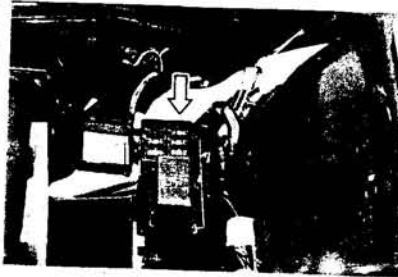


2. Turn the socket counterclockwise and remove it.
3. Push in on the bulb, turn it to the left, and pull it out.
4. To fit the replacement bulb into position, push the bulb in firmly and turn it to the right while pushing in.

FUSE



The main fuse is located behind the right frame cover. To maintain fuse, remove the right frame cover. One 20A spare fuse is located inside the fuse box.



The fuses are located under the luggage tray. One 10A and one 15A spare fuses are provided inside the fuse box.

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.

CAUTION

Installing a fuse of incorrect rating or using aluminum foil or wire instead of a fuse may seriously damage the electrical system.

Always replace a blown fuse with a fuse of the same type and rating. If the new fuse blows in a short time, consult your Suzuki dealer or qualified mechanic immediately.

FUSE LIST

- 20A MAIN fuse protects all electrical circuits.
- 15A HEAD-HI fuse protects the headlight high beam and high beam indicator light.
- 15A HEAD-LO fuse protects the headlight low beam.
- 10A IGNITION fuse protects ignition coil and side stand relay.
- 15A SIGNAL fuse protects brake light, turn signal light, neutral indicator light, turn signal indicator light and horn.
- 10A TAIL fuse protects small light, taillight and speedometer light.

TROUBLESHOOTING

This troubleshooting guide is provided to help you find the cause of some common complaints.

CAUTION

Failure to troubleshoot a problem correctly can damage your motorcycle. Improper repairs or adjustments may damage the motorcycle instead of fixing it. Such damage may not be covered under warranty.

If you are not sure about the proper action, consult your Suzuki dealer about the problem.

COMPLAINT: Engine is hard to start or does not start at all.
Something is probably wrong with the fuel system or ignition system.

Fuel System Check

1. Make sure there is enough fuel in the fuel tank.
2. Check that the fuel valve is in the "ON" position.
3. Make sure there is enough fuel reaching the carburetor from the fuel valve.
 - a. Loosen the drain screw located under the carburetor. Drain the fuel from the carburetor into a container.

▲ WARNING

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

When draining the carburetor:

- Stop the engine and keep flames, sparks, and heat sources away.
 - Drain fuel only outdoors or in a well-ventilated area.
 - Do not smoke.
 - Wipe up spills immediately.
 - Avoid breathing fuel vapor.
 - Keep children and pets away.
 - Dispose of drained fuel properly.
- b. Place the empty container under the carburetor. Turn the fuel valve to the "PRI" position and see if the fuel flows from the drain hole.
 - c. Turn the fuel valve to the "ON" position.
 - d. Drain the fuel and tighten the drain screw.
 - e. Push the electric starter button for several seconds to crank the engine referring to the STARTING THE ENGINE section.
 - f. Loosen the drain screw and check that the carburetor is filled back up with fuel.
 - g. Tighten the drain screw.
4. If fuel is reaching the carburetor, ignition system should be checked next.

Ignition System Check

1. Remove the spark plug and reattach it to the spark plug lead.



2. Put the engine stop switch in the "O" position and ignition switch in the "ON" position. Set the spark plug against the engine as shown, ensuring that the metal base of the spark plug contacts the cylinder head, and push the starter button. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, take your machine to your authorized Suzuki dealer.

▲ WARNING

Performing the spark test improperly can cause a high voltage electrical shock or an explosion.

Avoid performing this check if you are not familiar with this procedure, or if you have a heart condition or wear a pacemaker. Keep the spark plug away from the spark plug hole during this test.

COMPLAINT: Engine Stalls

1. Make sure there is enough fuel in the fuel tank.
2. Check to see that the spark plug is not fouled. Remove the plug and clean it. Replace it, if necessary.
3. Make sure the fuel valve is not clogged. Also check that the air vent hose connected to the fuel tank is not clogged.
4. Check the engine idle speed. If necessary, adjust it using a tachometer. The correct idle speed is 1200 – 1400 r/min.

STORAGE PROCEDURE

If your motorcycle is to be left unused for an extended period of time, it 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 wish to service the machine for storage yourself, follow the general guidelines below:

MOTORCYCLE

Clean the entire motorcycle. Place the motorcycle on the side stand on a firm, flat surface where it will not fall over. Turn the handlebars all the way to the left and lock the steering, and remove the ignition key.

FUEL

Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.

Drain the carburetor or run the engine for a few minutes until the stabilized gasoline fills the carburetor.

▲ WARNING

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

When draining the carburetor:

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

ENGINE

- Pour one tablespoon of motor oil into the spark plug hole. Reinstall the spark plug and crank the engine a few times.
- Drain the engine oil thoroughly and refill the crankcase with fresh engine oil all the way up to the filler hole.
- Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

BATTERY

- Remove the battery from the motorcycle.
- Clean the outside of the battery with mild soap and remove corrosion from the terminals and wiring harness.
- Store the battery in a room above freezing.

TIRES

Inflate tires to the normal pressure.

EXTERNAL

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

MAINTENANCE DURING STORAGE

Once a month, recharge the battery. The standard charging rate is 0.7A x 5 to 10 hr.

PROCEDURE FOR RETURNING TO SERVICE

1. Clean the entire motorcycle.
2. Remove the oily rags from the air cleaner intake and muffler outlet.
3. Drain all the engine oil. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
4. Remove the spark plug. Turn the engine a few times. Reinstall the spark plug.
5. Reinstall the battery.
6. Make sure that the motorcycle is properly lubricated.
7. Perform the INSPECTION BEFORE RIDING as listed in this manual.
8. Start the motorcycle as outlined in this manual.

APPEARANCE CARE

CORROSION PREVENTION

It is important to take good care of your motorcycle to protect it from corrosion and keep it looking new for years to come.

Important Information About Corrosion

Common causes of corrosion

- Accumulation of road salt, dirt, moisture, or chemicals in hard-to-reach areas.
- Chipping, scratches and any damage to treated or painted metal surfaces resulting from minor accidents or impact from stones and gravel.

Road salt, sea air, industrial pollution, and high humidity will all contribute to corrosion.

How to Help Prevent Corrosion

Wash your motorcycle frequently, at least once a month. Keep your motorcycle clean and dry as possible.

Remove foreign material deposits. Foreign material such as road salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage your motorcycle finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer's directions when using these special cleaners.

Repair finish damage as soon as possible. Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.

Store your motorcycle in a dry, well-ventilated area. If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.

Cover your motorcycle. Exposure to mid-day sun can cause the colors in paint, plastic parts, and instruments to fade. Covering your motorcycle with a high-quality "breathable" motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, follow the instructions below:

1. Remove dirt and mud from the motorcycle with running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
2. Wash the entire motorcycle with mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

NOTE: Avoid spraying or allowing water to flow over the following places:

- Ignition switch
 - Spark plug
 - Fuel tank cap
 - Carburetor
 - Brake master cylinder
3. Once the dirt has been completely removed, rinse off the detergent with running water.
 4. After rinsing, wipe off the motorcycle with a wet chambris or cloth and allow it to dry in the shade.
 5. Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage.

Waxing the Motorcycle

After washing the motorcycle, waxing is recommended to further protect and beautify the paint. Observe the precautions specified by the wax manufacturer.

INSPECTION AFTER CLEANING

For extended life of your motorcycle, lubricate according to "GENERAL LUBRICATION" section.

▲ WARNING

Wet brakes can cause poor braking performance and may lead to an accident.

Avoid a possible accident by expecting longer stopping distances after washing your motorcycle. Apply brakes several times to let heat dry the brake pads or shoes.

Follow the procedures in the "INSPECTION BEFORE RIDING" section to check your motorcycle for any problems that may have arisen during your last ride.

CUSTOMER INFORMATION

EMISSION CONTROL WARRANTY

Suzuki Motor Corporation 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 (7456 miles)
Class II	170 to 279 cc	18 000 km (11185 miles)
Class III	280 cc and Over	30 000 km (18641 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.

REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying American Suzuki Motor Corp.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or American Suzuki Motor Corp.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

To contact American Suzuki, owners in the continental United States can call toll-free 1-800-444-5077, or write to: American Suzuki Motor Corporation Motorcycle Customer Service P.O. Box 1100, Brea, CA 92822-1100

For owners outside the continental United States, please refer to the distributor's address listed on your Warranty Information brochure.

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:

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

- Removing or puncturing the muffler, baffles, header pipes, screen type spark arrester (if equipped) 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

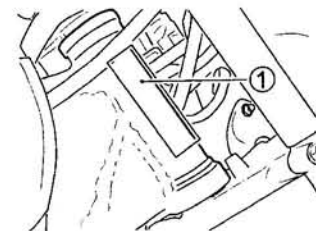
Emission Control Information label, and certified to appropriate EPA noise standards.

- 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.

SERIAL NUMBER LOCATION

You need to know the frame and engine serial numbers to get title documents for your motorcycle. You also need these numbers to help your dealer when you order parts.



The frame number ① is stamped on the steering head tube as shown in the illustration. The engine serial number ② is stamped on the left side of the crankcase assembly. Write down the serial numbers here for your future reference.

Frame No.:

Engine No.:

SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	2160 mm (85.0 in)
Overall width	815 mm (32.1 in)
Overall height	1090 mm (42.9 in)
Wheelbase	1450 mm (57.1 in)
Ground clearance	125 mm (4.9 in)
Dry mass	137 kg (302 lbs)

ENGINE

Type	Four-stroke, air-cooled, OHC
Number of cylinders	1
Bore	72.0 mm (2.835 in)
Stroke	61.2 mm (2.409 in)
Displacement	249 cm ³ (15.2 cu. in)
Compression ratio	9.0 : 1
Carburetor	MIKUNI BSR32
Air cleaner	Non-woven fabric 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	3.238 (68/21)
Secondary reduction	2.733 (41/15)
Gear ratios, Low	2.636 (29/11)
2nd	1.687 (27/16)
3rd	1.263 (24/19)
4th	1.000 (20/20)
Top	0.818 (18/22)
Drive chain	D.I.D. 520VC5, 110 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Swing arm, coil spring, oil damped
Steering angle	40° (right & left)
Caster	32° 30'
Trail	140 mm (5.5 in)
Turning radius	2.6 m (8.5 ft)
Front brake	Disk brake
Rear brake	Drum brake
Front tire size	110/90-16 59P or 110/90-16 M/C 59P, tube type
	110/90-16 M/C 59S, tube type
Rear tire size	130/90-15 M/C 66P, tube type
	130/90-15 M/C 66S, tube type

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK DR8EA or DENSO X24ESR-U
Battery	12V 21.6 kC(6 Ah)/10 HR
Generator	Three-phase A.C. generator
Fuse	20/15/15/10/15/10A
Headlight	12V 60/55W (H4)
Brake light/Taillight	12V 21/5W
Turn signal light	12V 21/5W
Speedometer light	12V 1.7W
Neutral indicator light	12V 3.4W
Hight beam indicator light	12V 1.7W
Turn signal indicator light	12V 3.4W

CAPACITIES

Fuel tank, including reserve	14.0 L (3.7 US gal)
	13.0 L (3.4 US gal) ... For California
Reserve	2.9 L (0.8 US gal)
Engine oil, without filter change	1300 ml (1.4 US qt)
with filter change	1400 ml (1.5 US qt)