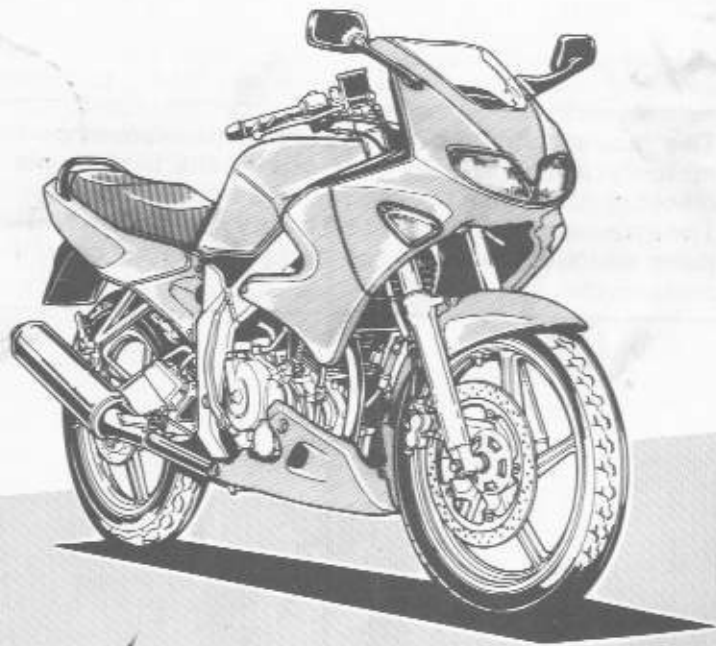


 **SUZUKI**

OWNER'S MANUAL



FX150

<https://www.motorcyclemanual.com>

FX150

284

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

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 in injury to the rider.

▲ CAUTION

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

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

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 for 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.

▲ WARNING

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

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

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

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.

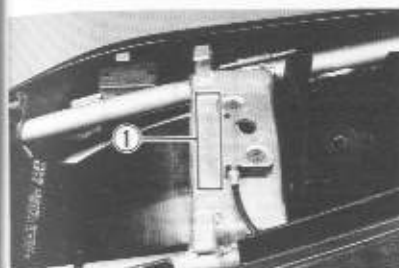
BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off 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 condition, slow down!

MODIFICATION

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

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 under the seat. The engine serial number ② is stamped on the crankcase assembly.

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

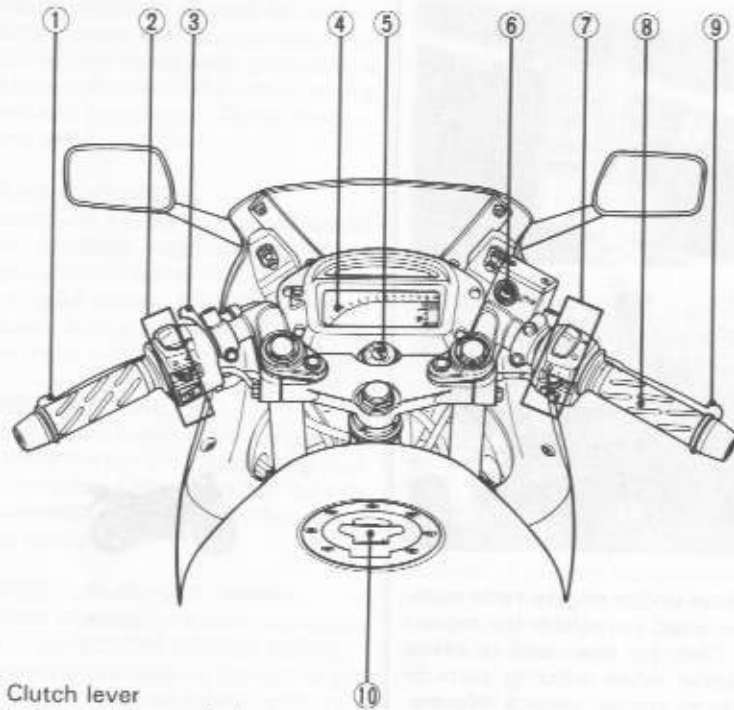
Frame number:

Engine number:

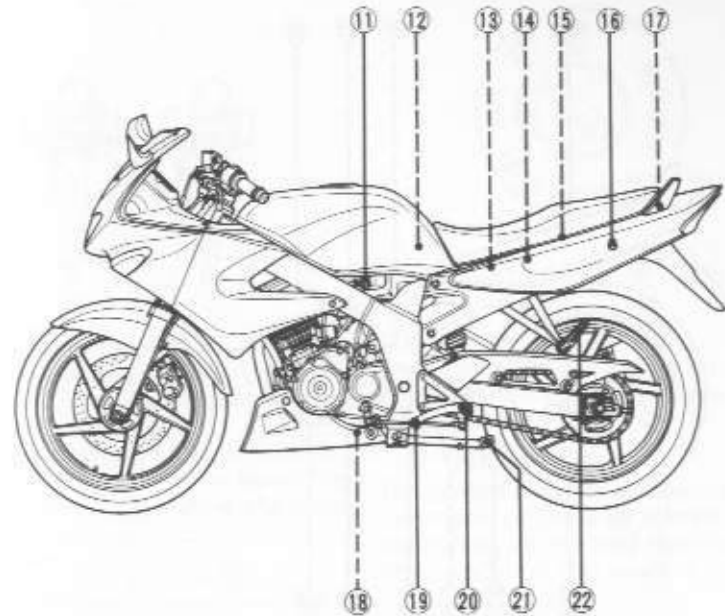
LOCATION OF PARTS



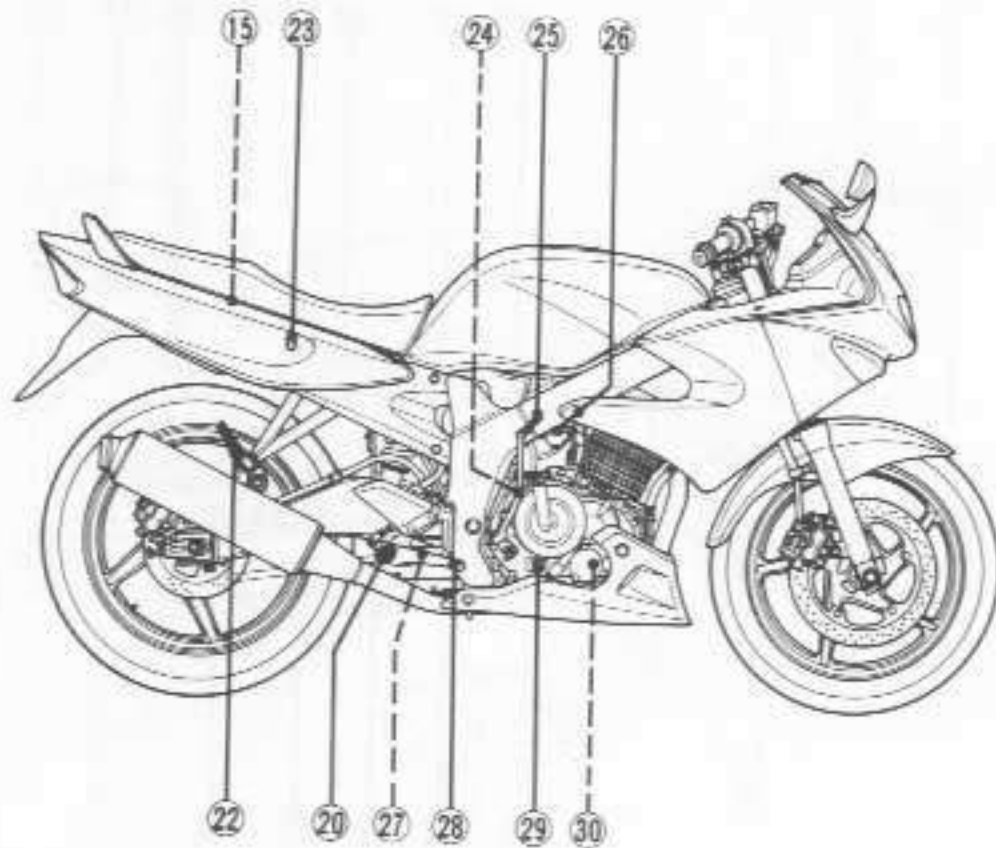
LOCATION OF PARTS



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



- ⑪ Fuel valve
- ⑫ Air cleaner
- ⑬ Battery
- ⑭ Fuse
- ⑮ Helmet holders
- ⑯ Seat lock
- ⑰ Tools
- ⑱ Engine oil drain bolt
- ⑲ Gearshift lever
- ⑳ Footrests
- ㉑ Side stand
- ㉒ Passenger footrests



- ⑳ Rear brake fluid reservoir
- ㉑ Engine oil filler cap
- ㉒ Kick starter lever
- ㉓ Throttle stop screw
- ㉔ Rear brake light switch
- ㉕ Rear brake pedal
- ㉖ Engine oil inspection window
- ㉗ Engine oil filter

CONTROLS

KEY



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

The key is stamped with an identifying number. Please write down the key number for your future reference.

Key No. :

IGNITION SWITCH



The ignition switch has three positions:

"OFF" POSITION

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

"ON" POSITION

The ignition circuit is completed and the engine can now be started. The key cannot be removed from the ignition switch in this position.

"LOCK" POSITION

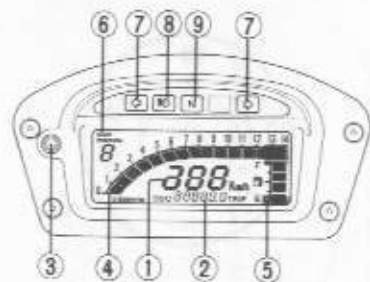
To lock the steering, turn the handlebar all the way to the left. Push down and turn the key to the "LOCK" position and remove the key. All electrical circuits are cut off.

▲ WARNING

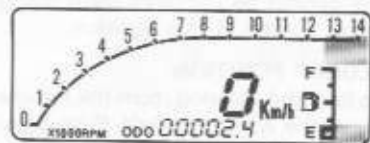
Turning the ignition switch to the "LOCK" position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

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

INSTRUMENT PANEL



The display has five functions, speedometer, tachometer, odometer, trip meter and fuel gauge. When the ignition switch is turned to the "ON" position, the display indicates the test pattern shown above for a second. Then the display changes below.



SPEEDOMETER ①

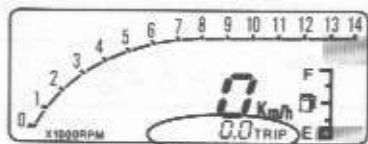
The speedometer indicates the road speed in kilometers per hour.

ODOMETER/TRIP METER ②

The meter ② has two functions, odometer and trip meter. The odometer registers the total distance that the motorcycle has been ridden. The trip meter is a resettable odometer. It can be used to indicate the distance traveled on short trips or between fuel stops.



Odometer



Trip meter

To change the display, push the button ③. The display changes from the odometer to the trip meter or the reverse.

To reset the trip meter to zero, push the button ③ for two seconds while display indicates the trip meter.

▲ WARNING

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

Always keep both hands on the handlebars while riding.

TACHOMETER ④

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

FUEL LEVEL GAUGE ⑤

The fuel level gauge indicates the amount of gasoline remaining in the fuel tank. The "E" mark indicates the tank is empty or nearly so. The "F" mark indicates the fuel tank is full.

GEAR POSITION INDICATOR ⑥

The gear position indicator indicates the gear position other than neutral.

TURN SIGNAL INDICATOR LIGHT ⑦

When the turn signals are being operated either to the right or to the left, the indicators 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 does not flicker but remains lit to warn the rider of the existence of trouble.

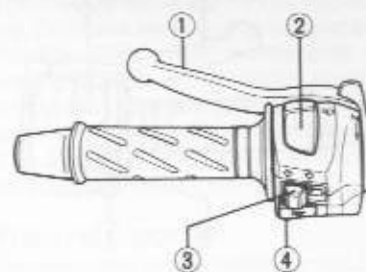
HIGH BEAM INDICATOR LIGHT ⑧

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

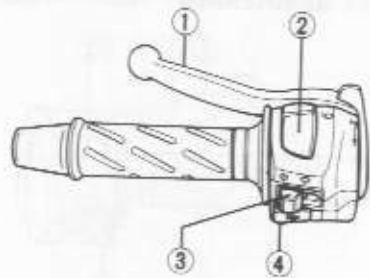


CLUTCH LEVER ①

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.

DIMMER SWITCH ②

When the switch is in "H" 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 "L" position, the low beam will be lit.



TURN SIGNAL LIGHT SWITCH ③

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

▲ WARNING

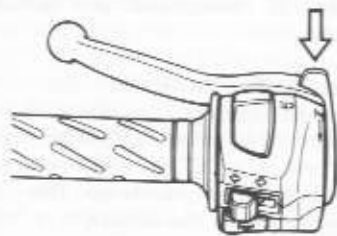
Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

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

HORN SWITCH "🔊" ④

Press the switch to operate the horn.

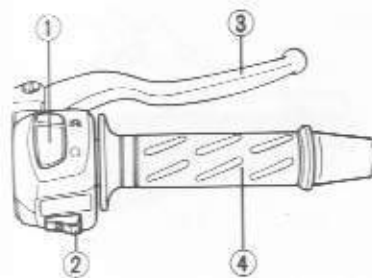
CHOKE LEVER



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.

ELECTRIC STARTER BUTTON "Ⓝ" ②

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

▲ CAUTION

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

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

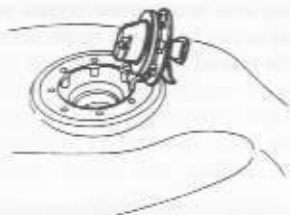
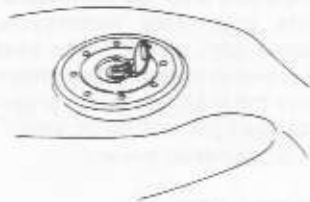
FRONT BRAKE LEVER ③

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.

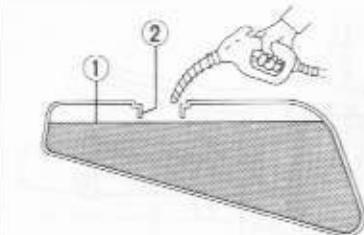
THROTTLE GRIP ④

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

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

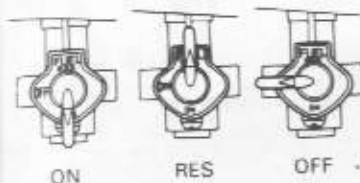
Never fill the fuel above the bottom of the filler neck.

▲ WARNING

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

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

FUEL VALVE



This motorcycle is equipped with a manually operated fuel valve. There are three positions: "ON," "RES" and "OFF."

"ON" POSITION

To run the engine, turn the fuel valve to the "ON" position.

"RES" (RESERVE) POSITION

If the fuel level in the tank is too low turn the fuel valve to the "RES" position to use the 3.4 L (0.9/0.8 US/Imp. gal) of reserve fuel supply.

"OFF" POSITION

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

▲ WARNING

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

Always move the fuel valve to the "OFF" position after turning off the engine.

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

KICK STARTER LEVER



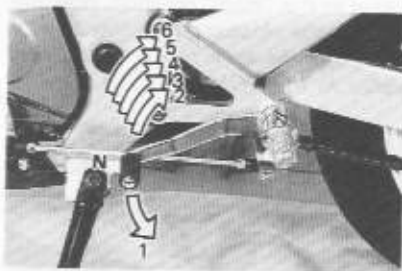
This motorcycle is equipped with a kick starter located on the right side of the engine. The engine may be started only when the transmission is in neutral and the clutch is engaged.

▲ WARNING

An improperly retracted kick starter lever can interfere with rider control.

Be sure the kick starter lever is returned to its home position after starting the engine.

GEARSHIFT LEVER

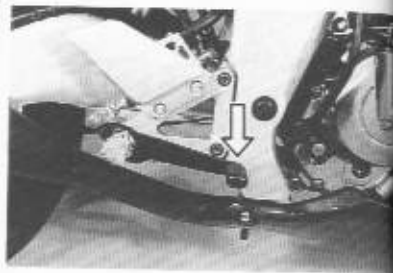


This motorcycle has a 6-speed transmission which operates as shown. To shift properly, pull the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the gearshift lever to upshift and depress the lever to downshift. Neutral is located between low and 2nd gear. When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

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

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

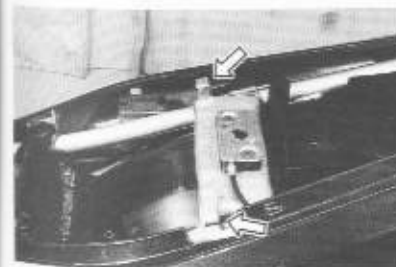


Depressing the rear brake pedal will apply the rear disk brake. The brake light will be illuminated when the rear brake is operated.

SEAT LOCK AND HELMET HOLDERS



To unlock the seat lock, insert the ignition key into the lock and turn it clockwise. To lock the seat, slide the seat hook into the seat hook retainer and push down firmly.



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

▲ WARNING

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

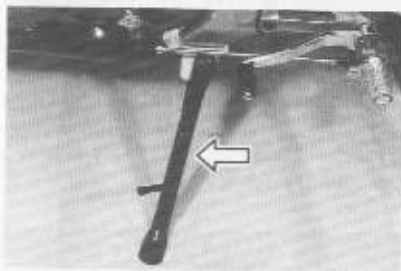
Latch the seat securely in its proper position.

▲ WARNING

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

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

SIDE STAND



To place the motorcycle on the side stand, place your foot on the end of the side stand and push down firmly until the stand pivots fully through its arc and comes to rest against its stop.

⚠ WARNING

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

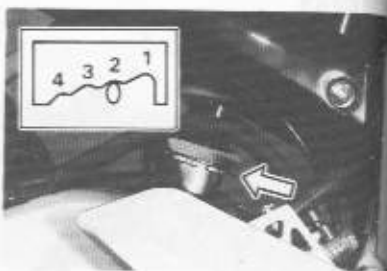
Always retract the side stand completely before starting off.

⚠ CAUTION

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

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

SUSPENSION ADJUSTMENT



The rear suspension spring preload is adjustable to compensate for rider load, riding style and road conditions. The adjustment can be performed in seven positions. To change the spring preload setting, place the motorcycle on the side stand. Twist the spring tension ring to the desired position with the adjuster provided in the tool kit. Position 1 provides the softest spring tension and position 4 provides the stiffest. This motorcycle is delivered from the factory with its adjuster set on the 2 position.

FUEL AND ENGINE OIL 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.

If pinking or knocking is experienced, substitute higher octane grade gasoline or another brand, because there are differences between brands.

⚠ CAUTION

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

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

ENGINE OIL

Use a premium quality 4-stroke motor oil to ensure longer service life of your motorcycle. Use only oils which are rated SF or SG under the API service classification. The recommended viscosity is SAE 10W-40. If a SAE 10W-40 motor oil is not available, select an alternative according to the following chart.

ENGINE OIL	TEMP.	
	°C	°F
20W 50	-30 to 40	-22 to 104
15W 40 15W 50	-20 to 40	-4 to 104
10W 40 10W 50	-10 to 40	14 to 104
10W 30	0 to 40	32 to 104

BREAK-IN (RUNNING-IN)

The opening 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 recommended engine speed during the break-in period.

Initial	800 km (500 miles)	Below 6000 rpm
Up to	1600 km (1000 miles)	Below 9000 rpm
Over	1600 km (1000 miles)	Below 12500 rpm

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 initial service (1000 km maintenance) is the most important service your motorcycle will receive. During break-in operation, all of the engine components will have mated together and seated. Maintenance required as part of the initial service includes correction of all adjustments, tightening of all fasteners and replacement of dirty oil. Timely performance of this service will help make sure you get the best service life and performance from the engine.

NOTE: 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

▲ WARNING

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

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

▲ WARNING

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

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

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

▲ WARNING

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

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

WHAT TO CHECK	CHECK FOR:
Steering	<ul style="list-style-type: none">● Smoothness● No restriction of movement● No play or looseness
Throttle	<ul style="list-style-type: none">● Correct play in the throttle cable● Smooth operation and positive return of the throttle grip to the closed position
Clutch	<ul style="list-style-type: none">● Correct play in the cable● Smooth and progressive action
Brakes	<ul style="list-style-type: none">● Fluid level in the reservoir to be above "LOWER" line● Correct pedal and lever play● No "sponginess"● No fluid leakage
Suspensions	Smooth movement
Fuel	Enough fuel for the planned distance of operation
Drive chain	<ul style="list-style-type: none">● Correct tension or slack● Adequate lubrication
Tires	<ul style="list-style-type: none">● Correct pressure● Adequate tread depth● No cracks or cuts
Engine oil	Correct level
Lighting	Operation of all lights and indicators
Horn	Correct function
Engine stop switch	Correct function

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, make sure:

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

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 or depress the kick starter lever.

NOTE: Never squeeze the clutch lever when starting the engine with the kick starter lever.

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 or depress the kick starter lever.

NOTE: Never squeeze the clutch lever when starting the engine with the kick starter lever.

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

▲ WARNING

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

Only run the engine outdoors where there is fresh air.

▲ WARNING

This motorcycle can start moving as soon as you start the engine with the transmission in gear. Unexpected movement can cause you to lose control of the motorcycle.

Shift into neutral and disengage the clutch before you start the engine.

▲ CAUTION

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

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

STARTING OFF

▲ WARNING

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

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

▲ WARNING

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

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

▲ WARNING

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

Reduce your speed and be alert to side winds.

▲ WARNING

Riding the motorcycle with the side stand in the down position can be hazardous. The side stand in the down position may interfere with rider control during a left turn.

Check that the side stand is returned to its full up position before 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.

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.

▲ WARNING

Downshifting when engine speed is too high can;

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

Reduce speed before downshifting.

▲ WARNING

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

Reduce your speed and downshift before entering the corner.

▲ CAUTION

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

Never allow the engine to rev into the red zone in anygear.

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

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

Apply both brakes evenly and at the same time.

▲ WARNING

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

Brake before you begin to turn.

▲ WARNING

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

Brake lightly and with care on slippery or irregular surfaces.

▲ WARNING

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

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

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

▲ WARNING

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

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

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

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

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

SUZUKI dealer or qualified mechanic do them.

▲ WARNING

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

Only run the engine outdoors where there is fresh air.

▲ CAUTION

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

Use only genuine Suzuki replacement parts or their equivalent.

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

MAINTENANCE CHART

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

Item	Interval	km months	1000	4000	8000
* Exhaust pipe bolts			T	—	T
Air cleaner			—	C	C
* Valve clearance			Inspect every 12000 km.		
Spark plug			—	I	R
Engine oil			R	R	R
Engine oil filter			R	—	R
Fuel hose			—	I	I
			*Replace every 4 years		
Clutch			I	I	I
Idle speed (Carburetor)			I	I	I
Throttle cable play (Carburetor)			I	I	I
Drive chain			I	I	I
			Clean and lubricate every 1000 km.		
* Brakes			I	I	I
Brake hose			—	I	I
			*Replace every 4 years		
Brake fluid			—	I	I
			*Replace every 2 years		
Tires			—	I	I
* Steering			I	—	I
* Front fork			—	—	I
* Rear suspension			—	—	I
* Chassis bolts and nuts			T	T	T

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

TOOLS



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



FUEL TANK REMOVAL

1. Remove the seat.

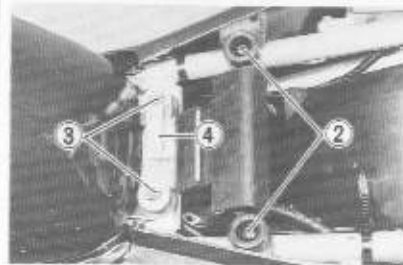


2. Remove the battery.

NOTE: When disconnecting the battery terminals, be sure to remove the negative (-) terminal first, then remove the positive (+) terminal.

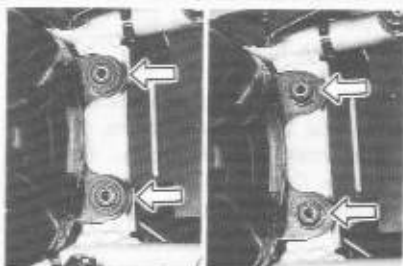


3. Remove the frame cover bolts (1) (right and left).

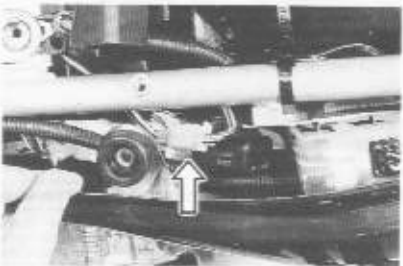


4. Remove the frame cover screws (2).

5. Remove the two bolts (3) and seat hook retainer (4).



6. Remove the elastic washers and spacers.



7. Remove the fuel gauge lead wire coupler.



8. Turn the fuel valve to the OFF position and remove the fuel hose.

▲ WARNING

Fuel spilled from the fuel hose can catch on fire.

Stop the engine before disconnecting the fuel hose. Keep flames, sparks, and heat sources away. Do not smoke. Catch fuel in a container and dispose of drained fuel properly.



9. Lift the fuel tank and remove the overflow hose.
10. Remove the fuel tank.

Installation

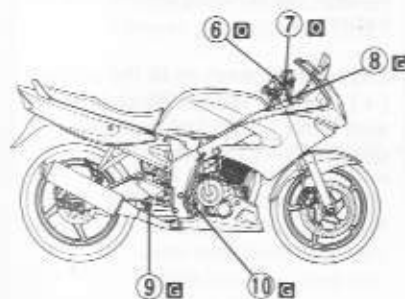
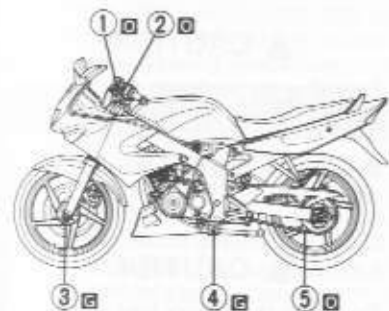


Reinstall the fuel tank in the reverse order of the removal.

- Position the fuel tank securely.
- Connect the fuel hose securely with clamp.

LUBRICATION POINTS

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

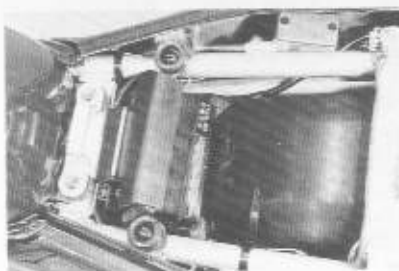


- ⓪...Motor oil
ⓐ...Grease

- ①... Clutch cable
②... Clutch lever holder
③... *Speedometer gearbox
④... Side stand pivot and spring hook
⑤... Drive chain
⑥... Throttle cable
⑦... Brake lever holder
⑧... *Steering stem bearing
⑨... Brake pedal pivot
⑩... Kick starter lever pivot

NOTE: Above lubrication points marked with asterisk () shall be lubricated by your authorized Suzuki dealer or qualified service mechanic.*

BATTERY



The battery is located under the seat. This battery is sealed type and requires no maintenance of fluid level and gravity. But have your dealer check the charging condition of the battery periodically.

The standard charging rate is $0.5A \times 5-10$ hours and maximum rate is $5.0A \times 30$ minutes. Never exceed maximum charging rate.

⚠ WARNING

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

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

⚠ CAUTION

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

Never exceed the maximum charging rate.

⚠ CAUTION

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

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

AIR CLEANER

The air cleaner 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. If driving under dusty conditions, the air cleaner element must be cleaned or replaced more frequently than maintenance schedule. Check and clean the air cleaner element periodically according to the following procedure.

⚠ WARNING

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

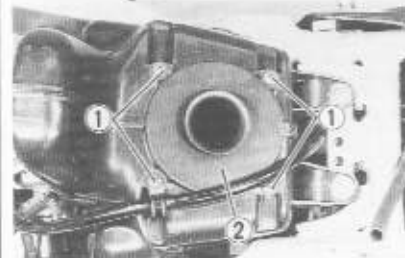
Never run the engine without the air cleaner element properly installed.

⚠ CAUTION

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

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

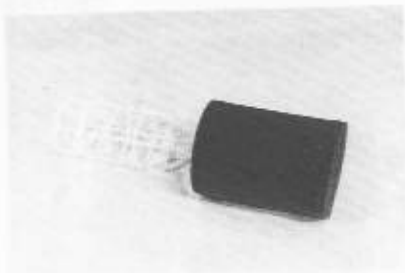
1. Remove the fuel tank by referring to the FUEL TANK REMOVAL section.



2. Remove the four screws (1) and holder (2).

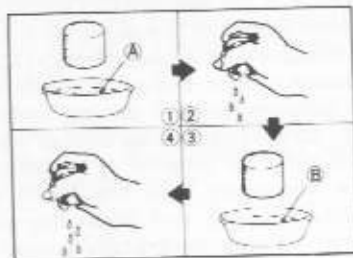


3. Remove the wing nut (3) and separate the polyurethane foam element from the holder.



4. Draw out the frame from the polyurethane foam element.

WASHING THE AIR CLEANER ELEMENT



Wash the air cleaner element as follows:

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

⚠ CAUTION

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

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

⚠ WARNING

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

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

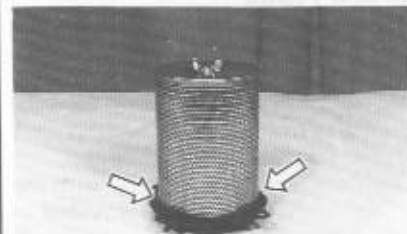
NOTE: Recycle or properly dispose of used oil and solvent.

4. Reinstall the cleaned air cleaner element in reverse order of removal. Be absolutely sure that the air cleaner element is securely in position and is sealing properly.

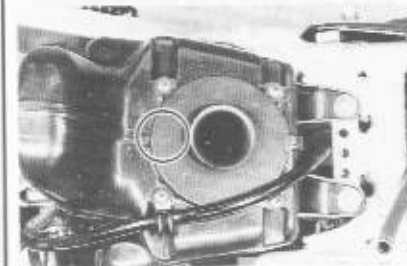
⚠ CAUTION

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

Be sure to properly install the air cleaner element.



NOTE: When reassembling the air cleaner, install the outer mesh cylinder into the air cleaner holder securely.



NOTE: When reinstalling the air cleaner assembly, direct the arrow mark forward.

SPARK PLUGS

To remove the spark plugs, follow the procedure below:

1. Remove the fuel tank by referring to the FUEL TANK REMOVAL section.
2. Extract the spark plug cap.
3. Remove the spark plug with the spark plug wrench provided in the tool kit.

⚠ CAUTION

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

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



0.6–0.8 mm
(0.024–0.031 in)

Remove the carbon deposits periodically from the spark plug with a piece of hard wire or pin. Readjust the spark plug gap to 0.6–0.8 mm (0.024–0.031 in) by using a spark plug gap thickness gauge. The spark plug should be replaced every 8000 km.

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

⚠ CAUTION

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

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

Plug Replacement Guide

NGK	DENSO	REMARKS
CR7E	U22ESR-N	If the standard plug is apt to get wet, replace with this plug.
CR8E	U24ESR-N	Standard
CR9E	U27ESR-N	If the standard plug is apt to overheat, replace with this plug.

⚠ CAUTION

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

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

FUEL HOSE



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

ENGINE OIL

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

ENGINE OIL LEVEL CHECK

Follow the procedure below to inspect the engine oil level.

1. Start the engine and run it for a few minutes.
2. Stop the engine and wait one minute.



3. Hold the motorcycle vertically and inspect the engine oil level through the engine oil level inspection window on the right side of the engine.

⚠ CAUTION

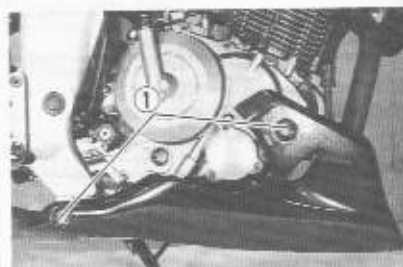
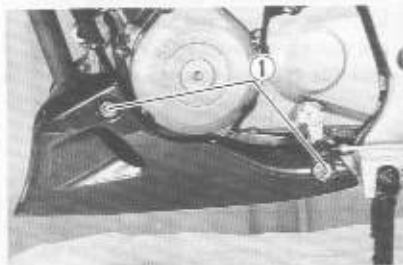
The engine oil level must be between the "L" (Low) line and "F" (Full) line, or engine damage may occur.

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

ENGINE OIL AND FILTER CHANGE

Change the engine oil and oil filter at the initial 1000 km (600 miles) and at each maintenance interval. The oil should be changed when the engine is warm so that the oil will drain thoroughly from the engine. The procedure is as follows:

1. Place the motorcycle on the side stand.



2. Remove the under cowling by removing the bolts ①.



3. Remove the oil filler cap ②.



4. Place a drain pan under the drain plug ③.
5. Remove the drain plug with a wrench and drain out the engine oil.

⚠ WARNING

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

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

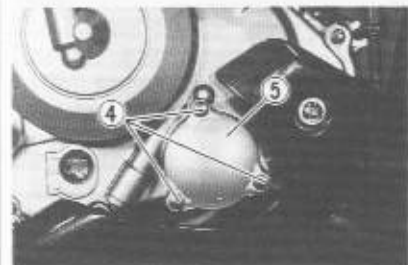
⚠ WARNING

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

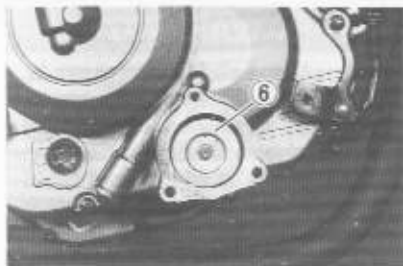
- Keep new and used oil and solvent away from children and pets.
- Wear a long-sleeve shirt and waterproof gloves.
- Wash with soap if oil or solvent contacts your skin.

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

6. Reinstall the drain plug and gasket. Tighten the plug securely with a wrench.



7. Remove the bolts and nut ④ holding the filter cover ⑤ in place.



- Remove the filter cover, pull out the oil filter element (6) and replace with a new one.

CAUTION

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

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



- Before fitting the oil filter cover, be sure to check that the filter spring (7) and the "O" ring (8) are fitted correctly.

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

- Fit the oil filter cover and tighten the nut securely, but do not over-tighten them.
- Tighten the drain plugs securely. Pour fresh oil through the filler hole. Approximately 1100 ml (1.2/1.0 US/Imp.qt) of oil will be required.

CAUTION

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

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

NOTE: Approximately 1000 ml (1.1/0.9 US/Imp.qt) of oil will be required when changing oil only without replacing the oil filter.

- Tighten the oil filler cap.
- Start the engine and allow it to idle for a few minutes. Check to see that no oil is leaking from the oil filter cover.
- Check the oil level according to Engine Oil Level Check procedure.

CARBURETOR

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

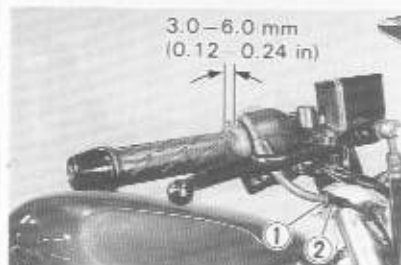
IDLE SPEED ADJUSTMENT



- Start up the engine and let the engine run until it warms up fully.
- After engine warms up, turn the throttle stop screw (1) located on the carburetor in or out so that engine may run at 1350–1550 r/min.

NOTE: The idle speed should be adjusted with the engine fully warmed up.

THROTTLE CABLE ADJUSTMENT



Measure the throttle cable play by turning the throttle grip. The throttle grip should have 3.0–6.0 mm (0.12–0.24 in) play.

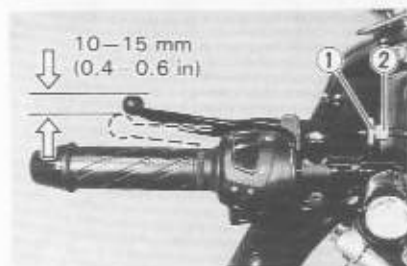
- Loosen the lock nut (1).
- Adjust the cable play by turning adjuster (2) in or out to obtain the correct play.
- After adjusting the play tighten the lock nut.

WARNING

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

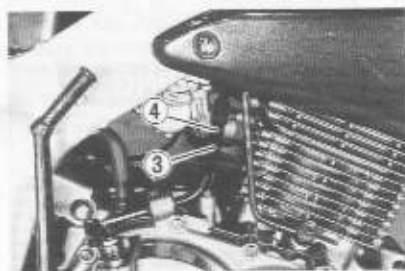
Adjust the throttle cable play so that engine idle speed does not rise due to handlebar movement.

CLUTCH



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. Loosen the lock nut ①.
2. Turn clutch lever adjuster ② clockwise as far as it will go.



3. Loosen cable adjuster lock nut ③, and turn cable adjuster ④ 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 ②.
5. Tighten the lock nuts, ① and ③, after finishing adjustment.

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

DRIVE CHAIN

This motorcycle has a continuous 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

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

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

Inspecting the Drive Chain

When inspecting the chain, look for the following:

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

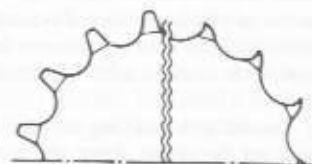
If you find anything wrong with the drive chain condition or adjustment, correct the problem if you know how. If necessary, consult your authorized Suzuki dealer or qualified mechanic.

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.

Good Worn



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

NOTE: The chain is an endless type chain (no master link) for maximum strength. Chain replacement requires the swing arm removal. Trust this work only to a qualified mechanic. Never install a master link type chain.

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.

▲ WARNING

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

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

▲ CAUTION

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

Clean the drive chain with kerosene only.

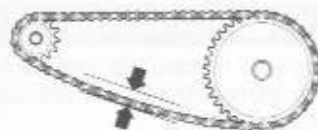
2. After thoroughly washing the chain and allowing it to dry, oil the links with a drive chain lubricant or motor oil (SAE 20W/50).

▲ CAUTION

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

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

DRIVE CHAIN ADJUSTMENT



20–30 mm
(0.8–1.2 in)

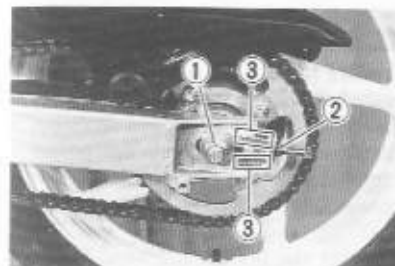
Every 1000 km, adjust the drive chain slack in the following manner until it has 20–30 mm (0.8–1.2 in) of slack at the mid point between the two sprockets.

The chain may require more frequent adjustments depending upon your riding conditions.

▲ WARNING

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

Inspect and adjust the drive chain slack before each use.



1. Place the motorcycle on the center stand.
2. Loosen the axle nut (1).
3. Adjust the slack in the drive chain by turning the right and left chain adjuster nut (2). 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 (3) 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. After aligning and adjusting the slack in the drive chain to 10–20 mm (0.4–0.8 in), retighten the axle nut securely.
4. Recheck the chain slack and readjust if necessary.

Rear axle nut tightening torque:
70 N·m (7.0 kg-m, 50.5 lb-ft)

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

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

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

Inspect your brake system for the following items daily:

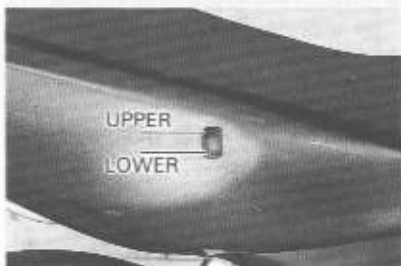
- Inspect the fluid level in the reservoirs.
- Inspect the front and rear brake system for signs of fluid leakage.
- Inspect the brake hose for leakage or a cracked appearance.
- The brake lever and pedal should have the proper stroke and be firm at all times.
- Check the wear of the disk brake pads.

BRAKE FLUID

▲ WARNING

Brake fluid can be hazardous to humans and pets. Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes.

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



▲ WARNING

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

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

▲ CAUTION

Spilled brake fluid can damage painted surfaces and plastic parts.

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

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 brake pad wear and leaks.

NOTE: Rear brake fluid reservoir is located under the seat.

BRAKE PAD

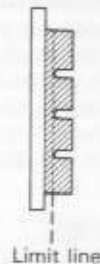
FRONT



REAR



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



Limit line

▲ WARNING

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

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

▲ WARNING

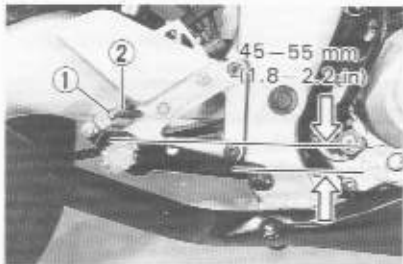
Failure to extend brake pads after repair or replacement can cause poor braking performance and may result in an accident.

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

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

REAR BRAKE PEDAL ADJUSTMENT

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



1. Loosen lock nut (1), and rotate push rod (2) to locate the pedal 45–55 mm (1.8–2.2 in) below the top face of the footrest.
2. Retighten lock nut (1) to secure push rod (2) in the proper position.

⚠ CAUTION

An incorrectly adjusted brake pedal may force brake pads to rub against the disk at all times, causing damage to the pads and disk.

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

REAR BRAKE LIGHT SWITCH



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

TIRES

⚠ WARNING

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

Follow these instructions:

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

TIRE PRESSURE AND LOADING

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

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

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.

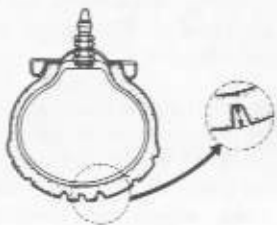
Cold Tire Inflation Pressure

TIRE	LOAD	SOLO RIDING	TWO-UP RIDING
FRONT		175 kPa 1.75 kg/cm ² 25 psi	175 kPa 1.75 kg/cm ² 25 psi
		200 kPa 2.00 kg/cm ² 29 psi	225 kPa 2.25 kg/cm ² 33 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).

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

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

	FRONT	REAR
SIZE	80/90-17 44S	100/90-17 55S
TYPE	IRC NF40	IRC NR25

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

⚠ WARNING

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

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

LIGHT BULB REPLACEMENT

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

⚠ CAUTION

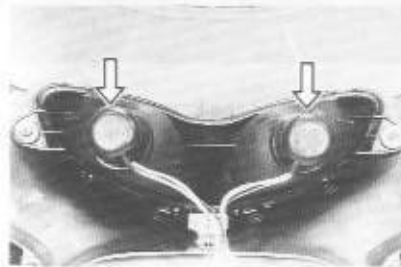
Using a light bulb with the wrong wattage rating can cause electrical system damage or shorten bulb life.

Always use the specified light bulb.

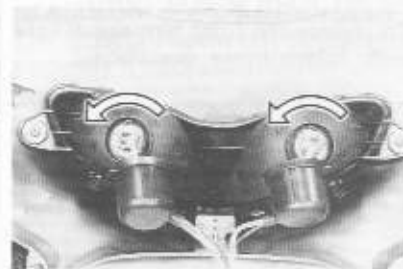
Headlight	12V 25/25W × 2
Turn signal light	12V 10W
Brake light/Taillight	12V 18/5W

HEADLIGHT

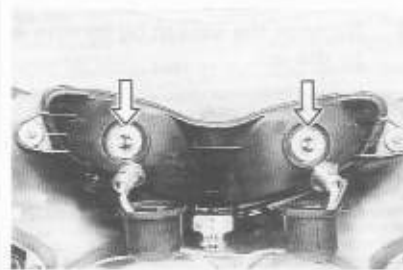
To replace the headlight bulb, perform the following step:



1. Remove the rubber cap.



2. Disconnect the socket by turning it to the left.



3. Pull out the bulb.

⚠ CAUTION

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

Grasp the new bulb with a clean cloth.

FRONT TURN SIGNAL LIGHT

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



1. Remove the socket by turning it to the left.



2. Pull out the bulb.

⚠ CAUTION

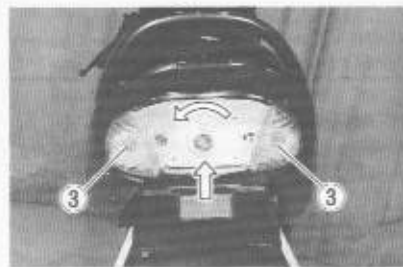
Overtightening the screws may cause the lens to crack.

Tighten the screws only until they are snug.

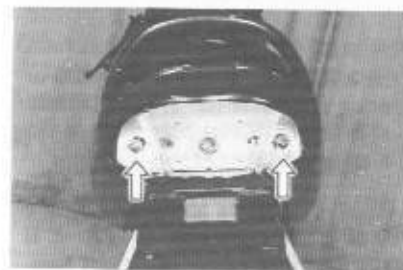
BRAKE LIGHT/TAILLIGHT /REAR TURN SIGNAL LIGHT

To change the brake light/taillight and rear turn signal light bulb, perform the following steps:

1. Remove the screw ① and take off the lens ②.



2. To replace the brake light/taillight bulb, push in the bulb, twist it to the left and pull it off.
3. To replace the rear turn signal light bulb, remove the lens ③.



4. Pull out the bulb.

⚠ CAUTION

Overtightening the screws may cause the lens to crack.

Tighten the screws only until they are snug.

HEADLIGHT BEAM ADJUSTMENT

The headlight beam can be adjusted vertically if necessary.

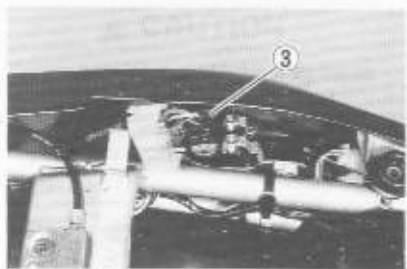


To adjust the beam, loosen the headlight housing fitting bolt and move the headlight housing up or down as required.

FUSES



The fuse is located behind the frame cover. It is designed to open when a circuit overload exists in individual electrical system circuits. If any electrical system fails to operate, then the fuses must be checked.



To replace the fuse, remove the bolts ① and screw ②. Open the frame cover and remove the fuse box cover. One 20A spare fuse ③ is located inside the fuse box.

⚠ CAUTION

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

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

TROUBLESHOOTING

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

⚠ CAUTION

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

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

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

Fuel System 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.

⚠ WARNING

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

When draining the carburetor:

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

- 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.

Ignition System Check

1. Remove the spark plug and reattach it to the spark plug lead.
2. While holding the spark plug firmly against the engine, push the starter switch with the ignition switch in the "ON" position, the engine stop switch in the "O" 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

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

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

ENGINE STALLING

- Check the fuel supply in the fuel tank.
- Check the ignition system for intermittent spark.
- Check the idle speed.



SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	1985 mm (78.1 in)
Overall width	665 mm (26.2 in)
Overall height	1095 mm (43.1 in)
Wheelbase	1325 mm (52.2 in)
Ground clearance	160 mm (6.3 in)
Dry mass	118 kg (260 lbs)

ENGINE

Type	Four-stroke, oil cooled, DOHC, TSCC
Number of cylinder	1
Bore	62.0 mm (2.441 in)
Stroke	48.8 mm (1.921 in)
Displacement	147 cm ³ (8.99 cu. in)
Corrected compression ratio	10.7 : 1
Carburetor	MIKUNI BS29
Air cleaner	Polyurethane foam element
Starter system	Electric and Kick
Lubrication system	Wet sump

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1 down 5 up
Primary reduction ratio	3.500 (70/20)
Final reduction ratio	3.428 (48/14)
Gear ratios, Low	3.000 (33/11)
2nd	1.857 (26/14)
3rd	1.368 (26/19)
4th	1.095 (23/21)
5th	0.923 (24/26)
Top	0.800 (20/25)
Drive chain	RK428HO, 132 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Swinging arm, coil spring, oil damped, spring pre-load 4-way adjustable
Steering angle	35° (right and left)
Caster	24°
Trail	85 mm (3.35 in)
Turning radius	2.6 m (8.5 ft)
Front brake	Disk brake
Rear brake	Disk brake
Front tire size	80/90-17 44S, tube
Rear tire size	100/90-17 55S, tube

ELECTRICAL

Ignition type	Electronic ignition (CDI)
Ignition timing	9° B.T.D.C. at 1500 r/min
Spark plug	NGK CR8E or DENSO U24ESR-N
Battery	12V 14.4 kC (4Ah)/10 HR
Generator	Flywheel magneto
Fuse	20A
Headlight	12V 25/25W × 2
Turn signal light	12V 10W
Brake light/taillight	12V 18/5W
Speedometer light	12V 1.7W × 2
Turn signal indicator light	12V 1.7W × 2
Neutral indicator light	12V 1.7W
High beam indicator light	12V 1.7W

CAPACITIES

Fuel tank including reserve	15.0 L (4.0/3.2 US/Imp gal)
reserve	3.4 L (0.9/0.8 US/Imp gal)
Engine oil, without filter change	1000 ml (1.1/0.9 US/Imp qt)
with filter change	1100 ml (1.2/1.0 US/Imp qt)
with overhaul	1300 ml (1.4/1.2 US/Imp qt)