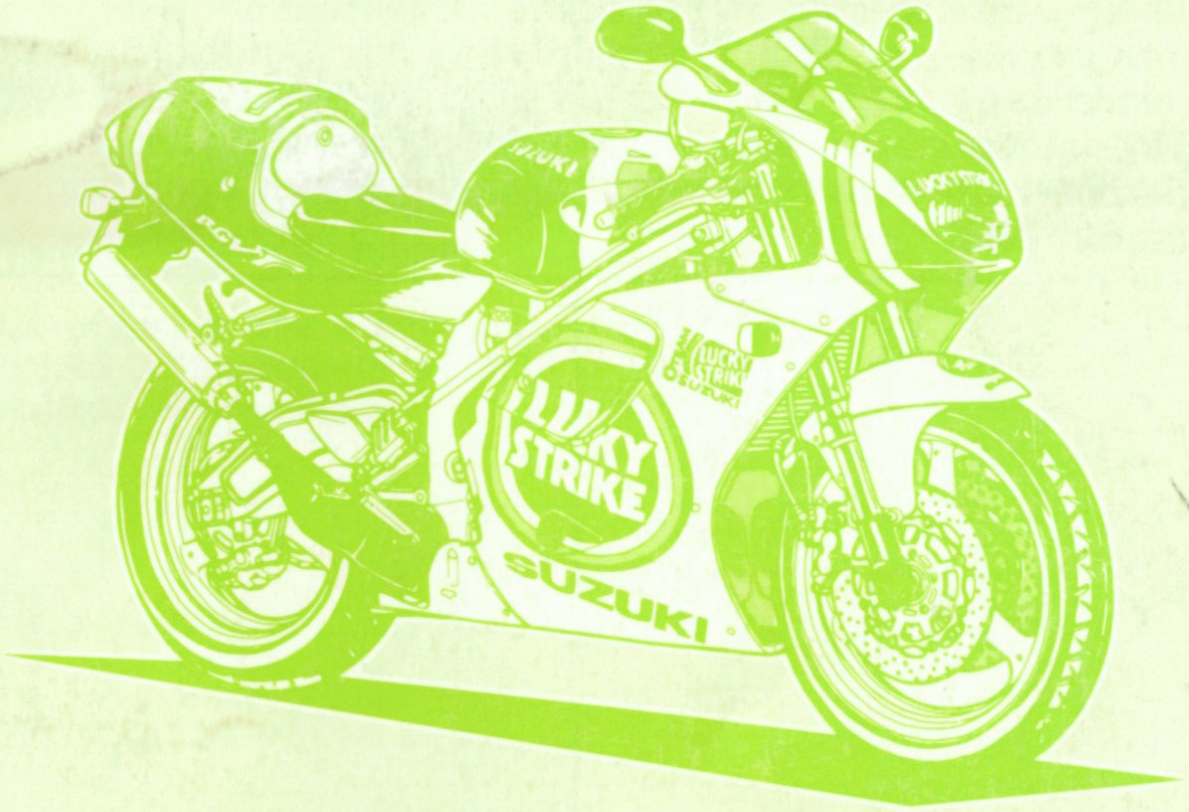
SUZUKI

OWNER'S MANUAL



RGV250

RGV250
01A

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold or otherwise transferred to a new owner or operator. The manual contains important safety information and instructions which should be read carefully before operating the motorcycle.

IMPORTANT

IMPORTANT BREAK-IN (RUNNING-IN) INFORMATION FOR YOUR MOTORCYCLE

The first 1600 km (1000 miles) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.

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

Please refer to the ''BREAK-IN (RUNNING-IN)'' section for specific break-in recommendations.

WARNING/CAUTION/NOTE

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

⚠ WARNING

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

⚠ CAUTION

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

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

FOREWORD

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

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long trouble free operating life for your motorcycle. Your authorized Suzuki dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. Suzuki reserves the right to make changes at any time.

Please note that this manual applies to all specifications or all respective destinations and explains all equipment. Therefore, your model may have different standard features than shown in this manual.

SUZUKI MOTOR CORPORATION

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

There are a great variety of accessories available to Suzuki owners. Suzuki can not have direct control over the quality or suitability of accessories you may wish to purchase. The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for Suzuki to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly.

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

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

- 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 handlebar or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebar or front fork of the machine should be as light as possible and kept to a minimum.

- Windshields, fairings, backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore, caution should be used when selecting and installing all accessories.

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

- Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

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

⚠ WARNING

Do not carry any objects in the space behind the fairing. Objects placed in this area can interfere with steering and can cause loss of control.

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal.

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

SAFE-RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

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

WEAR A HELMET

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

RIDING APPAREL

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

INSPECTION BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Remember practice makes perfect.

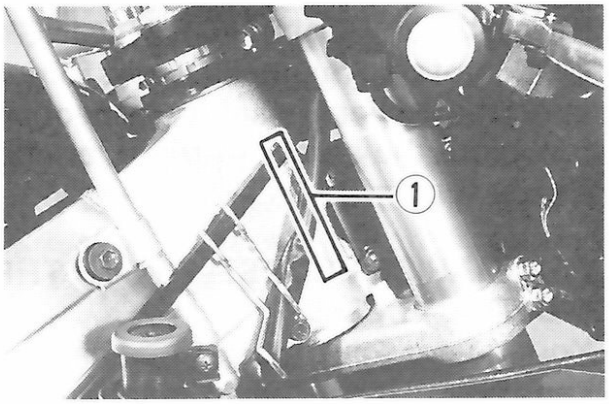
KNOW YOUR LIMITS

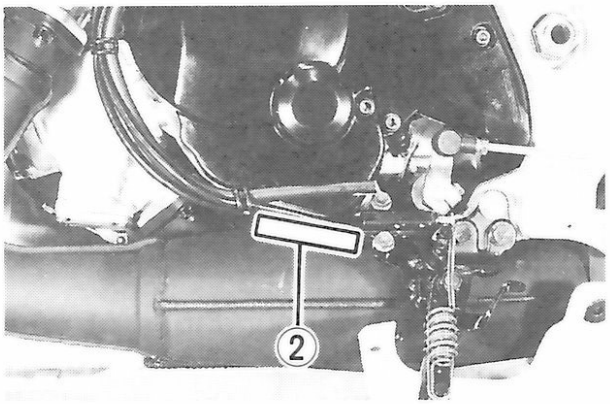
Ride within the boundaries of your own skill at all times. Knowing these limits and staying within them will help you to avoid accidents.

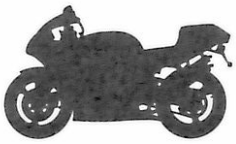
BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

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

SERIAL NUMBER LOCATION







The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

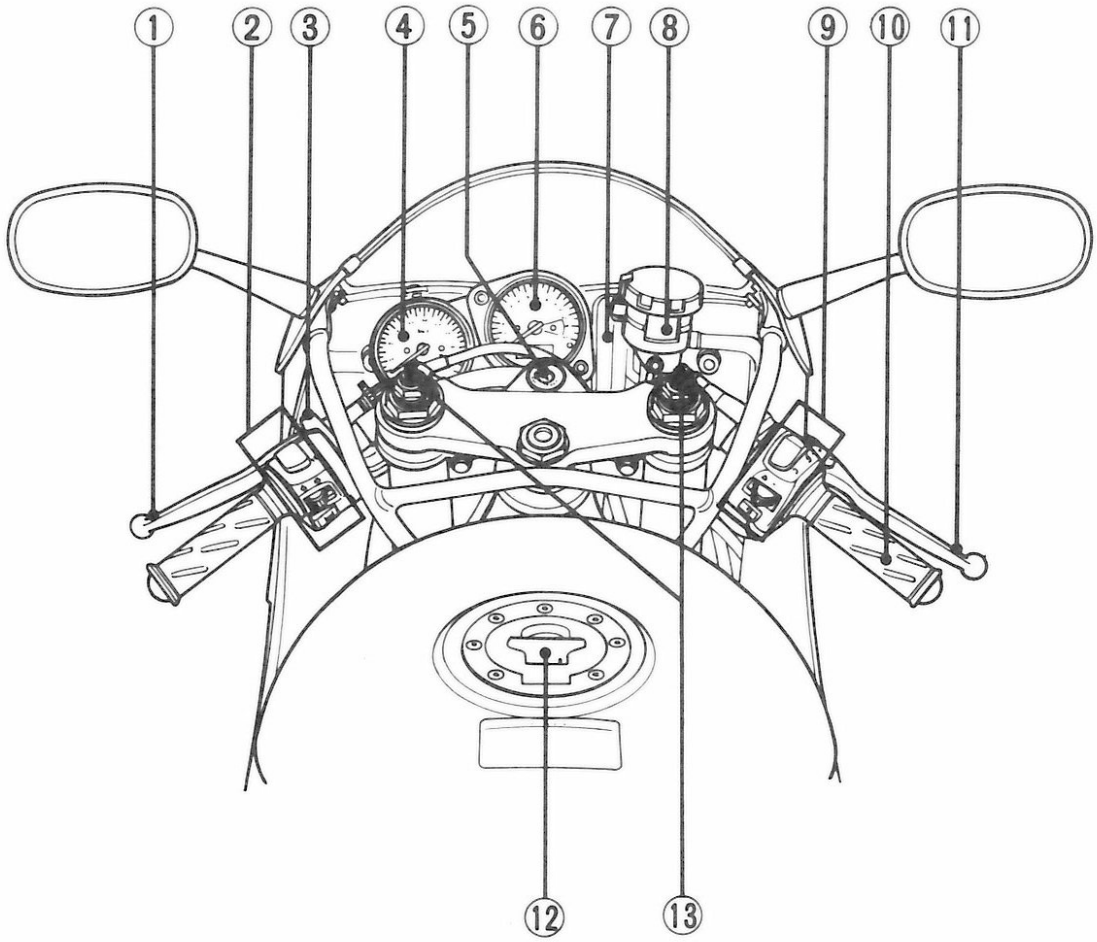
The frame number ① is stamped on the steering head tube. The engine serial number ② is stamped on the left side under the crankcase assembly.

Please write down the serial numbers here for your future reference.

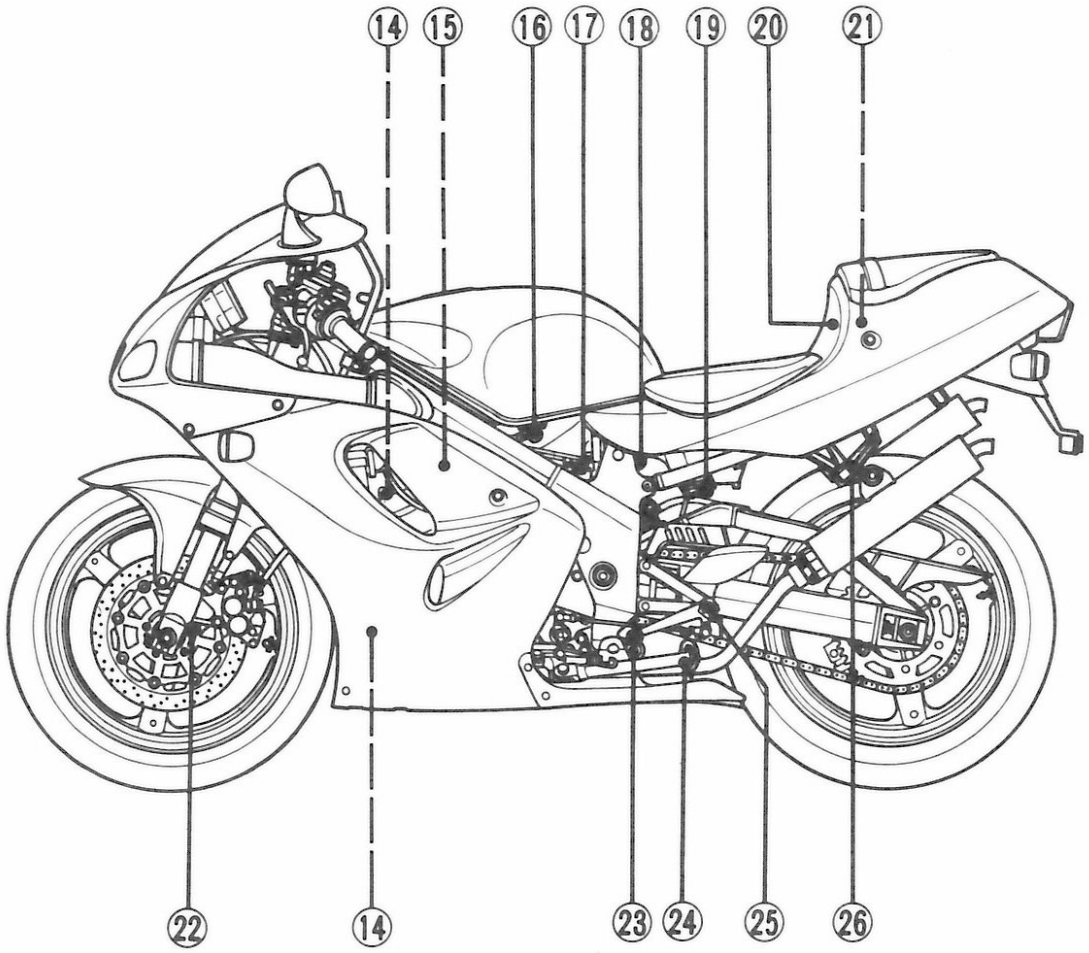
Frame No:

Engine No:

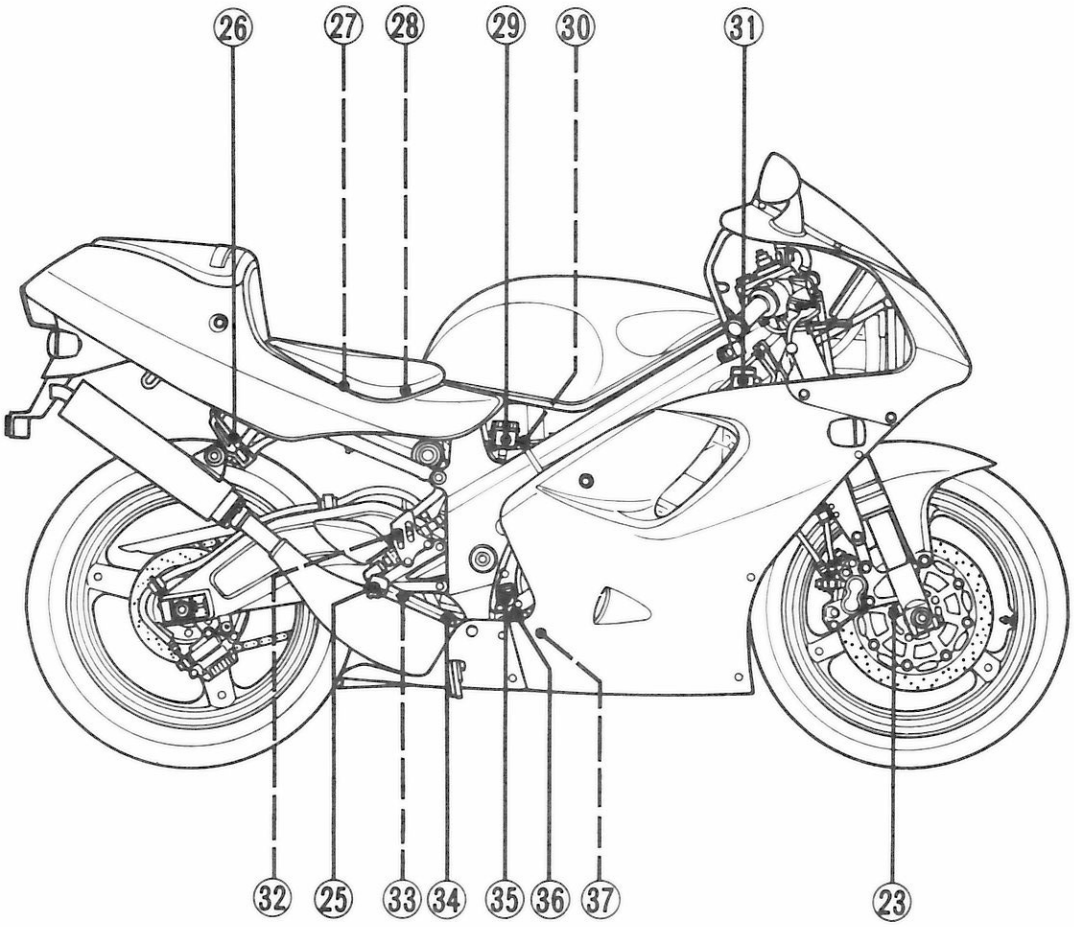
LOCATION OF PARTS



① Clutch lever
② Left handlebar switches
③ Choke lever
④ Speedometer
⑤ Ignition switch
⑥ Tachometer
⑦ Indicator lights
⑧ Front brake fluid reservoir
⑨ Right handlebar switches
⑩ Throttle grip
⑪ Front brake lever
⑫ Fuel tank cap
⑬ Front suspension spring preload and rebound damping force adjuster



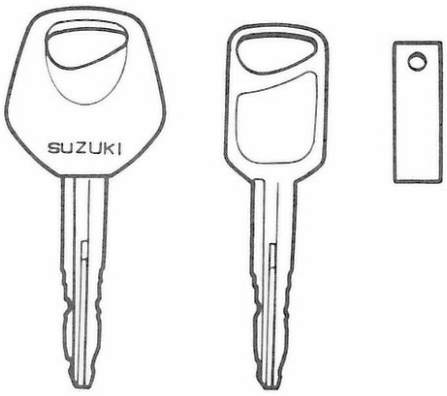
⑭ Spark plug
⑮ Engine coolant reservoir
⑯ Fuel valve
⑰ Throttle stop screw
⑱ Rear suspension compression damping force adjuster
⑲ Helmet holder
⑳ Box lid
㉑ Tools
㉒ Front suspension compression damping force adjuster
㉓ Gearshift lever
㉔ Side stand
㉕ Footrests
㉖ Passenger footrests



㉗ Battery
㉘ Fuses
㉙ Rear brake fluid reservoir
㉚ Air cleaner
㉛ Engine oil tank cap
㉜ Rear brake light switch
㉝ Rear suspension rebound damping force adjuster
㉞ Rear brake pedal
㉟ Transmission oil filler cap
㊱ Transmission oil level hole
㊲ Transmission oil drain plug

CONTROLS

KEY

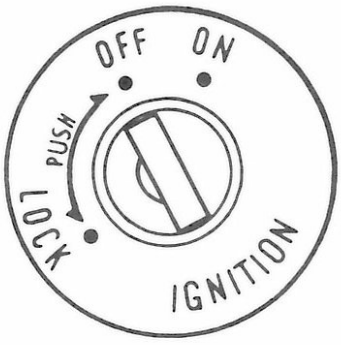


This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place. The key number is stamped on a plate provided with the key. This number is used when making replacement keys.

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

Key No.:

IGNITION SWITCH



"OFF" POSITION

All electrical circuits are cut off. The engine will not start. The key can be removed in this position.

"ON" POSITION

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

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

"LOCK" POSITION

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

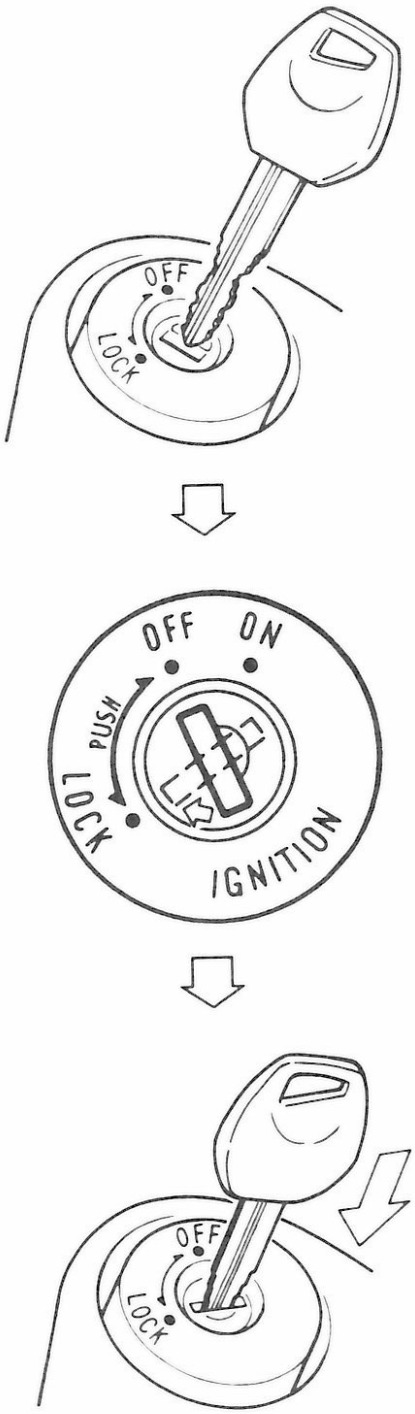
⚠ WARNING

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

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

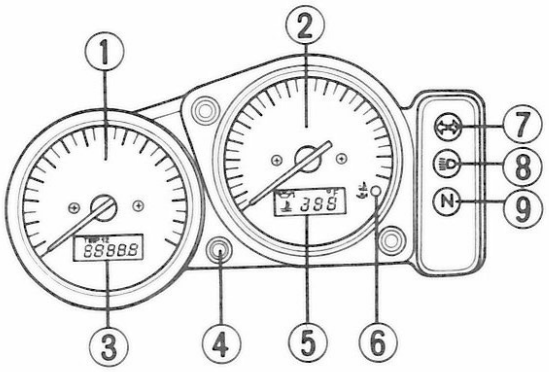


Turn the ignition switch to ''LOCK'' position and change the lid hole position when leaving your motorcycle.



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

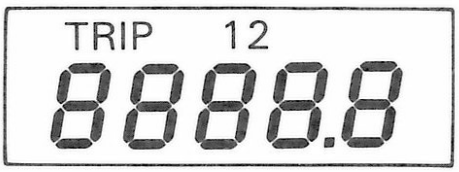
INSTRUMENT PANEL



SPEEDOMETER ①
The speedometer indicates the road speed in kilometers per hour.

TACHOMETER ②
The tachometer indicates the engine speed in revolutions per minute (r/min).

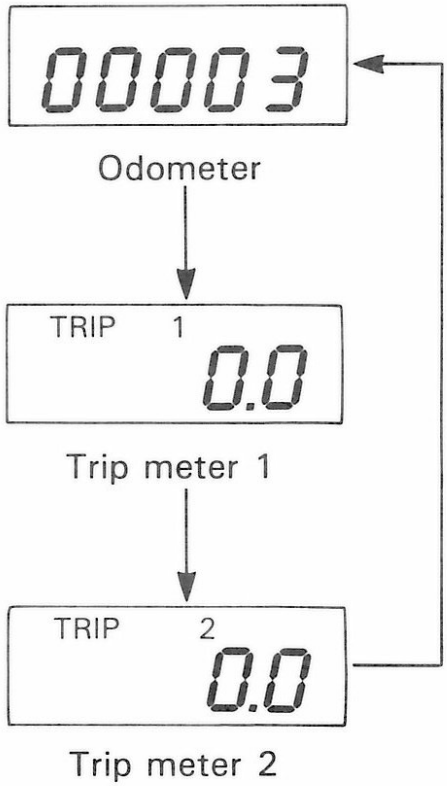
ODOMETER/TRIP METER ③
The display in the speedmeter has three functions, odometer and two trip meters. When the ignition switch is turned to the "ON" position, the display indicates the test pattarn shown below for three seconds. Then the disply changes to odometer.



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

The two trip meters are resettable odometers. They can register two kinds of distance at the same time. For instance, trip meter 1 can register the trip distance and trip meter 2 can register the distance between fuel stops.

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



To reset the trip meter to zero, push the button ④ for two seconds while the display indicates the trip meter 1 or 2 you want to reset.

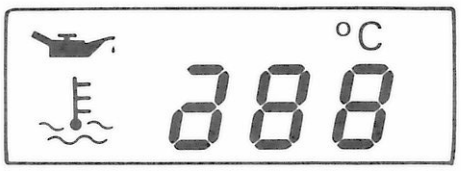
⚠ WARNING

Never attempt to operate the display while riding the motorcycle. Removing your hands from the handlebars ca cause you to lose control of the motorcycle, resulting in an accident.

COOLANT TEMPERATURE METER/ ENGINE OIL LEVEL INDICATOR ⑤

The display and the indicator light ⑥ in the tachometer have two functions, coolant temperature meter and engine oil level indicator. The display indicates coolant temperature and indicates engine oil level symbol additionally when the engine oil level is low.

When the ignition switch is turned to the "ON" position, the display indicates the test pattern shown below and the indicator light ⑥ lit for three seconds. Then the display changes to the temperature meter and the indicator light should go out. While the coolant temperature is below 40°C, the display does not indicate a number but "---".



When the coolant temperature is over 125°C, the display flickers and the indicator light ⑥ comes on. Further, if the temperature exceeds 140°C, the display indicates "HI" and keeps flickering, and the indicator light ⑥ remains on.

When the engine oil level in the engine oil tank drops under the normal operating range, the symbol "  " in the display flickers and the indicator light ⑥ comes on. To replenish the engine oil, refer to the ENGINE OIL TANK CAP section.

⚠ CAUTION

Riding the motorcycle with highly heated engine coolant may cause engine overheating and damage the engine. If the coolant temperature indicates more than 125°C and indicator light comes on, stop the engine and allow the engine to cool.

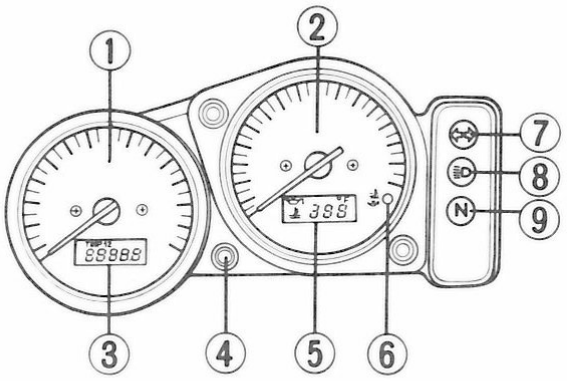
⚠ CAUTION

No oil in the oil tank will result in severe engine damage. Replenish the engine oil tank with recommended oil.

TURN SIGNAL INDICATOR LIGHT ⑦

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

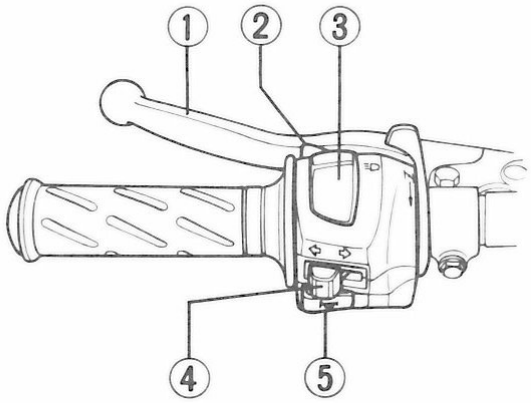
NOTE: If turn signal light is not operating properly due to bulb filament or circuit failure, the indicator light flickers more quickly to notify the rider of the existence of trouble.



HIGH BEAM INDICATOR LIGHT ⑧
The blue indicator light will be lit when the headlight high beam is turned on.

NEUTRAL INDICATOR LIGHT ⑨
The green light will come on when the transmission is in neutral. The light will go out when you shift into any gear other than neutral.

LEFT HANDLEBARS



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.

HEADLIGHT FLASHER SWITCH ②
Press the switch to light the headlight.

DIMMER SWITCH ③
When the switch is in "≡D" position, the high beam will be lit. At the same time that the high beam is lit, the high beam indicator will also light in the instrument panel. When the switch is in "≡D" position, the low beam will be lit.

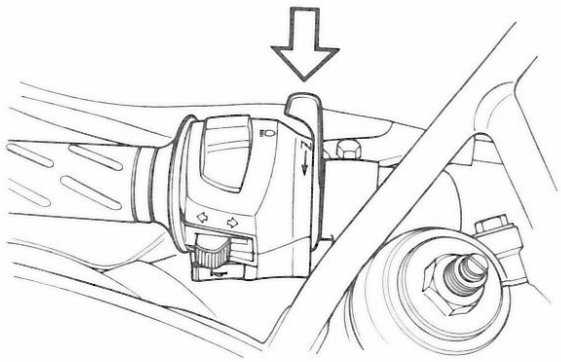
TURN SIGNAL LIGHT SWITCH ④
Moving the switch to the "⇦" position will flash the left turn signals. Moving the switch to the "⇨" position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch in.

⚠ WARNING

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

HORN SWITCH "📯" ⑤
Press the switch to operate the horn.

CHOKE LEVER

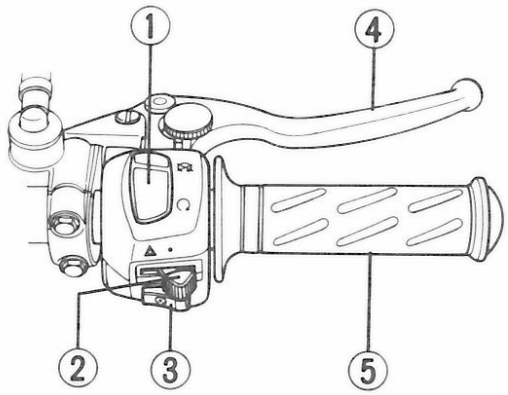


The carburetor is equipped with a choke system to provide easy starting when the engine is cold. When starting the cold engine, turn the choke lever all the way toward you. The choke works best when the throttle is in the closed position.

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

NOTE: Refer to the RIDING TIPS section of this manual for the engine starting procedure.

RIGHT HANDLEBARS



ENGINE STOP SWITCH ①

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

HAZARD WARNING SWITCH ②

Turning the switch to the '' ⚠ '' position will flash all four turn signal lights simultaneously. Use the hazard warning lights to warn other traffic during emergency parking or when your vehicle can otherwise become a traffic hazard.

ELECTRIC STARTER BUTTON '' ⚡ '' ③

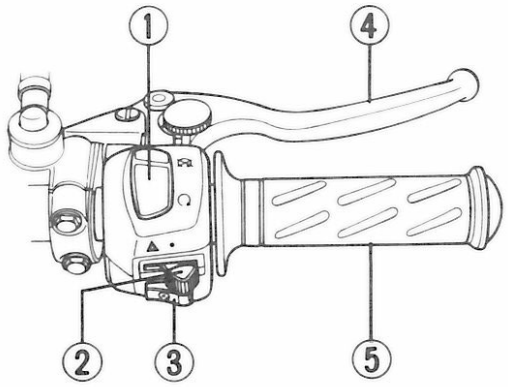
This button is used for operating the starter motor. With the ignition switch in the ''ON'' position, the engine stop switch in the '' ⟳ '' position, and the transmission in neutral, push the electric starter button to operate the starter motor and start the engine.

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

- *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

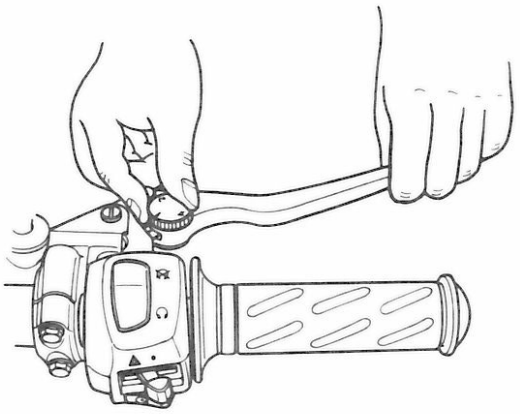
Do not engage the starter motor for more than five seconds at a time as it may overheat the wiring harness and starter motor. If the engine does not start after several attempts, check the fuel supply and ignition systems. (Refer to the "TROUBLESHOOTING" section).



FRONT BRAKE LEVER ④

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

Front Brake Lever Adjustment



The distance between the throttle grip and the front brake lever is adjustable among four positions. To change the position, push the brake lever forward and turn the adjuster to the desired position. When changing the brake lever position, always be sure the adjuster stops in the proper position; a projection of the brake lever holder should fit into the depression of the adjuster. This motorcycle is delivered from the factory with its adjuster set on position 2.

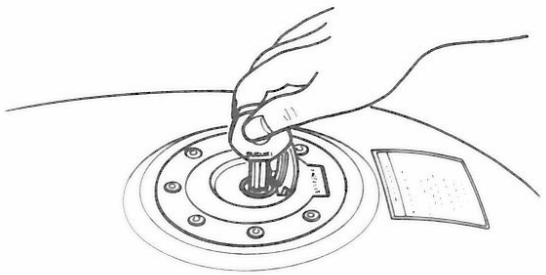
⚠ WARNING

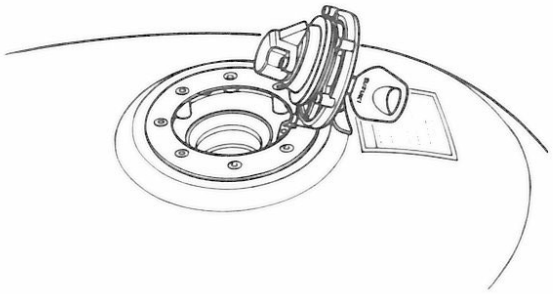
Never attempt to change the front brake lever position while riding, or you may lose control.

THROTTLE GRIP ⑤

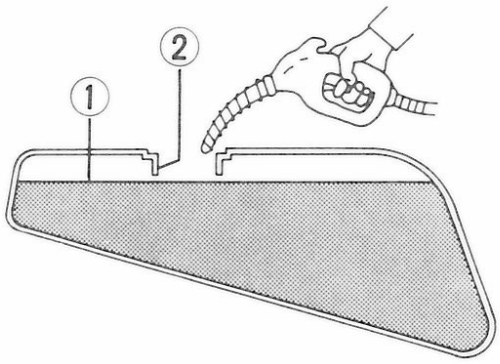
Engine speed is controlled by the position of the throttle grip. Twist it toward you to increase engine speed. Turn it away from you to decrease the engine speed.

FUEL TANK CAP





To open the fuel tank cap, insert the ignition key into the lock and turn it clockwise. With the key inserted, lift up with the key and open the fuel tank cap. To close the fuel tank cap, push the cap down firmly with the key in the cap lock.

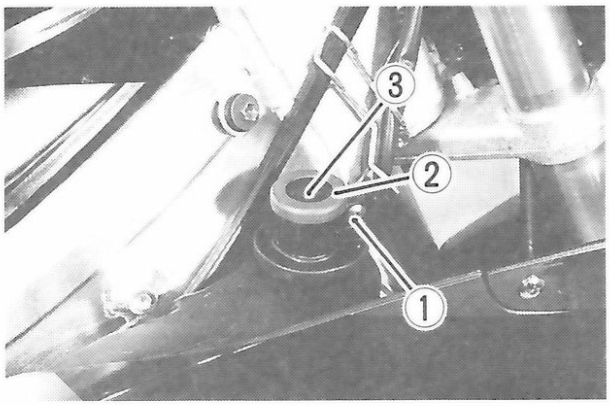


① Fuel level
② Filler neck

⚠ WARNING

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

ENGINE OIL TANK CAP

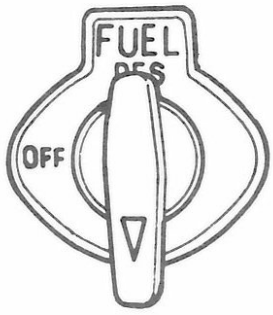


If the engine oil level indicator light comes on with the engine running, replenish the engine oil tank with the recommended oil. To replenish the engine oil, loosen the screw ①, lift the stopper ② and remove the cap ③.

The engine oil tank holds 1.2 L (1.3/1.1 US/Imp qt) of oil.

FUEL VALVE

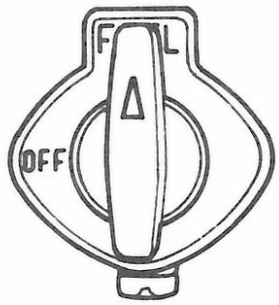
There are three positions: "ON," "RES" and "OFF."



ON

"ON"

The normal operating position for the fuel valve is in the "ON" position. In this position, fuel will flow from the fuel valve to the carburetor whenever the fuel level in the carburetor drops.

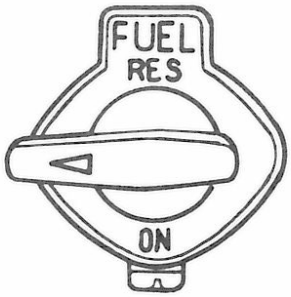


RES

"RES"

If the fuel level in the tank is too low, turn the lever to the "RES" position to use the reserve fuel supply.

Reserve: 3.3 L (0.9/0.7 US/Imp. gal)

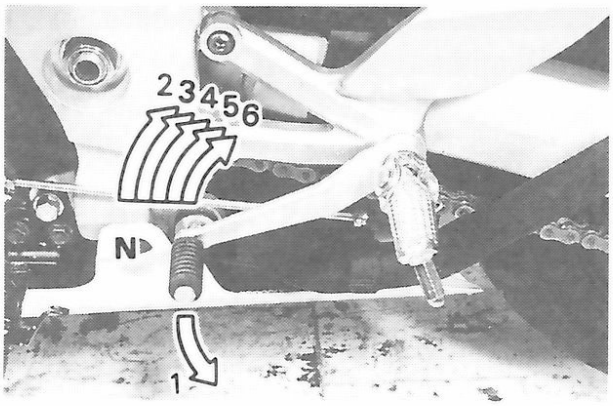


OFF

"OFF"
Turn the fuel valve to the "OFF" position whenever stopping the engine for more than a few minutes.

NOTE: After switching the fuel tank supply to the "RES" position, refill the fuel tank at the closest gasoline station. After refueling, be sure to move the fuel valve to the "ON" position.

GEARSHIFT LEVER



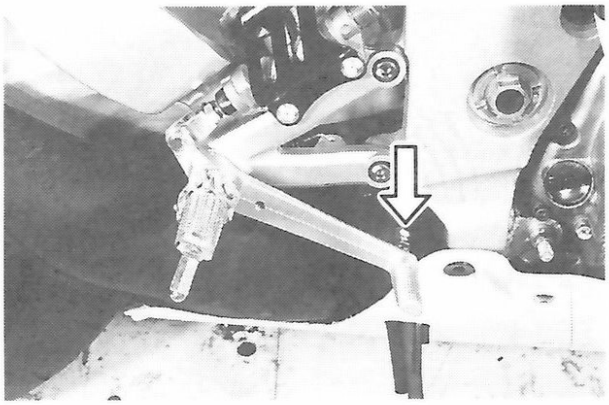
This motorcycle has a 6-speed transmission which operates as shown. To shift properly, pull the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the gearshift lever to upshift and depress the lever to downshift. Neutral is located between low and 2nd gear. When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

⚠ CAUTION

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

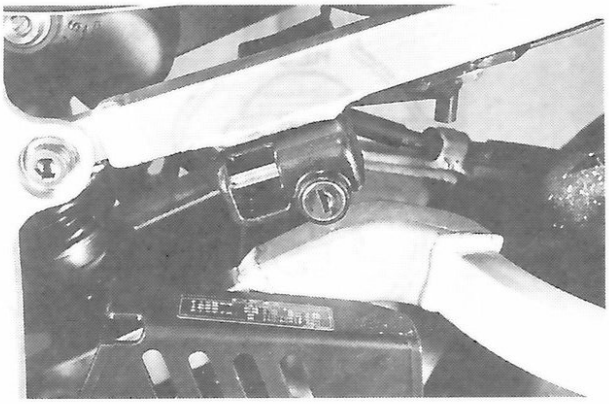
Reduce the motorcycle speed before down-shifting. When down-shifting, the engine speed should be increased before the clutch is engaged. This will prevent unnecessary wear on the drive train components and the rear tire.

REAR BRAKE PEDAL



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

HELMET HOLDER

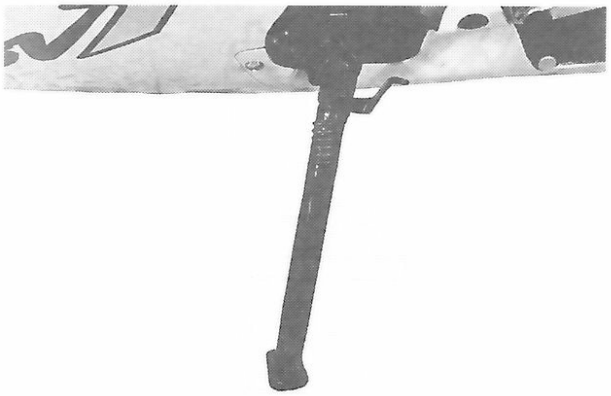


To open the latch of the helmet holder, insert the ignition key into the lock and turn it clockwise. To close the latch, turn the key counter-clockwise.

⚠ WARNING

Do not operate the motorcycle with a helmet fastened to the helmet holder. The helmet may be caught in the wheel causing loss of control, or interfere with the safe operation of the motorcycle.

SIDE STAND



This motorcycle is equipped with a side stand to support the motorcycle when parking. An interlock switch is provided to cut off the ignition circuit when the side stand is down and the transmission is in any gear other than neutral.

The side stand/ignition interlock switch works as follows:

- 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 the transmission in gear, the engine will stop running.

⚠ WARNING

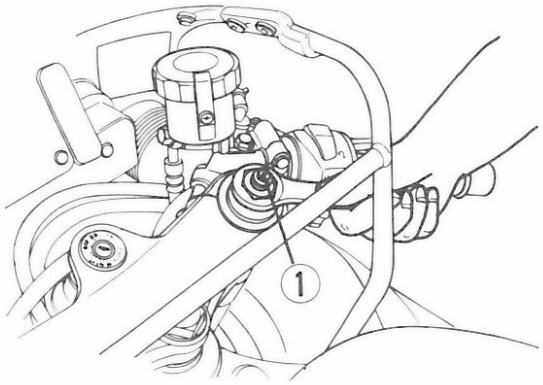
Always check the side stand/ignition interlock switch for proper operation before riding, according to the instructions is the SIDE STAND/IGNITION INTERLOCK SWITCH section. If the switch is not working and the side stand is left down, it may interfere with rider control during a left turn.

SUSPENSION ADJUSTMENT

The standard settings of both front and rear suspensions are selected to meet various riding conditions such as low to high motorcycle speed and light to heavy load on the motorcycle. The suspension settings can be adjusted for your preference and fine-tuning.

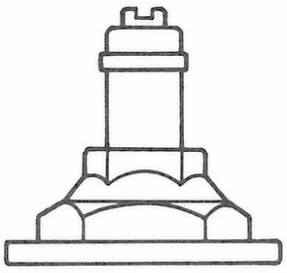
FRONT SUSPENSION

Spring Preload Adjustment

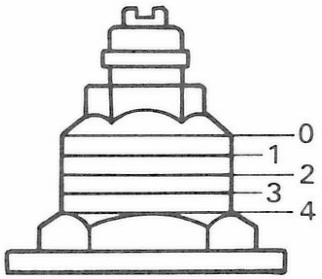


To change the spring preload, turn the adjuster ① clockwise or counterclockwise. Turning the adjuster clockwise will increase the spring preload. Turning the adjuster counterclockwise will decrease the spring preload. There are seven grooved lines on the side of the adjuster ① for reference. Position 7 provides the minimum spring preload and position 0 provides the maximum preload. This motorcycle is delivered from the factory with its adjuster set on position 4.

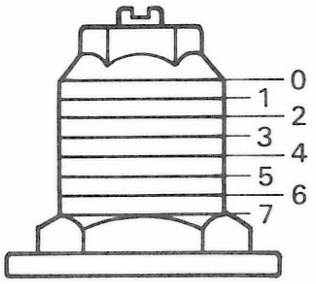
Ⓐ



Ⓑ

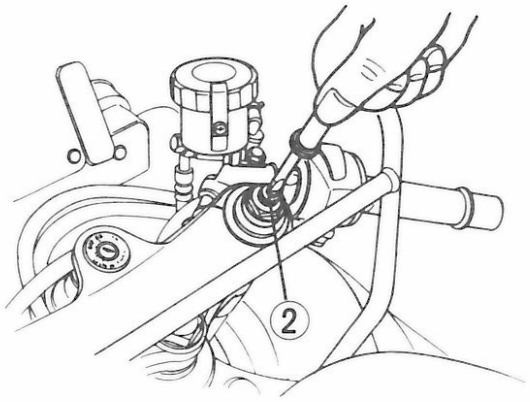


Ⓒ



Ⓐ Position 0
Ⓑ Position 4
Ⓒ Position 7

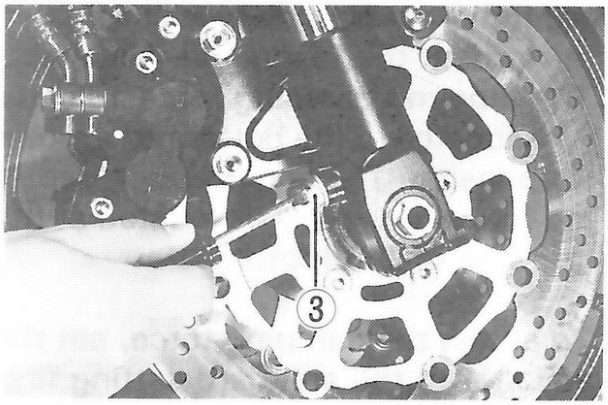
Damping Force Adjustment



Fully turned in

1 and ½ turns out





Fully turned in

1 and ½ turns out



The rebound and compression damping force can be individually adjusted by turning the respective adjusters. The rebound damping force adjuster ② is located at the top of the front fork. The compression damping force adjuster ③ is located at the bottom of the front fork.

To adjust the damping force, set the adjuster to the standard setting first and then adjust the adjuster to the desired position.

To set the rebound damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 1 and ½ turns until the two punch marks align.

To set the compression damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 1 and ½ turns until the two punch marks align.

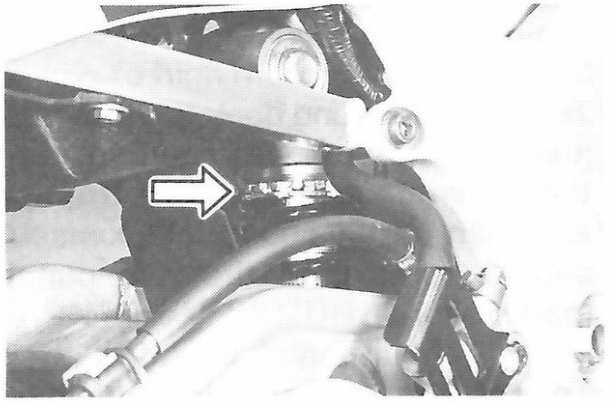
Turn the adjuster clockwise from the standard position to stiffen the damping force. Turn the adjuster counterclockwise to soften the damping force. The damping force should be adjusted gradually, ⅛ turn at a time, to fine-tune the suspension.

NOTE: Do not loosen the adjuster base, or front fork oil will ooze through the adjuster base.

⚠ WARNING

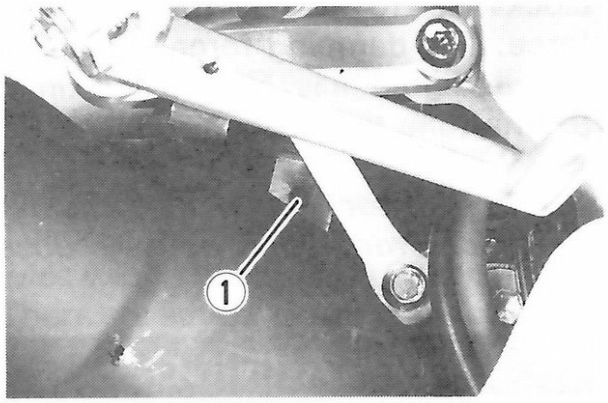
Be sure to adjust the spring preload and damping force on both front fork leg equally. Setting one fork leg harder than the other will interfere the stability of the motorcycle.

REAR SUSPENSION
Spring Preload Adjustment

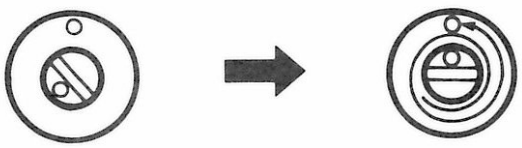


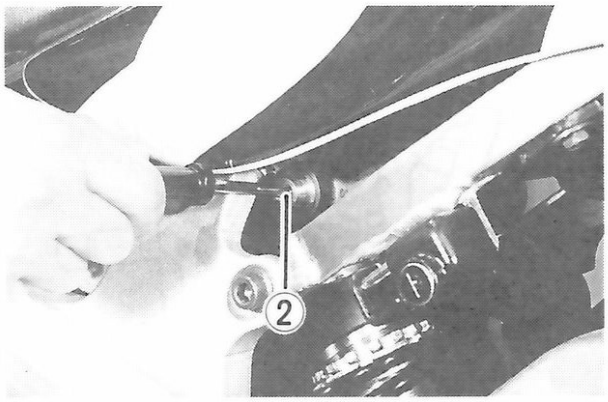
The adjustment can be performed by changing the adjuster ring position. However, Suzuki recommends that this adjustment be done by your authorized Suzuki dealer, since a special tool is needed for this job.

Damping Force Adjustment



Fully turned in **1 and 5/8 turns out**





Fully turned in **1 and ½ turns out**



The rebound and compression damping force can be individually adjusted by turning the respective adjusters. The rebound damping force adjuster ① is located at the bottom of the rear suspension. The compression damping force adjuster ② is located at the left side of the motorcycle.

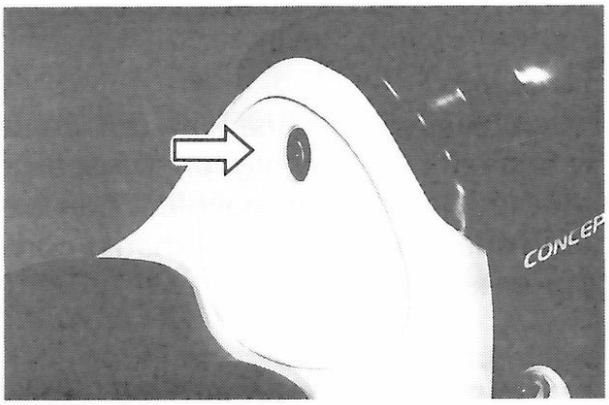
To adjust the damping force, set the adjuster to the standard setting first and then adjust the adjuster to the desired position.

To set the rebound damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 1 and 5/8 turns until the two punch marks align.

To set the compression damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 1 and ½ turns until the two punch marks align.

Turn the adjuster clockwise from the standard position to stiffen the damping force. Turn the adjuster counterclockwise to soften the damping force. The damping force should be adjusted gradually, ⅛ turn at a time, to fine-tune the suspension.

BOX LID



To remove the box lid, insert the ignition key into the lock and turn it clockwise. To close the lid, install the hook into the retainer and set the lid with the key in the lock. Turn the key counterclockwise and remove it.

A small and light article such as rain gear or a windbreaker can be place in the box.

Loading limit: 2 kg (4.5 lbs)

FUEL, OIL AND COOLANT RECOMMENDATION

FUEL

Use unleaded gasoline with an octane rating of 91 or higher (Research method). Unleaded gasoline can extend spark plug life and exhaust components life.

ENGINE OIL



Use SUZUKI "CCI SUPER" oil. If they are not available, use a good quality TWO-STORKE engine oil rated FC under JASO classification.

TRANSMISSION OIL

Use a good quality SAE10W/40 multi-grade motor oil.

COOLANT

Use a coolant compatible with the aluminium radiator, mixed with distilled water only, at the ratio of 50 : 50.

The coolant acts as a rust inhibitor and as well as an anti-freeze. Therefore, the coolant should be used at all times even though the atmosheric temperature in your area does not go down to freezing point.

Suzuki recommends the use of SUZUKI COOLANT. If this is not available, use an equivalent which is compatible with an aluminium radiator.

Required amount of water/coolant
Solution capacity (total): 1650 ml (3.5/2.9 US/Imp pt)

30%	Water	1155 ml (2.4/2.1 US/Imp pt)
	Coolant	495 ml (1.0/0.9 US/Imp pt)
40%	Water	990 ml (2.0/1.8 US/Imp pt)
	Coolant	660 ml (1.4/1.2 US/Imp pt)
50%	Water	825 ml (1.7/1.5 US/Imp pt)
	Coolant	825 ml (1.7/1.5 US/Imp pt)

⚠ CAUTION

Coolant in the mixture should be limited to 60%. Mixing beyond this limit would reduce its efficiency. If the coolant mixing ratio is below 30%, the rust inhibiting performance is greatly reduced. Be sure to mix it above 30% even though the atmospheric temperature does not go down to freezing point.

BREAK-IN (RUNNING-IN)

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

MAXIMUM ENGINE SPEED RECOMMENDATION

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

Initial 800 km (500 miles)	6000 r/min
Up to 1600 km (1000 miles)	9000 r/min
Over 1600 km (1000 miles)	12500 r/min

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be ''loaded'' with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts. It is essential that some stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine.

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1600 km (1000 miles).

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

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

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The 1000 km (600 miles) service is the most important service your motorcycle will receive. During break-in all of the engine components will have worn in and all of the other parts will have seated in. All adjustments will be restored, all fasteners will be tightened, and the dirty oil will be replaced.

Timely performance of the 1000 km (600 miles) service will ensure optimum service life and performance from the engine.

⚠ CAUTION

The 1000 km (600 miles) service should be performed as outlined in the "INSPECTION AND MAINTENANCE" section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

INSPECTION BEFORE RIDING

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

WHAT TO CHECK	CHECK FOR:
Fuel	Enough fuel for the planned distance of operation
Throttle	• Correct play • Smooth operation and positive return
Clutch	• Correct play • Smooth action
Engine oil	Enough quantity
Transmission oil	Correct level
Drive chain	• Proper slack • Adequate lubrication
Lighting	Operation of all lights and indicators
Horn	Correct function
Engine stop switch	Correct function
Steering	• Smoothness • No play or losseness
Brakes	• Fluid level • Correct pedal and lever play • No ''sponginess'' • No fluid leakage • Brake pads wear

Tires	• Correct pressure • Adequate tread depth • No cracks or cuts
Cooling system	• Coolant level • No coolant leakage
Suspension	Smooth movement
Side stand/ Ignition interlock switch	Proper operation

RIDING TIPS

⚠ WARNING

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

STARTING THE ENGINE

⚠ WARNING

Never run the engine indoors or in a garage. 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 will not begin your ride promptly.

Before attempting to start the engine, make sure:

- The transmission is in neutral.
- The engine stop switch is in the " ⟳ " position.

NOTE: This motorcycle is equipped with 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 carburetor choke lever all the way toward you.
2. Close the throttle grip and push the electric starter switch.
3. Immediately after the engine starts, return the choke lever halfway and warm up the engine.
4. Return the choke lever all the way back to its disengaged position.

When the Engine is Warm:

1. Open the throttle grip 1/8—1/4.
2. Push the electric starter switch.

NOTE: Operation of the carburetor choke system is not necessary when the engine is warm.

STARTING OFF

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

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

USING THE TRANSMISSION

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

⚠ CAUTION

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

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When descending a long, steep slope, use engine compression to assist the brakes by shifting to a lower gear. Continuous brake application can overheat the brakes and reduce their effectiveness.
- Be careful, however, not to allow the engine to over rev.

STOPPING AND PARKING

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

⚠ WARNING

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

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

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

⚠ WARNING

The muffler and exhaust pipes are very hot during operation. Keep off the muffler and exhaust pipes or you will burn yourself. Park the motorcycle where others are not likely to touch them.

NOTE: If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Return to neutral before starting engine.

6. Turn the ignition key 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.

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

The chart indicates the intervals between periodic services in miles, kilometers and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to ensure reliability of the machine as explained in the maintenance section. Your Suzuki dealer can provide you with further guidelines. Steering components, suspensions and wheel components are key items and require very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorized Suzuki dealer or a qualified service mechanic.

⚠ WARNING

Proper break-in maintenance (600 miles or 1000 km) is a MANDATORY item for making certain that your motorcycle is reliable and gives full performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

⚠ CAUTION

Periodic inspections may reveal one or more parts that may need replacement. Whenever replacing parts on your motorcycle, it is recommended that you use genuine Suzuki replacement parts or their equivalent. Whether you are an expert or do-it-yourself mechanic, Suzuki recommends that those items on the "MAINTENANCE CHART" marked with an asterisk (*), be performed by your authorized Suzuki dealer or qualified service mechanic. You may perform the unmarked items by referring to the instructions in this section, if you have mechanical experience.



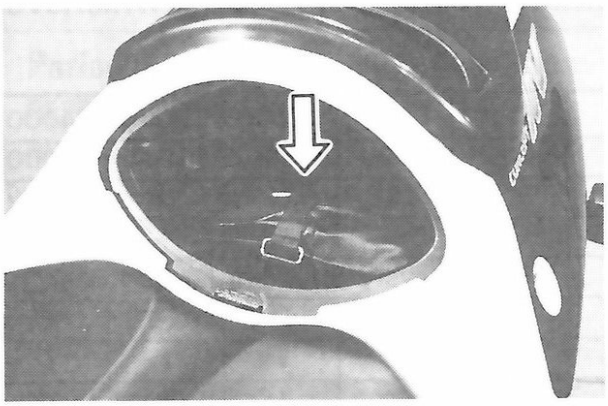
MAINTENANCE CHART

This interval should be judged by odometer reading or month, whichever comes first.

Item \ Interval	km	1000	6000	12000	18000	24000
	miles	600	4000	7500	11000	15000
	months	1	6	12	18	24
* Exhaust pipe bolts and muffler bolts		T	—	T	—	T
Air cleaner element		Clean every 3000 km (2000 miles)				
Spark plug		—	R	R	R	R
Idle speed		I	I	I	I	I
Throttle cable play		I	I	I	I	I
* Carburetor synchronization		—	—	I	—	I
Fuel hose		—	I	I	I	I
		* Replace every 4 years				
Clutch		—	I	I	I	I
Transmission oil		R	—	R	—	R
Radiator hose		—	I	I	I	I
		* Replace every 4 years				
* Engine coolant		Replace every 2 years				
Drive chain		I	I	I	I	I
		Clean and lubricate every 1000 km (600 miles)				
* Brakes		I	I	I	I	I
Brake hoses		—	I	I	I	I
		* Replace every 4 years				
Brake fluid		—	I	I	I	I
		* Replace every 2 years				
Tire		—	I	I	I	I
* Steering		I	—	I	—	I
* Front fork		—	—	I	—	I
* Rear suspension		—	—	I	—	I
* Chassis bolts and nuts		T	T	T	T	T

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

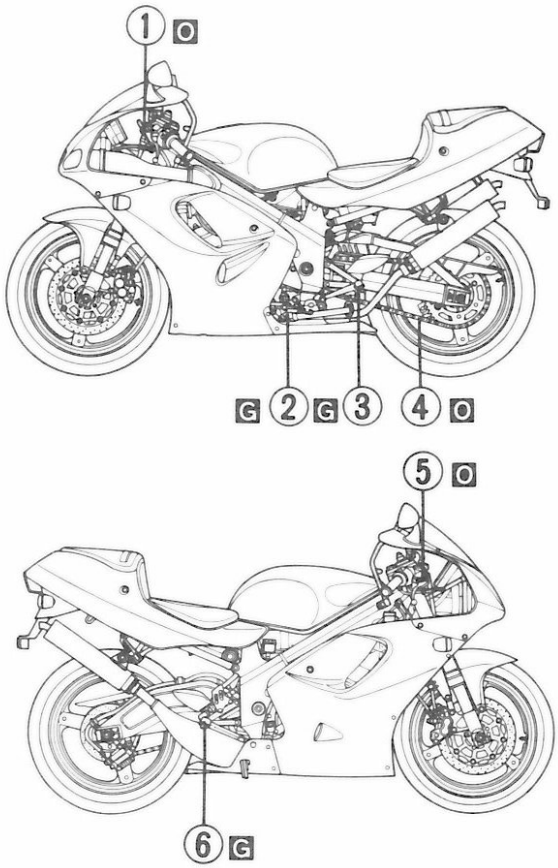
TOOLS



To assist you in the performance of periodic maintenance, a tool kit is supplied.

LUBRICATION POINTS

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

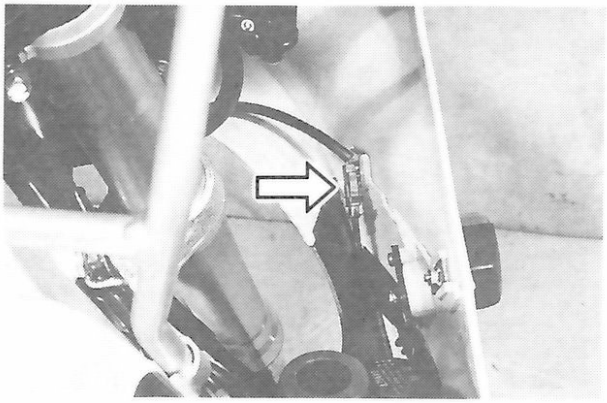


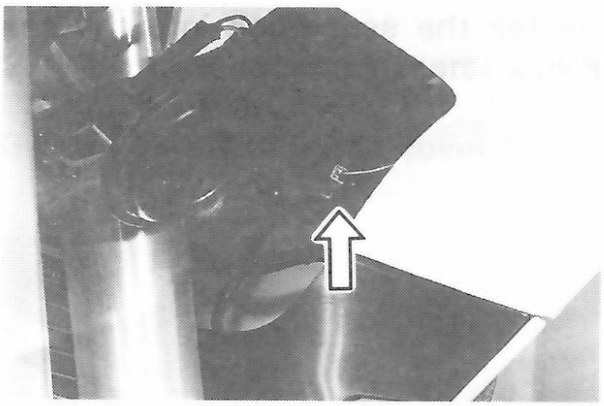
①...Clutch lever holder and clutch cable
②...Side stand pivot and spring hook
③...Gearshift lever pivot and footrest pivot
④...Drive chain
⑤...Throttle cable and brake lever holder
⑥...Brake pedal pivot

O...Motor oil
G...Grease

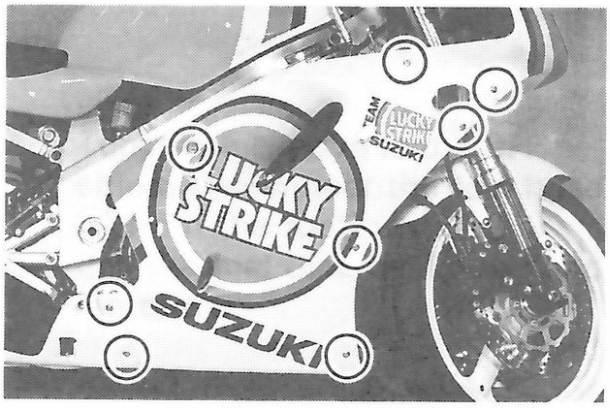
FAIRING LOWER PART REMOVAL

1. Place the motorcycle on the side stand.

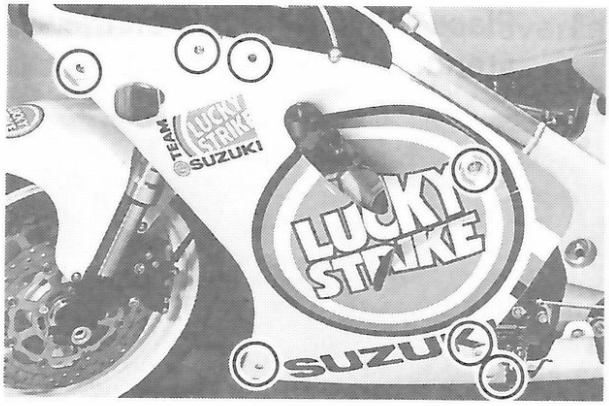




2. Disconnect the right turn signal lead wire couplers (right and left).



3. Remove eight screws on the right fairing. Remove the right fairing lower part.



4. Remove seven screws on the left fairing. Remove the left fairing lower part.

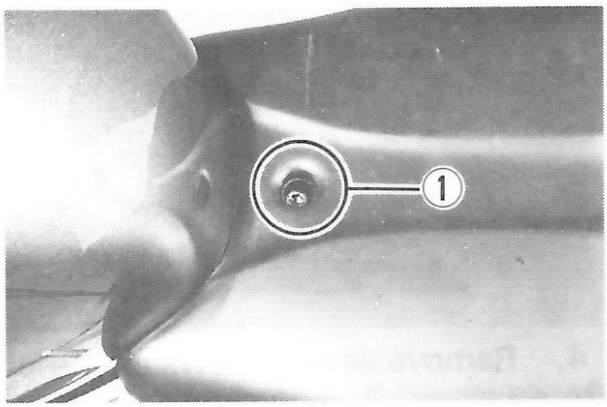
Installation

Reinstall the fairing lower part in the reverse order of the removal.

- Fairing parts must be reinstalled securely. After reinstallation, check that they are positioned without looseness.
- Connect the turn signal lead wire couplers securely. After reinstallation, check that they function correctly.

FRONT SEAT REMOVAL

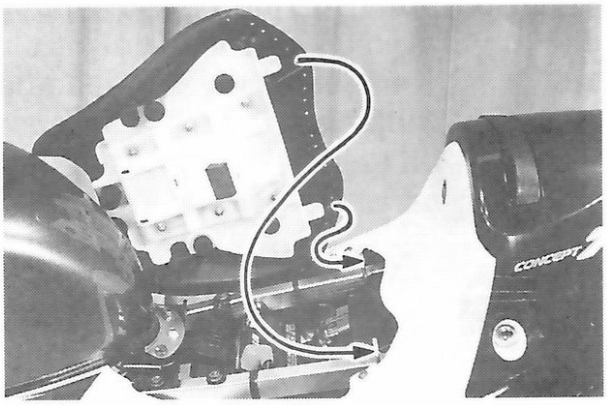
1. Place the motorcycle on the side stand.



2. Remove the bolt ① and remove the front seat.

Installation

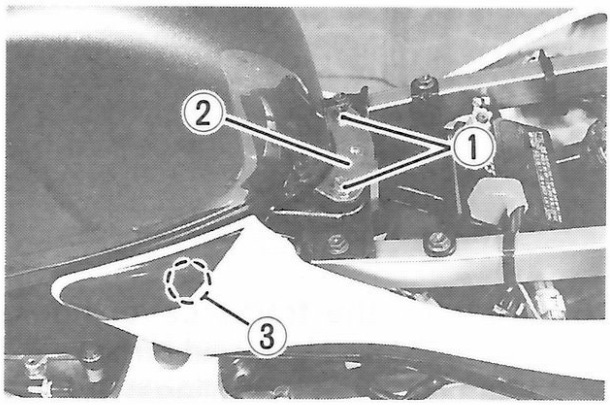
Reinstall the front seat in the reverse order of the removal.



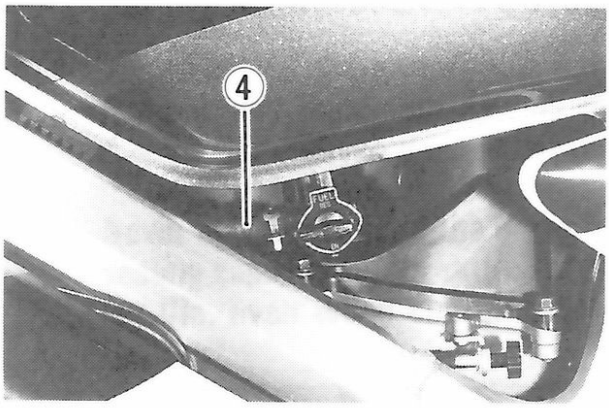
Install the seat hook into the seat hook retainer correctly.

FUEL TANK REMOVAL

1. Remove the front seat by referring to the FRONT SEAT REMOVAL section.



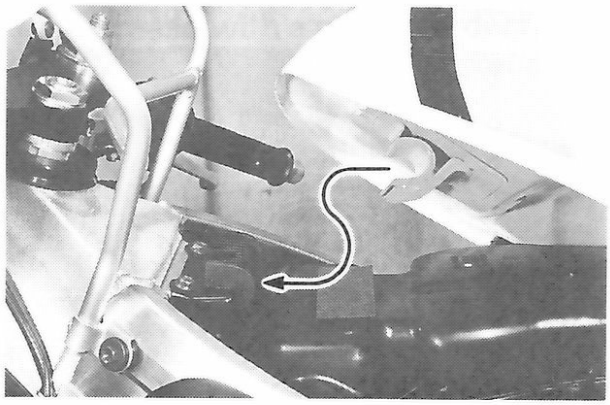
2. Remove the bolts ① and remove the retainer ②.
3. Un hook the frame cover hooks ③ (right and left).



4. Turn the fuel valve to the OFF position. Disconnect the fuel hose ④ from the fuel valve.
5. Pull the fuel tank backward and remove it.

Installation

Reinstall the fuel tank in the reverse order of the removal.



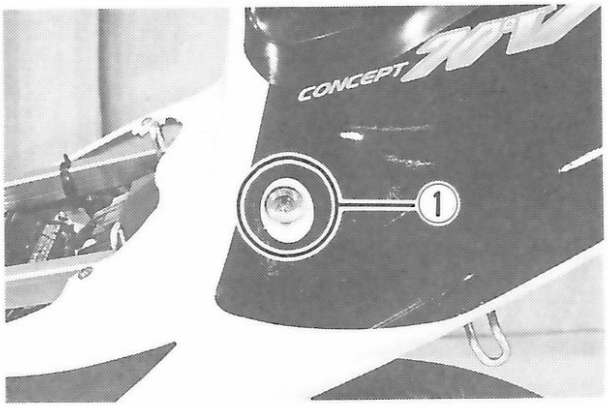
- Position the fuel tank securely.
- Connect fuel hoses securely with clamps.

⚠ WARNING

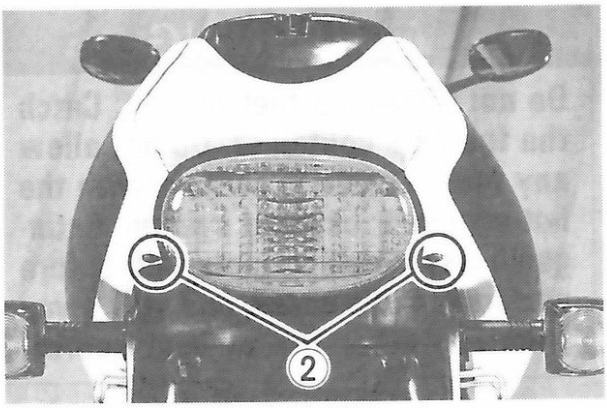
Do not allow the fuel to spill. Catch the fuel in a container. Do not allow any fuel to come in contact with the hot engine or exhaust system. Extinguish any smoking materials before performing this check, and stay away from any other fire or heat source.

FRAME COVER REMOVAL

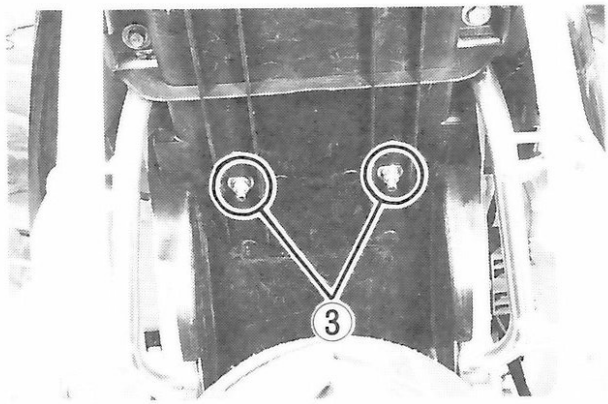
1. Remove the front seat by referring to the FRONT SEAT REMOVAL section.



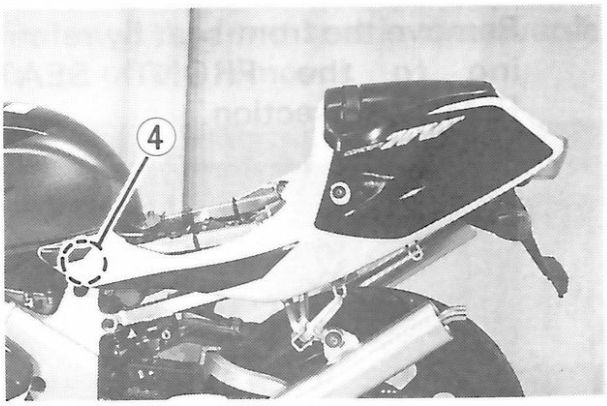
2. Remove the screws ① (right and left).



3. Remove the screws ②.



4. Remove the nuts ③.

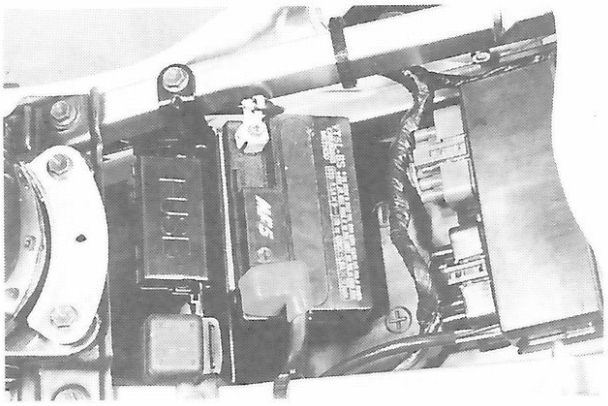


5. Unhook the frame cover hooks ④ (right and left) and remove the frame covers by pulling rearward.

Installation

Reinstall the frame covers and the front seat in the reverse order of the removal. Refer to the FRONT SEAT REMOVAL section for installing the seat.

BATTERY



The battery is located under the front seat. 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.

⚠ CAUTION

- **The standard charging rate is 0.5 A × 5hr and maximum rate is 5 A × 30 min. Never exceed maximum charging rate.**
- **Never attempt to open the battery sealing caps during its entire service life, even when charging the battery.**

AIR CLEANER

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

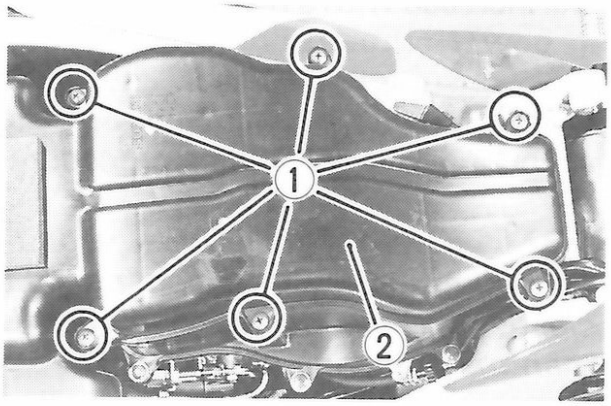
NOTE: If driving under dusty conditions, the air cleaner element must be cleaned or replaced more frequently than maintenance schedule.

⚠ CAUTION

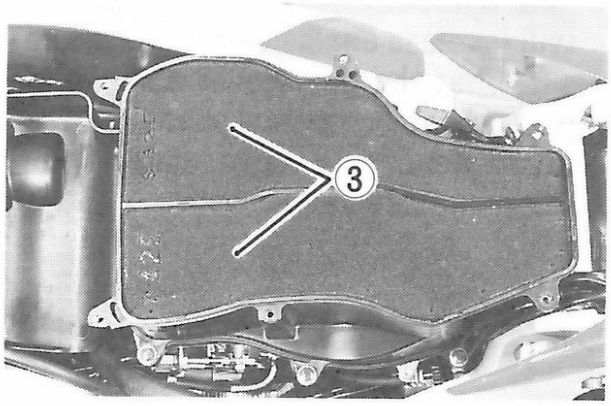
Never operate the engine without the element in position. Operating the engine without the air cleaner element will increase engine wear. Always be sure that the air cleaner element is in excellent operational condition. The life of the engine depends largely on this single component.

REMOVAL

1. Remove the fuel tank by referring to the FUEL TANK REMOVAL section.



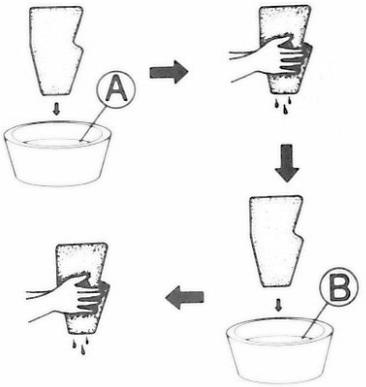
2. Remove the screws ① and remove the air cleaner case cover ②.



3. Take off the air cleaner elements ③.

WASHING THE ELEMENT

Wash the element as follows:

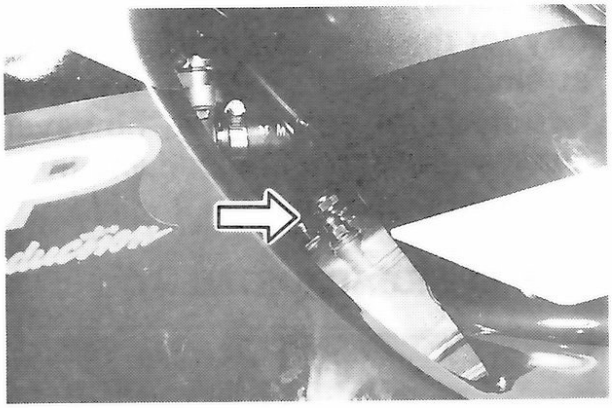


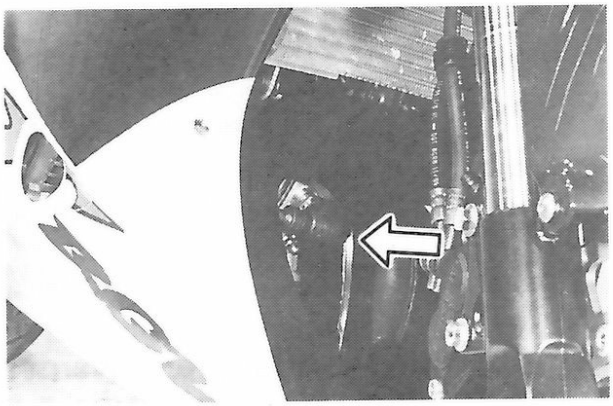
1. Fill a washing pan of a proper size with nonflammable cleaning solvent Ⓐ. Immerse the element in the solvent and wash it clean.
2. Squeeze the solvent off the washed element by pressing it between the palms of both hands. Do not twist and wring the element, or it will develop fissures.
3. Immerse the element in a pool of motor oil Ⓑ, and squeeze the oil off the element to make it slightly wet with the oil.

⚠ CAUTION

- **Before, during, and after cleaning operations, carefully examine the element for any tears in the material. A torn element could permit dirt and dust to pass into the engine. If the air cleaner element is torn, it must be replaced with a new one.**
- **Never operate the engine without the element in position.**

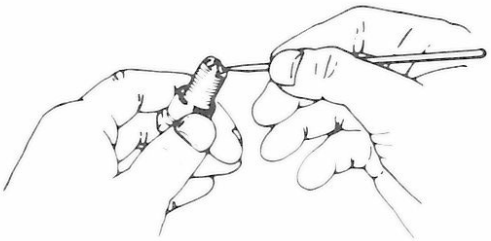
SPARK PLUG

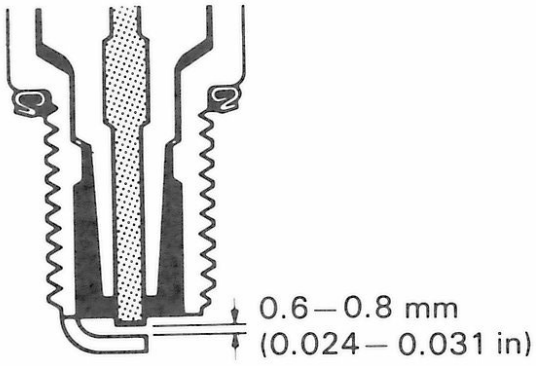




A spark plug heavily carboned or otherwise fouled will not produce strong sparking. Remove carbon deposits with a wire or a pin and adjust the spark plug gap to 0.6—0.8 mm (0.024—0.031 in) by measuring with a thickness gauge.

Whenever removing the carbon deposits be sure to observe the operational color of each spark plugs porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. If the standard plug is wet appearing or very dark in color the hotter spark plug may be more suitable. A normal operating spark plug should be very light brown in color. If the spark plug is very white or glazed appearing then it has been operating much too hot. This spark plug should be replaced with the colder plug.





Plug Replacement Guide

NGK	ND	REMARKS
BR8ECM	W24EMR-C	Hotter type
BR9ECM	W27EMR-C	Standard
BR10ECM	W31EMR-C	Colder type

When reinstalling the spark plugs, hand-tighten first, then tighten them with a wrench about ½ turn.

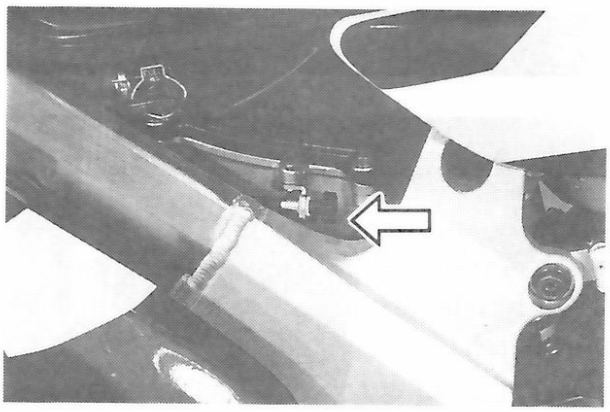
⚠ CAUTION

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

CARBURETOR

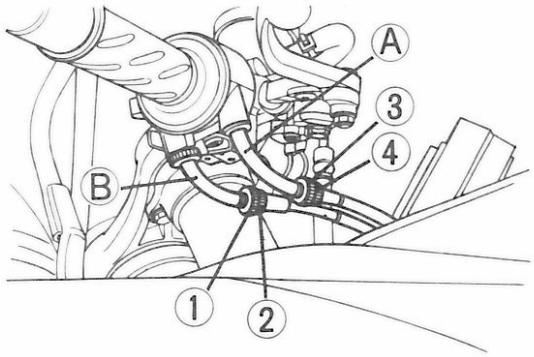
The carburetor is pre-set at the factory for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: idle speed and throttle cable play.

IDLE SPEED ADJUSTMENT



1. Start up the engine and warm it up.
2. After engine has warmed up, turn the throttle stop screw in or out so that the engine run at 1200—1400 r/min.

THROTTLE CABLE ADJUSTMENT



This motorcycle has a twin throttle cable system. Cable Ⓐ is for pulling cable and cable Ⓑ is for returning. To adjust the cable play, adjust the returning cable first and then adjust the pulling cable.

Returning cable play:
The returning cable play should be 0.5—1.0 mm (0.02—0.04 in). If the adjustment is necessary, carry out the procedure below:

1. Loosen the lock nut ①.
2. Turn the adjuster ② so that the cable has specified play.
3. Tighten the lock nut ①.

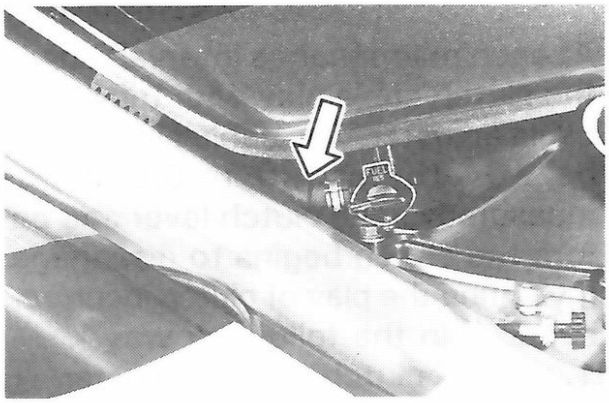
Pulling cable play:
The pulling cable play should be 0.5—1.0 mm (0.02—0.04 in). If the adjustment is necessary carry out the procedure below:

1. Turn the handlebars all the way to the left.
2. Loosen the lock nut ③.
3. Turn the adjuster ④ so that the cable has specified play.
4. Tighten the lock nut ③.

⚠ WARNING

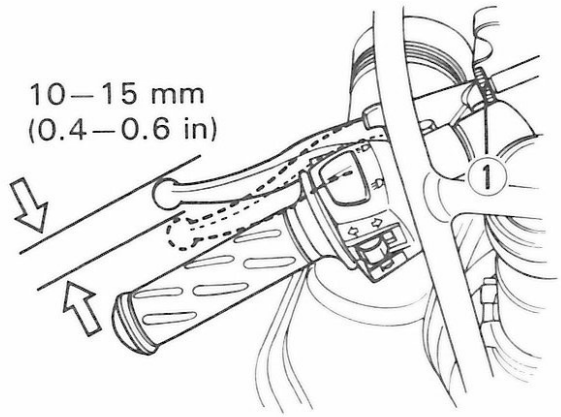
After completing throttle cable adjustment, check that the handlebar movement does not raise the engine idle speed and that the throttle grip returns smoothly and automatically.

FUEL HOSE



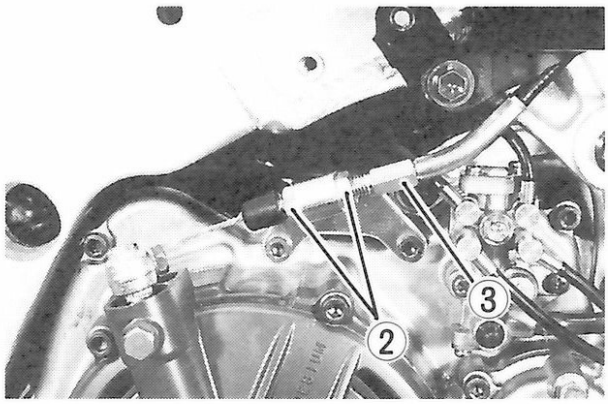
Replace the fuel hose every 4 years.

CLUTCH



At each maintenance interval, adjust the clutch cable play with the clutch cable adjuster. The cable play should be 10—15 mm (0.4—0.6 in) as measured at the clutch lever end before the clutch begins to disengage. If you find the play of clutch incorrect, adjust it in the following way:

1. Turn clutch lever adjuster ① clockwise as far as it will go.

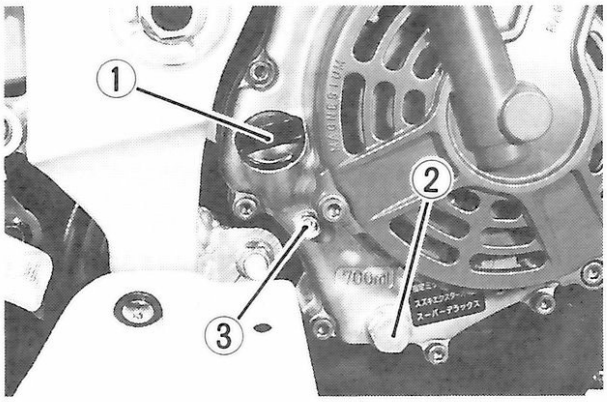


2. Remove the fairing lower part by referring the FAIRING LOWER PART REMOVAL section.
3. Loosen cable adjuster lock nuts ②, and turn cable adjuster ③ to obtain approximately 10—15 mm (0.4—0.6 in) of free play at the clutch lever end as indicated.
4. Minor adjustment can now be made with the adjuster ①.
5. Tighten the lock nut ② after finishing adjustment.

NOTE: Any maintenance of the clutch other than the clutch cable play should be performed by your Suzuki dealer.

TRANSMISSION OIL

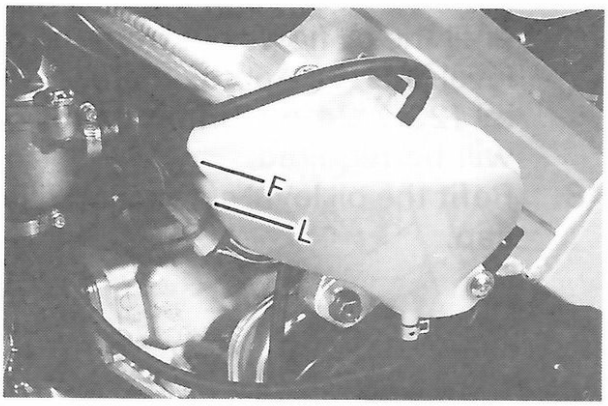
1. Remove the fairing lower part by referring to the FAIRING LOWER PART REMOVAL section.
2. Start the engine and run it for a few minutes.
3. Stop the engine and wait for a few minutes.
4. Place a drain pan under the drain plug.



5. Remove the oil filler cap ① and oil drain plug ②. Drain the oil while holding the motorcycle in a vertical position.
6. Refit the drain plug and tighten it securely.
7. Hold the motorcycle in a vertical position and pour the recommended oil through the filler hole until the oil flows out from the oil level hole ③. Approximately 700 ml (23.7/24.6 US/Imp oz) of oil will be required.
8. Refit the oil level screw and filler cap.

COOLANT

COOLANT LEVEL



The coolant should be kept between the "F" (FULL) and "L" (LOW) level lines in the reservoir tank at all times. Inspect the level every time before riding while the motorcycle vertically. If the coolant is found lower than the "L" level line, add properly mixed coolant through the filler hole until it reaches the "F" line.

NOTE: When adding the coolant, remove the left fairing lower part by referring to the FAIRING LOWER PART REMOVAL section.

⚠ CAUTION

- **Do not add water only to the coolant. Adding water only will dilute the coolant and lower its performance.**
- **If coolant loss should be found to become frequent during usage, take your motorcycle to an authorized Suzuki dealer for inspection as there may be leaks in the system.**

CHANGING THE COOLANT

Change the coolant every two years.

NOTE: About 1650 ml (3.5/2.9 US/Imp pt) of coolant will required when filling the radiator and reservoir tank.

DRIVE CHAIN

This motorcycle has an endless drive chain constructed from special materials. It does not use a master link. We recommend that you take your motorcycle to an authorized Suzuki dealer or qualified mechanic if the drive chain needs replacing.

The condition and adjustment of the drive chain should be checked each day before you ride. Always follow the guide lines for inspecting and servicing the chain.

⚠ WARNING

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

Inspecting the Drive Chain

When inspecting the chain, look for the following:

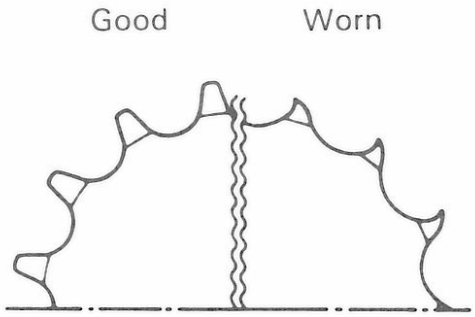
- Loose pins
- Damaged rollers
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper chain adjustment

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 or qualified mechanic.

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 or qualified mechanic.



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

⚠ WARNING

An incompletely riveted master link, or a joint-clip type master link, may fall apart and cause an accident or severe engine damage. Do not use a joint-clip type chain on this motorcycle. Chain replacement must be performed using a special riveting tool and a non-joint-clip type chain of the same quality as the original chain. Ask an authorized Suzuki dealer to perform this work.

⚠ CAUTION

The drive chain for this motorcycle is made of the special material. The chain should be replaced with an RK GB520SMOZ9. Use of another chain may lead to premature chain failure.

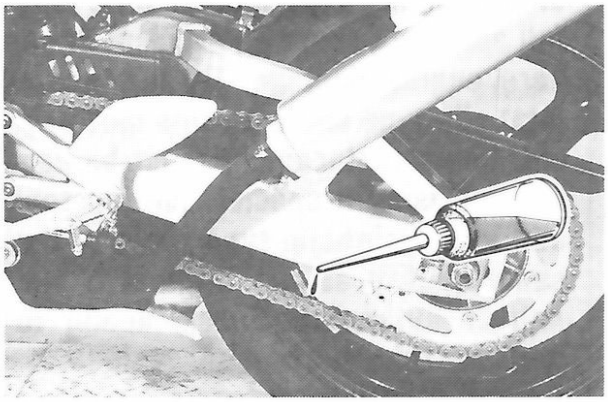
DRIVE CHAIN CLEANING AND OILING

This drive chain has special "O" rings that permanently seal grease inside. Clean and oil the chain periodically, as follows:

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

⚠ CAUTION

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



2. After thoroughly washing the chain and allowing it to dry, oil the links with a drive chain lubricant or motor oil (SAE 20W/50).

⚠ CAUTION

Some drive chain lubricants contain solvents and additives which could damage the "O" rings in your chain. Use a drive chain lubricant that is specifically intended for use on "O" ring chains.

DRIVE CHAIN ADJUSTMENT

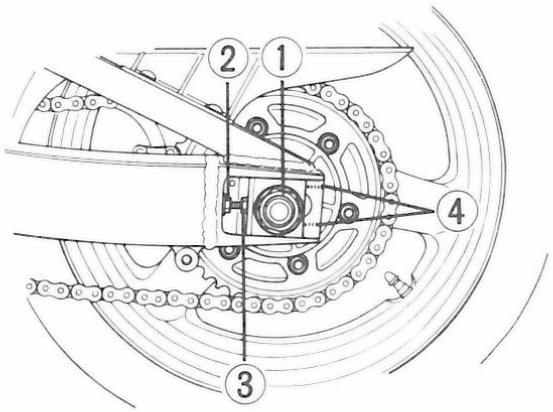
Adjust the drive chain slack to the proper specification. The chain may require more frequent adjustments than periodic maintenance schedule depending upon your riding conditions.

⚠ WARNING

Excessive chain slack could cause the chain to come off the sprockets and result in an accident or serious engine damage. Inspect the drive chain slack before each use.

To adjust the drive chain, follow the procedure below:

1. Place the motorcycle on the side stand.

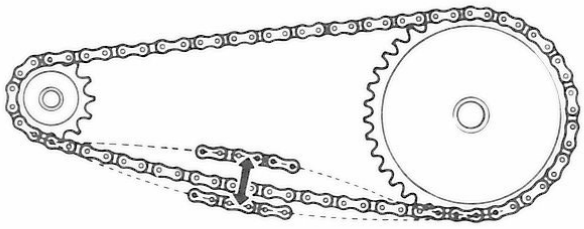


2. Loosen the axle nut ①.

⚠ WARNING

Do not touch the muffler, or the hot muffler can burn you.

3. Loosen the lock nut ② (right and left).



25—35 mm
(1.0—1.4 in)

4. Adjust the drive chain slack by turning the right and left chain adjuster bolts ③. 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 each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
5. Tighten the lock nut ② (right and left).
6. Tighten the axle nut ① securely.
7. Recheck the chain slack after tightening and readjust if necessary.

BRAKES

This motorcycle utilizes front and rear disk brakes. Proper operation of brake systems are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

BRAKE SYSTEM

⚠ WARNING

- **If the brake system or pads need to be repaired or serviced we strongly advise you to have your authorized Suzuki dealer perform service. He has the proper tools and proper training to perform the job in a safe and economical manner.**
- **Disk brake systems operate under extremely high pressures. For safety, the brake hose and brake fluid should be changed at intervals of no longer than those scheduled in MAINTENANCE SCHEDULE section of this manual.**

Inspect your brake system for the following items daily:

- Inspect the fluid level in the reservoirs.
- Inspect the front and rear brake system for signs of fluid leakage.
- Inspect the brake hose for leakage or a cracked appearance.
- The brake lever and pedal should have the proper stroke and be firm at all times.
- Check the wear of the disk brake pads.

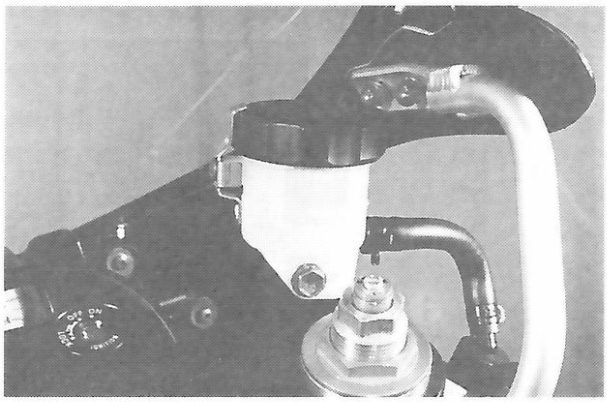
BRAKE FLUID

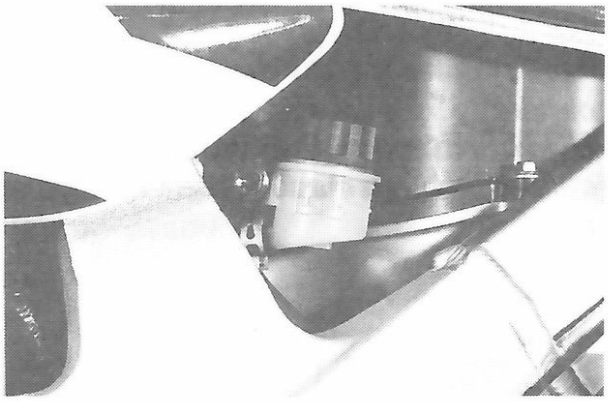
⚠ WARNING

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

⚠ CAUTION

- **This motorcycle uses a glycol-based brake fluid. Do not use or mix different types of brake fluid such as silicone-based or petroleum-based fluid, otherwise serious damage will result to the brake system.**
- **Never use any brake fluid that has been stored in a used or unsealed container. Never reuse brake fluid left over from the last servicing and stored for long periods as it absorbs moisture from the air.**
- **Use only DOT4 brake fluid.**
- **Do not spill any brake fluid on painted or plastic surfaces as it will damage the surface severely.**

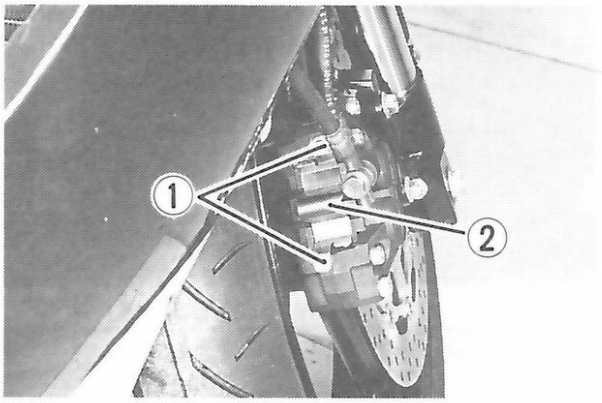




Check the brake fluid level in both front and rear brake fluid reservoirs. If the level in either reservoir is below the lower mark, add DOT4 brake fluid and inspect for brake pad wear and leaks.

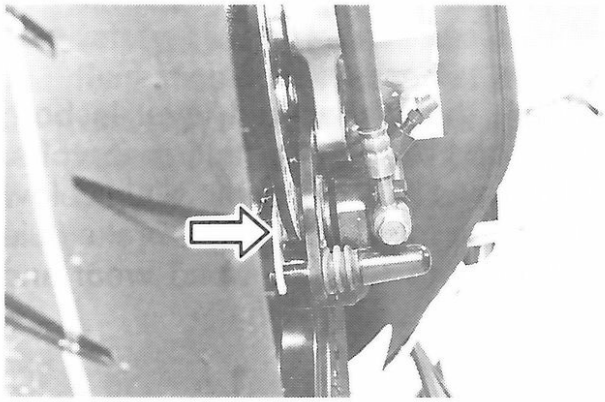
BRAKE PAD

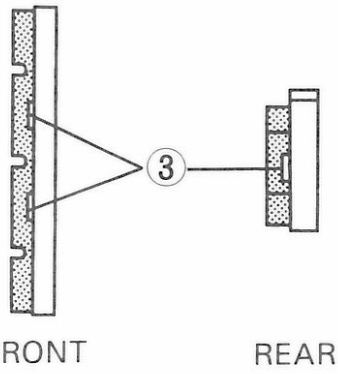
FRONT



NOTE: Remove the two bolts ① and caliper lid ② to inspect the front brake pads.

REAR





Inspect the front and rear brake pads by noting whether or not the friction pads are worn down to the grooved limit line ③. If a pad is worn to the grooved limit line it must be replaced with a new one by your authorized Suzuki dealer or qualified service mechanic.

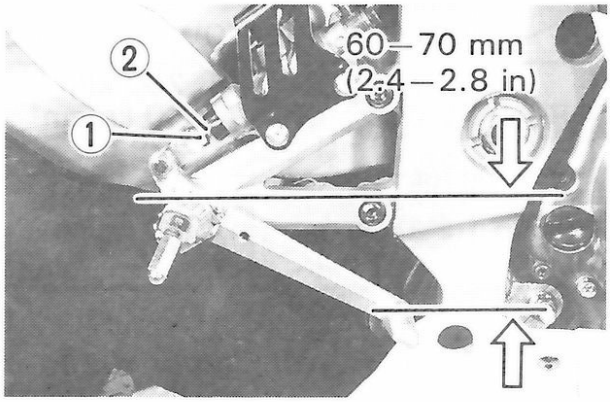
⚠ WARNING

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

⚠ CAUTION

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

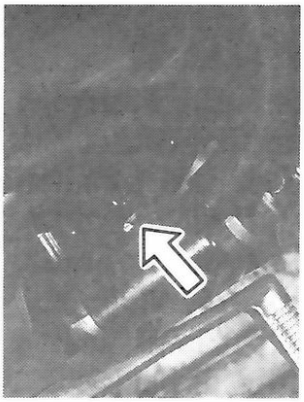
REAR BRAKE PEDAL ADJUSTMENT



The rear brake pedal position must be properly adjusted at all times. Adjust the brake pedal position in the following manner:

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

REAR BRAKE LIGHT SWITCH





To adjust the brake light switch, raise or lower the switch so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

TIRES

⚠ WARNING

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

- **Check tire pressure and condition each day before you ride**
- **Do not overload your tires**
- **Replace tires when tread is worn to specified limits, or if tires show visual evidence of damage, such as cracks or cuts.**

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

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

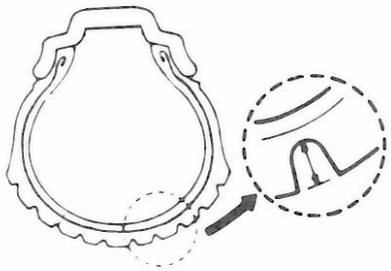
Cold Tire Pressures

	SOLO RIDING	TOW-UP RIDING
FRONT	200 kPa 2.00 kg/cm² 29 psi	200 kPa 2.00 kg/cm² 29 psi
REAR	225 kPa 2.25 kg/cm² 33 psi	250 kPa 2.50 kg/cm² 36 psi

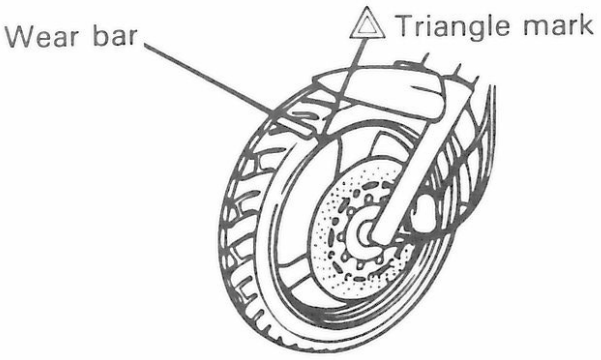
NOTE: When you detect drops in tire pressure, check the tire for nails or other punctures, or a damaged wheel rim. Tubeless tires sometimes lose pressure gradually when punctured.

TIRE CONDITION AND TYPE

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



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



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

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

	FRONT	REAR
SIZE	110/70 R17 54H	150/60 R17 66H
TYPE	DUNLOP GPR50FJ T/L	DUNLOP GPR50J T/L

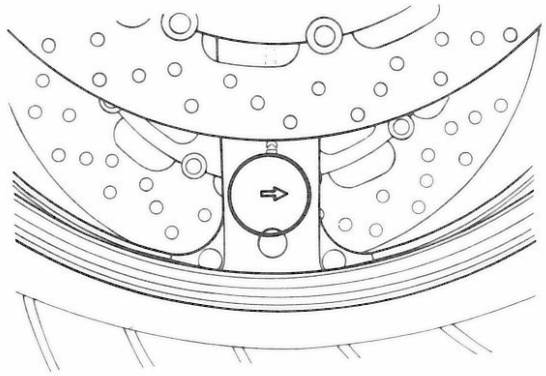
Be sure to balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-road contact, and to avoid uneven tire wear.

⚠ WARNING

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

⚠ WARNING

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



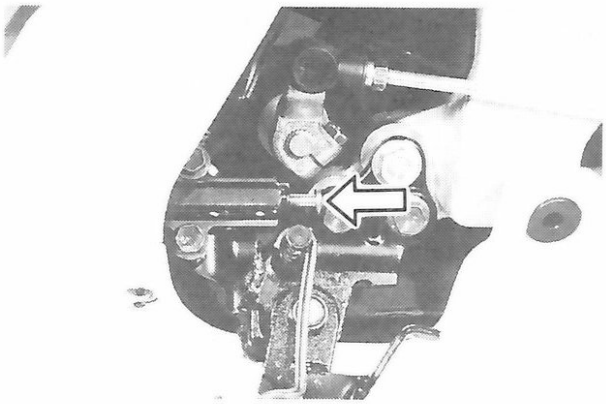
NOTE: The wheel has arrow marks showing the rotating direction. The arrow marks on the tire and on the wheel should be in the same direction.

⚠ WARNING

Tubeless tires require different service procedures than tube type tires.

- **Tubeless tires require an air-tight seal between the tire bead and wheel rim. Damage to the tire bead surface or the wheel rim inner surface will result in an air leak. Therefore, special care must be taken when removing or installing the tire. Special tire irons and rim protectors, or a specialized tire mounting machine, must be used to prevent damage.**
- **Repair punctures in tubeless tires by removing the tire and applying an INTERNAL patch.**
- **After re-installing a repaired tire, do not exceed 50 mph (80 km/h) for at least 24 hours. This will help avoid excessive heat buildup which could lead to tire repair failure and subsequent tire deflation.**
- **Do not operate your motorcycle at speeds above 80 mph (130 km/h) with a repaired tire. Heat buildup could lead to tire repair failure and subsequent tire deflation.**
- **Do not use an external tire repair plug to repair a puncture, since the plug may work loose as a result of the cornering forces experienced in a motorcycle tire.**
- **Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 5 mm (3/16 in). These punctures cannot be repaired adequately.**

SIDE STAND/IGNITION INTERLOCK SWITCH



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

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

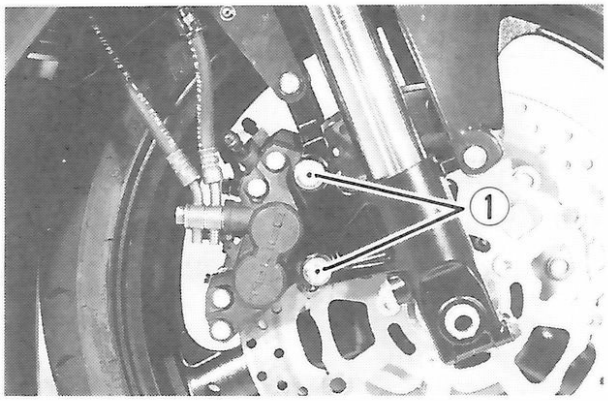
If the engine stops running when the side stand is moved to the down position, then the side stand/ignition interlock switch is working properly. If the engine continues to turn with the side stand down and the transmission in gear, then the side stand/ignition interlock switch is not working properly.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

⚠ WARNING

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

FRONT WHEEL REMOVAL

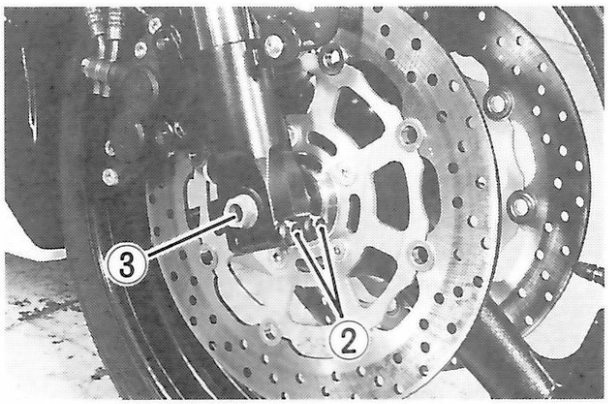
1. Place the motorcycle on the side stand.



2. Remove two calipers, left and right, from the fork by unfastening its two mounting bolts ①.

⚠ CAUTION

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



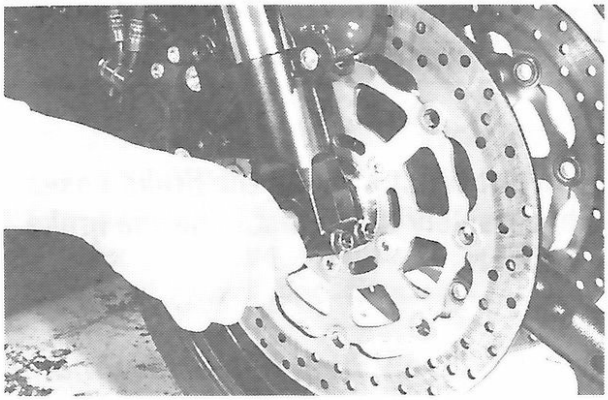
3. Loosen the two axle holder bolts ② on the right front fork.

NOTE: Never loosen the axle holder bolts on the left front fork.

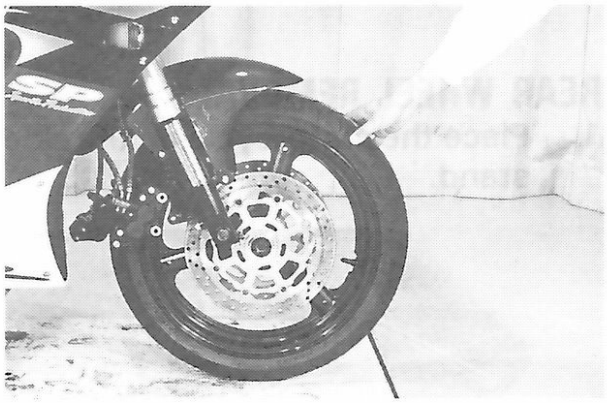
4. Loosen the axle shaft ③ temporarily.
5. Place an accessory service stand or equivalent under the swing arm to help stabilize the rear end.
6. Carefully position a jack under the exhaust pipe and raise until the front wheel is slightly off the ground.

⚠ WARNING

Do not touch the hot exhaust pipe, or the hot exhaust pipe can burn you.



7. Turn the axle shaft counterclockwise and draw it out.



8. Slide the front wheel forward.
9. To reinstall the wheel assembly reverse the sequence as described.
10. After installing the wheel, apply the brake several times to restore the proper lever stroke.

⚠ WARNING

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

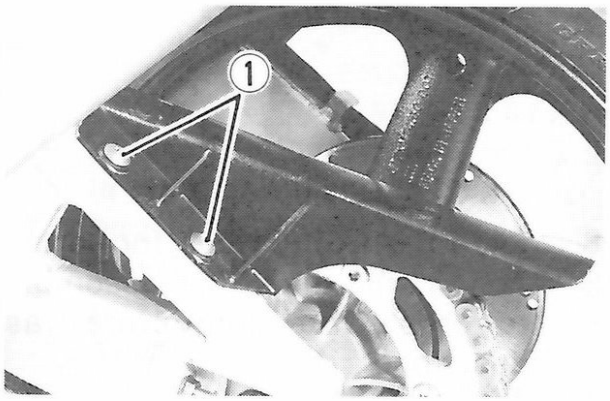
⚠ CAUTION

Do not twist or bend the brake hoses excessively when installing the brake calipers.

NOTE: The wheel has arrow marks showing the rotaing direction. The arrow marks on the tire and the same on the wheel should be in the same direction.

REAR WHEEL REMOVAL

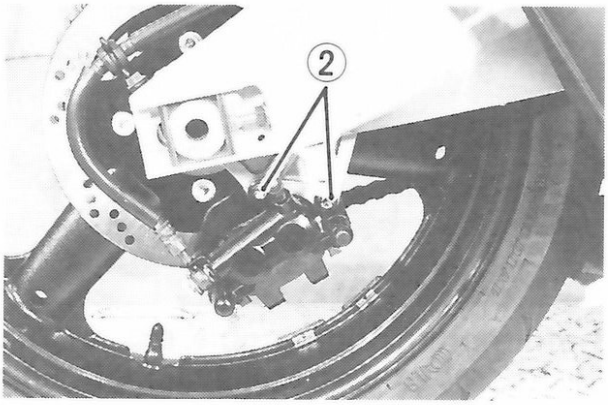
1. Place the motorcycle on the side stand.



2. Remove the two screws ① and chain case.

⚠ WARNING

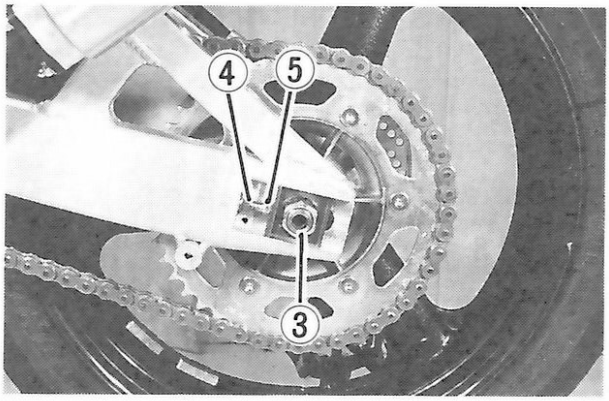
Do not touch the muffler, the hot muffler can burn you.



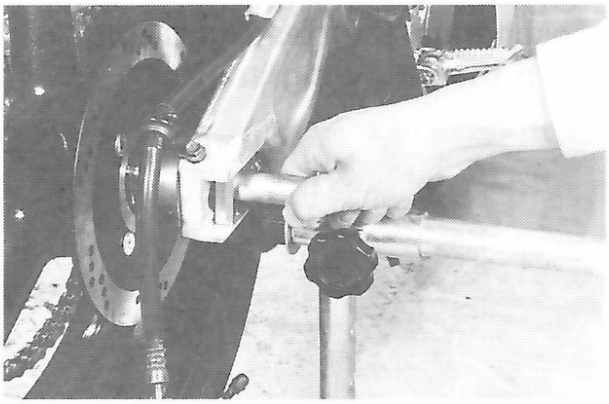
3. Remove the two caliper mounting bolts ②.

⚠ CAUTION

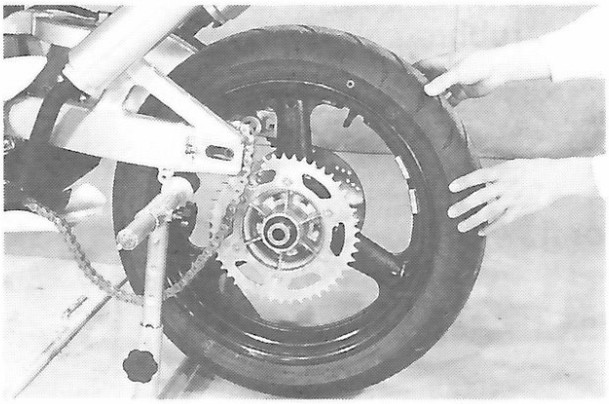
Never depress the rear brake pedal with the rear wheel removed. It is very difficult to force the pads back into the caliper assembly.



4. Remove the axle nut ③.
5. Place an accessory service stand or equivalent under the swing arm to lift the rear wheel slightly off the ground.
6. Loosen the lock nut ④ (right and left). Turn the chain adjusting nuts ⑤ clockwise (right and left).



7. Draw out the axle shaft.
8. With the wheel moved forward, remove the chain from the sprocket.



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

⚠ WARNING

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

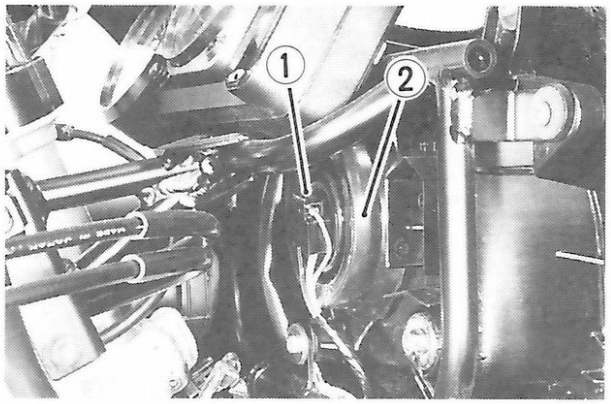
LIGHT BULB REPLACEMENT

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

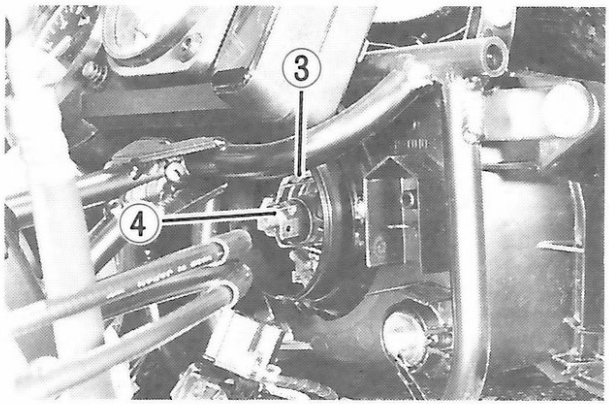
Headlight	12V 60/55W
Turn signal light	12V 15W
Tail/brake light	12V 5/21W

HEADLIGHT

To change the headlight bulb, perform the following steps:



1. Disconnect the socket ① from the headlight and remove the rubber cap ②.



2. Unhook the bulb holder spring ③ and you can pull out the bulb ④.

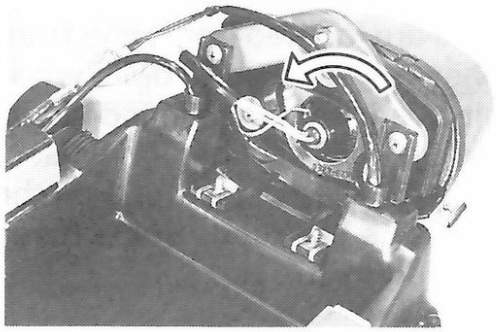
⚠ CAUTION

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

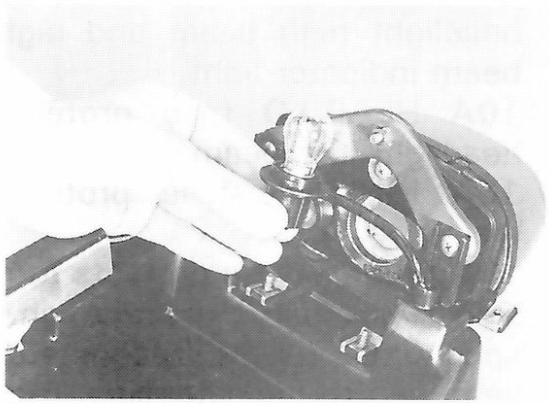
TAIL/BRAKE LIGHT

To replace the tail/brake light bulb, follow the procedure below:

1. Remove the front seat by referring to the FRONT SEAT REMOVAL section.
2. Remove the frame cover by referring to the FRAME COVER REMOVAL section.



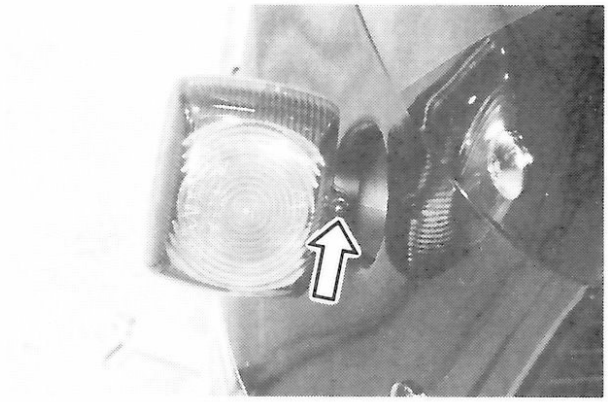
3. Remove the socket, twisting it to the left.



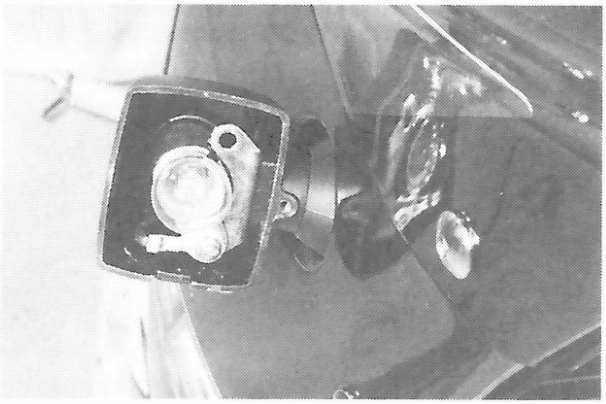
4. Push in on the bulb, twisting it to the left, and pull it out.

TURN SIGNAL LIGHT

To replace the turn signal light bulb, follow these directions.



1. Remove screw and take off the lens.



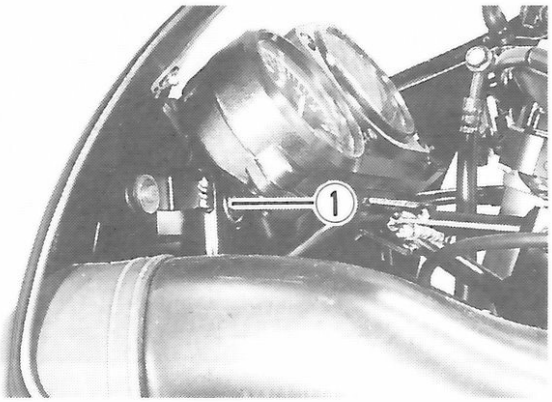
2. Push in on the bulb, twisting it to the left, and pull it out.
3. To fit the replacement bulb, push it in and twist it to the right while pushing.

⚠ CAUTION

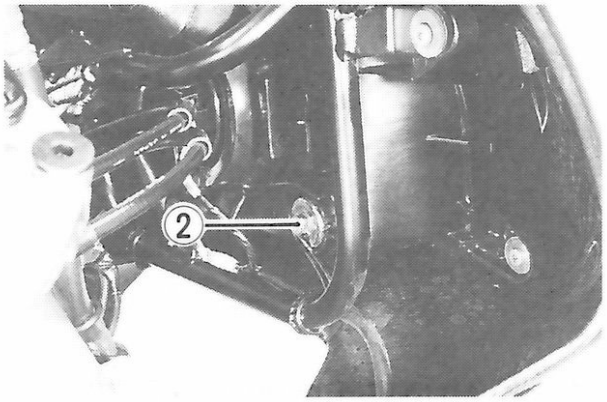
After setting the lens, be careful not to overtighten the securing screw lest the lens should break.

HEADLIGHT BEAM ADJUSTMENT

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

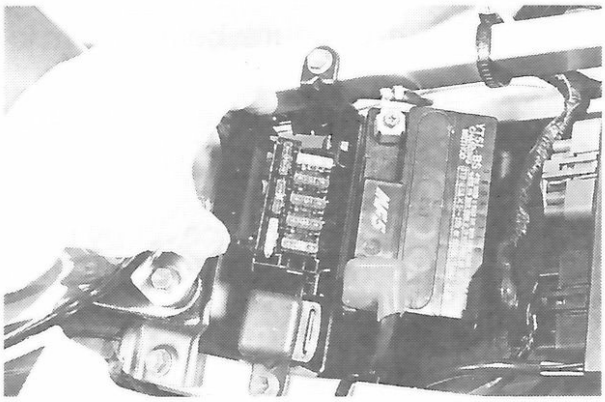


To adjust the beam horizontally:
Turn the cross head screw ① clockwise or counterclockwise.



To adjust the beam vertically:
Turn the cross head screw ② clockwise or counterclockwise.

FUSE



The fuses are located under the front seat. They are disigned 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. Spare fuses are provided in the box.

FUSE LIST

- 20A MAIN fuse protects all electrical circuits.
- 10A HEAD-HI fuse protects headlight high beam and high beam indicator light.
- 10A HEAD-LO fuse protects headlight low beam.
- 10A IGNITION fuse protects starter relay.
- 15A SIGNAL fuse protects turn signal light, tail light, brake light, speedometer light, tachometer light, neutral indicator light, turn signal indicator light, oil level indicator light, horn and turn signal relay.

⚠ CAUTION

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

TROUBLESHOOTING

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

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

Fuel Supply Check

1. Make sure there is enough fuel in the fuel tank.
2. Make sure there is enough fuel reaching the carburetor from the fuel valve.
   a. Turn the fuel valve to the "OFF" position.
   b. Loosen the drain screw located under the carburetor. Drain the fuel from the carburetor into a container.
   c. Tighten the drain screw.
   d. Turn the fuel valve to the "ON" position (or "RES" position if the fuel quantity is not much).
   e. Turn the fuel valve to the "OFF" position several seconds later.
   f. Loosen the drain screw and check that the carburetor is filled back up with fuel.
   g. Tighten the drain screw.
3. If fuel is reaching the carburetor, ignition system should be checked next.

⚠ WARNING

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

Ignition System Check

1. Remove the spark plugs and reattach them to the spark plug leads.
2. While holding the spark plug firmly against the engine, depress the kick starter lever with the ignition switch in the "ON" position, the engine stop switch in the " ⟳ " position, the transmission in neutral, and the clutch disengaged. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your Suzuki dealer for repairs.

⚠ WARNING

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

ENGINE STALLING

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

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, follow the instruction 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 a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

⚠ CAUTION

Radiator fins can be damaged by spraying high pressure water on them. Do not spray high pressure water on the radiator fins.

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

- *Ignition switch*
- *Spark plugs*
- *Fuel tank cap*
- *Carburetors*
- *Brake master cylinders*
- *Air intake pipe*

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 chamoise 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 following the procedure below:
   a. Clean all damaged spots and allow them to dry.
   b. Stir the paint and "touch-up" the damaged spots lightly with a small brush.
   c. Allow the paint to dry completely.

WINDSHIELD CLEANING

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

⚠ CAUTION

Improper cleaning can damage the windshield. Using gasoline, alcohol, acid or other cleaning solvents will damage the windshield. Use only mild or neutral detergent to wash windshield.

Waxing the Motorcycle

After washing the motorcycle, waxing and polishing are recommended to further protect and beautify the paint.

- Only use waxes and polishes of good quality.
- When using waxes and polishes, observe the precautions specified by the manufacturers.

Inspection after Cleaning

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

⚠ WARNING

Operating the motorcycle with wet brakes can be hazardous. Wet brakes may not provide as much stopping power as dry brakes. This could lead to an accident. Test your brakes after washing the motorcycle, while riding at slow speed. If necessary, apply brakes several times to let friction dry out the lining.

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

STORAGE PROCEDURE

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

MOTORCYCLE

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.

⚠ CAUTION

Make sure that the fuel is shut off at the fuel valve, otherwise the fuel may leak into the engine.

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 transmission oil thoroughly. Refill the crankcase with the fresh transmission oil all the way up to the filler hole.

BATTERY

- Remove the battery from the motorcycle.

⚠ CAUTION

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

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

TIRE

Inflate the tires to the normal specifications.

EXTERNAL

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

PROCEDURE DURING STORAGE

Once a month, recharge the battery with a specified charging rate (Ampere). Standard charging rate is 0.5 A × 5 hours.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery.

⚠ CAUTION

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

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

SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	1965 mm (77.3 in)
Overall width	695 mm (27.3 in)
Overall height	1095 mm (43.1 in)
Wheelbase	1330 mm (52.4 in)
Ground clearance	130 mm (5.1 in)
Dry mass	134 kg (295 lbs)

ENGINE

Type	Two-stroke, liquid-cooled 70°V-twin
Intake system	Crankcase reed valve
Number of cylinders	2
Bore	54.0 mm (2.126 in)
Stroke	54.5 mm (2.146 in)
Displacement	249 cm^3 (15.2 cu. in)
Corrected compression ratio	8.0 : 1
Carburetor	MIKUNI TM32SS, twin
Air cleaner	Polyurethane foam element
Starter system	Starter motor
Lubrication system	Suzuki CCI

TRANSMISSION

Clutch	Dry multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down, 5-up
Primary reduction ratio	2.576 (67/26)
Gear ratios, Low	2.461 (32/13)
2nd	1.777 (32/18)
3rd	1.380 (29/21)
4th	1.125 (27/24)
5th	0.961 (25/26)
Top	0.851 (23/27)
Final reduction ratio	3.000 (42/14)
Drive chain	RK GB520SMOZ9, 110 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped, spring preload fully adjustable, compression and rebound damping force fully adjustable
Rear suspension	Link type, gas/coil spring, oil damped, spring preload fully adjustable, compression and rebound damping force fully adjustable
Front suspension stroke	120 mm (4.7 in)
Rear wheel travel	130 mm (5.1 in)
Caster	24° 00′
Trail	89 mm (3.50 in)
Steering angle	31° (right and left)
Turning radius	2.9 m (9.5 ft)
Front brake	Disk brake, twin
Rear brake	Disk brake
Front tire size	110/70 R17 54H
Rear tire size	150/60 R17 66H

ELECTRICAL

Ignition type	Electronic ignition (CDI)
Ignition timing	14° B.T.D.C. at 1300 rpm
Spark plug	NGK BR9ECM or NIPPONDENSO W27EMR-C
Battery	12V 14.4 kC(4Ah)/10HR
Generator	Three-phase A.C. generator
Fuse	10/10/10/15/20A
Headlight	12V 60/55W
Turn signal light	12V 15W
Tail/brake light	12V 5/21W
Speedometer light	12V 1.7W
Tachometer light	12V 1.7W
Nautral indicator light	12V 1.7W
High beam indicator light	12V 1.7W
Turn signal indicator light	12V 1.7W

CAPACITIES

Fuel tank, including reserve	16 L (4.2/3.5 US/Imp gal)
reserve	3.3 L (0.9/0.7 US/Imp gal)
Engine oil tank	1.2 L (1.3/1.1 US/Imp qt)
Transmission oil	700 ml (23.7/24.6 US/Imp oz)
Coolant	1650 ml (3.5/2.9 US/Imp pt)

Prepared by

SUZUKI MOTOR CORPORATION

Motorcycle Service Department
May, 1996
Part No. 99011-42E50-01A
Printed in Japan

SUZUKI MOTOR CORPORATION

Part No. 99011-42E50-01A
May, 1996 (TK) EN
Printed in Japan