

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.

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 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 between information in this manual and your motorcycle. 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

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 / NOTICE /

NOTE

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

▲ WARNING

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

▲ CAUTION

Indicates a potential hazard that could result in minor or moderate injury.

NOTICE

Indicates a potential hazard that could result in vehicle or equipment damage.

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



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SAFETY INFORMATION

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SAFETY INFORMATION

SAFETY GUIDELINES

MOST ACCIDENTS CAN BE AVOIDED

Please follow the basic precautions described in this chapter regarding daily use, and ensure that you ride carefully.

To prevent crashes, always pay the utmost attention when riding.

- Motorcycle crashes sometimes occur because other drivers do not notice you. Please be careful of the following when riding.
 - Be aware that crashes often occur when a car traveling towards a motorcycle turns in front of the motorcycle.
 - Do not ride in other drivers' blind spots.
- Do not turn the handlebars swiftly or ride with one hand, as this may cause skidding or falls.

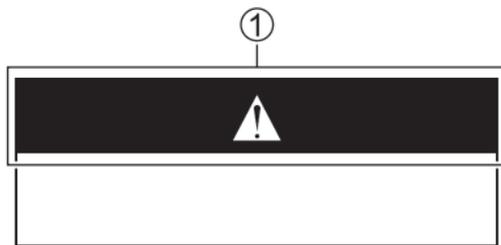
- To minimize injuries caused by falls or crashes, wear protective equipment such as helmets and gloves. For information on appropriate equipment and clothing, see "PROTECTIVE APPAREL" on page 1-5.
- When riding, grip the handlebars with both hands and place your feet on the footrests. Passengers should grip the rider's body firmly with both hands, or hold onto the seat strap or grab bar, as equipped, and place their feet on the rear footrests.
- The accessories you use with your motorcycle and the manner in which you load your gear onto the bike might create hazards. Aerodynamics, handling, balance, and cornering clearance can suffer, and the suspension and tires can be overloaded. Read the "ACCESSORY USE AND MOTORCYCLE LOADING" section on page 1-27.

Labels on the motorcycle

Read and follow all the labels on the motorcycle. Make sure you understand all of the labels. Do not remove any labels from the motorcycle.

<Degree of severity of damage and summary (EU, UK)>

The severity level of the label affixed to the motorcycle is indicated by the warning symbol ▲ and the background color in the upper part of the label ①.



WARNING: ▲ and Orange background

Meaning

Indicates a potential hazard which, if handled incorrectly (not followed), could result in death or serious injury.

CAUTION: ▲ and Yellow background

Meaning

Indicates a hazard that, if handled incorrectly (not followed), could result in minor or moderate injury.

Routine checks and periodic inspections

To prevent crashes or breakdowns, be sure to carry out routine checks and periodic inspections.

If the motorcycle makes an unusual sound, smells, or leaks fluid, have it inspected by a Suzuki dealer. For information on routine checks and periodic inspections, see "INSPECTION AND MAINTENANCE" on page 3-2.

⚠ WARNING

Riding at excessive speeds increases your chances of losing control of the motorcycle, which can result in a crash.

Always ride at a speed that is proper for the terrain, visibility and operating conditions, and your skills and experience.

⚠ WARNING

If you remove even one hand or foot from the motorcycle, you can reduce your ability to control the motorcycle. This could cause you to lose your balance and fall off the motorcycle. If you remove a foot from a footrest, your foot or leg may come in contact with the rear wheel. This could injure you or cause a crash.

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

PROTECTIVE APPAREL

Description

Both rider and passenger should be sure to wear helmets, as well as clothing and protective equipment that affords a high level of protection. Refer to the following when obtaining this equipment.



To reduce the risk of injury:

- Wear a helmet, eye protection, and protective clothing.
- Read owner's manual carefully.

Helmet

- Be sure to wear a helmet and tighten the strap firmly. Choose a helmet that fits your head snugly but does not exert excessive pressure.
- Be sure to wear a helmet shield or goggles. These items protect the field of view from the wind, and also protect the eyes against airborne insects, dust, and small stones thrown up by vehicles driving ahead of you.

**อาจถึงตายหรือ
พิการ หากไม่สวม
หมวกนิรภัย และไม่
ควรให้เด็กที่แท้จริงไม่
ถึงที่วางเท้าโดยสาร**

(Thailand)

WARNING

If you don't wear a helmet, you have an increased risk of death or severe injury in a crash. If you wear a helmet that doesn't fit properly or is not securely strapped on, the helmet may not provide the protection for which it was designed.

The rider and passenger should be sure to wear a helmet that fits properly and is securely strapped on.

Riding gear

- Wear protective equipment and clothing that affords a high level of protection. Wear bright, eye-catching long-sleeved uppers and full-length trousers that expose a minimum of skin. This will reduce the impact of unexpected events on the body. Loose, fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.
- Be sure to wear gloves. Gloves made of friction-resistant leather are suitable.
- Wear footwear that is easy to operate the motorcycle in, and which covers your ankles.
- When necessary, wear jackets and trousers fitted with protectors.

WARNING

If the person in the rear seat wears a long jacket or coat, they may obscure the tail light or turn signal light. This is dangerous as following vehicles may not be aware of you.

People riding in the rear seat should avoid wearing long jackets or coats if possible. If wearing such garments, place the tails of the garment under the buttocks so that they do not obscure the tail light or turn signal light.

Gear of a passenger

A passenger needs the same protection that you do, including a helmet and proper clothing. The passenger should not wear long shoe laces or loose pants that could get caught in the wheel or the chain.

SPECIAL SITUATIONS REQUIRE SPECIAL CARE

Windy day

When riding in a strong crosswind, which can occur at the entrance to a tunnel, on a bridge, or when passing or being passed by large trucks, the motorcycle may be blown by the crosswind.

Control your speed, and grip the handlebars firmly when riding.

WARNING

Sudden side winds, which can occur when being passed by larger vehicles, at tunnel exits or in hilly areas, can cause you to lose control of the motorcycle.

Reduce your speed and be alert to the possibility of sudden side winds.

Rainy day, Snowy day

- When the road surface is wet, loose, or rough, you should brake with care. Braking distances increase on a rainy day. Stay off the painted surface marks, manhole covers, and greasy-appearing areas, as they can be especially slippery. Use extra caution at railway crossings and on metal gratings and bridges. When it starts to rain, any oil or grease on the road rises to the surface of the water. Pull over and wait a few minutes until this oil film is washed away before riding. Whenever in doubt about road conditions, slow down!

- Slow down before entering corners. In these situations, the traction available between your tires and the road surface is limited. When you're leaned over in a corner, avoid braking. Straighten up before braking.

NOTE: After the motorcycle has been washed or when it has traveled through puddles, the brakes may grip poorly. If the brakes grip poorly, travel at low speed while paying sufficient attention to the front and rear of the motorcycle, operating the brakes lightly until they grip firmly.

WARNING

Over braking when traction is limited will cause your tires to skid, possibly resulting in loss of directional control or causing you and your motorcycle to fall over.

Brake carefully when traction is limited.

Flooded road

Do not ride your motorcycle on flooded roads.

If you do ride your motorcycle on a flooded road, go slowly checking braking operation. After riding on a flooded road, ask your Suzuki dealer to check for the following:

- Braking efficiency
- Wet connectors, wiring and water in the battery box
- Poor lubrication for bearings etc.
- Level and appearance of gear oil (if oil is whitish, there is water into the oil and an oil change is required)

NOTICE

Riding the motorcycle on a flooded road can cause the engine to stop running, and can cause failure of electric parts, drive belt slipping and engine damage.

Do not ride your motorcycle on flooded roads.

KNOW YOUR LIMITS

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

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

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

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

PRACTICE AWAY FROM TRAFFIC

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

CARRYING A PASSENGER

This motorcycle has a capacity of two people. Do not attempt to ride while carrying more than one passenger. Attempting to do so is very dangerous.

How to carry a passenger

Carrying a passenger, when done correctly, is a great way to share the joy of motorcycling. You will have to alter your riding style somewhat since the extra weight of a passenger will affect handling and braking.

You may also need to adjust tire pressures and suspension; please refer to the Tire Pressure and Loading section and the Suspension section for more details.

- TIRE PRESSURE AND LOADING:
(☞ 3-73)
- S.A.E.S. (SUZUKI ADVANCED ELECTRONIC SUSPENSION): (☞ 2-144)
- LOADING LIMIT: (☞ 1-29)

Before you invite someone to be a passenger on your motorcycle, you need to be thoroughly familiar with motorcycle operation.

Ensure that passengers understand the following before they ride with you.

- The passenger should always hold onto your waist or hips, or onto the seat strap or grab bar, as equipped.
- Ask your passenger not to make any sudden movements. When you lean going around a corner, the passenger should lean with you.
- The passenger should always keep his or her feet on the footrests, even when you are stopped at a light. To help prevent burn injuries, warn your passenger not to contact the muffler when mounting or dismounting your motorcycle.

ABOUT CARBON MONOXIDE

To prevent carbon monoxide poisoning, start the engine in a well-ventilated location.

Contained in exhaust gas, carbon monoxide is a colorless odorless gas, and thus is not noticed easily.

WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury.

Never start the engine or let it run indoors or where there is little or no ventilation.

BE STREET SMART

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

CONCLUSION

To avoid crashes, caution and judgment appropriate to the environment is required. In addition to the state of the traffic, the road, and the weather, the state of the motorcycle also changes. Additionally, the movement of other vehicles is difficult to predict, so always be attentive.

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

RIDING PRECAUTIONS

BREAK-IN

Description

The first 1600 km (1000 miles) is the most important in the life of your motorcycle.

Proper operation during this break-in period will help assure maximum life and performance from your new motorcycle.

During the break-in period, avoid needless idling, sudden acceleration or deceleration, abrupt steering changes, or sudden braking.

The following guidelines explain proper break-in procedures.

Maximum Engine Speed Recommendation

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

Initial	800 km (500 miles)	Below 5500 r/min
Up to	1600 km (1000 miles)	Below 8500 r/min
Over	1600 km (1000 miles)	Below Red zone

Vary the engine speed

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

Breaking in the new tires

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

WARNING

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

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

Observe Your Initial and Most Critical Service

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

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 messages in that section.

ON HILLS

Riding on a slope

- 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 the engine compression to assist the brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- Be careful not to allow the engine to overrev when descending a slope.

WARNING

Continuous brake application for a long time can overheat the brakes and reduce their effectiveness, which can result in an accident.

Slow down sufficiently before approaching a slope.

NOTICE

Holding the motorcycle stopped with throttle and clutch lever operation on inclines can damage the motorcycle's clutch.

Use the brakes when stopping the motorcycle on inclines.

PARKING

How to park

To prevent theft, be sure to lock the handlebars and remove the key when leaving the motorcycle. See “IGNITION SWITCH” on page 2-176.

- Park the motorcycle in a location where it will not interfere with traffic.
- Do not park illegally.
- Do not touch the exhaust pipe, muffler or the engine when the engine is running, or for some time after it has stopped.
- Park the motorcycle in a flat location, and turn the handlebars fully to the left. Avoid parking the motorcycle with the handlebars turned to the right.
- Park the motorcycle in a location where other people will not touch the exhaust pipe, muffler or the engine.
- When parking the motorcycle on an unstable surface such as an incline, on gravel, on an uneven surface, or on soft ground is unavoidable, be careful when leaning or moving it.

WARNING

The catalytic converter installed in the muffler heats up to a very high temperature, and may cause fires if placed in close proximity to flammable material when the motorcycle is parked.

When parking, check that there is no flammable material such as dry grass, lumber, paper, or oil in the vicinity.

CAUTION

Hot exhaust pipes and mufflers can cause severe burns. The exhaust pipe or muffler will be hot enough to cause burns for some time after stopping the engine.

Park the motorcycle where pedestrians or children are not likely to touch the exhaust pipe or 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. Shift to neutral before starting the engine.*
- *If an optional anti-theft lock such as a U-shape lock, brake disc lock or chain is used to avoid theft, be sure to remove the anti-theft lock before moving the motorcycle.*

WHEN PUSHING THE MOTORCYCLE

Turn OFF the ignition switch when pushing the motorcycle.

ABOUT THE BRAKES

WHAT IS ABS?

ABS is a device that controls braking during riding to prevent the wheels from locking up.

The inertial measurement unit (IMU) provides ABS control according to the gradient of the road surface to control the rear tire from lifting when the front brake is applied strongly.

Braking is performed using the brake lever and brake pedal in the same manner as on a motorcycle without ABS.

ABS controls the brake pressure electronically. This system monitors the rotational speed of the wheels and operates to prevent wheel lock-up by reducing brake pressure when wheel lock-up is detected.

No special braking operation is required, as the ABS operates continuously except at low speeds below 8 km/h (5 mph) and when the battery has run down. The brake lever and brake pedal vibrate gently when the ABS activates to prevent wheel lock-up when the brakes are applied. This is not an abnormality. Continue to apply the brakes.

The braking distance with ABS may be longer than that of a motorcycle without ABS depending on misjudgment, incorrect operation, and road surface and weather conditions. Do not become overly reliant on the ABS.

Changing the tire size affects the rotational speed of the wheels, so the ABS may not function properly. Be sure to use tires of the specified size. Refer to “TIRES” on page 3-70.

WARNING

Failure to use good judgment with ABS can be hazardous. ABS cannot make up for bad road conditions, bad judgement, or improper operation of the brakes.

Remember that ABS will not compensate for poor judgment, incorrect braking techniques, or the need to slow down over bad roads or in poor weather conditions. Use good judgment and do not ride faster than conditions will safely allow.

NOTE: In some situations, a motorcycle with ABS may require a longer stopping distance to stop on loose or uneven surfaces than an equivalent motorcycle without ABS. Furthermore, as with a motorcycle without ABS, the slipperier the surface, the longer the braking distance.

MOTION TRACK BRAKE SYSTEM

This model is equipped with a system called the “Motion Track Brake System”. This system controls ABS braking according to the motorcycle bank angle while the motorcycle is cornering. The system prevents wheel locking, within a certain range, if excessive or quick braking is applied. This supports the rider’s ability to follow the intended line of travel.

Even though ABS helps prevent wheel lock-up, you must still be careful when braking in curves. Hard braking while turning could cause wheel skidding and loss of control, whether or not your motorcycle is equipped with ABS.

Having ABS does not mean you can take unnecessary risks. ABS will not compensate for poor judgment, incorrect braking techniques, or not slowing down over bad roads or in poor weather conditions.

You must still ride sensibly and alertly.

WARNING

The motion track brake system controls ABS braking according to bank angle when the brakes are applied while cornering. However, it is not able to control horizontal sliding beyond physical limits. Over reliance on ABS may cause unforeseen crashes.

Ride carefully, without relying too much on ABS.

HOW TO USE THE BRAKE SYSTEM

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) when the motorcycle is almost completely stopped.

WARNING

Sudden braking or sudden downshifts can impair riding stability and cause side-slips and tumbles.

Avoid unnecessary sudden braking and sudden downshifts. Extreme caution is required when riding on slippery or poorly maintained roads while tilting the motorcycle to the side.

⚠ WARNING

Inexperienced riders tend to underuse the front brake. This can cause excessive stopping distance and lead to a crash. 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 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.

Always maintain a safe stopping distance between you and the vehicle in front of you.

⚠ WARNING

Hard braking while turning may cause wheel skid, loss of control and/or capsize.

Brake before you begin to turn.

WARNING

Braking while turning the motorcycle can be hazardous, whether or not your motorcycle is equipped with ABS. ABS can not control wheel side-slips that occur when you brake hard while turning and the side-slips could cause loss of control.

Slow down sufficiently in a straight line before you begin to turn and avoid other than slight braking while turning.

FUEL GUIDELINES

Use premium unleaded gasoline with an octane rating of 95 or higher (Research method). Using unleaded premium gasoline extends the lifespan of spark plugs and exhaust system parts.

(Canada)

Your motorcycle requires premium unleaded gasoline with a minimum pump octane rating of 90 ((R+M)/2 method). In some areas, the only fuels that are available are oxygenated fuels.

Fuel used: Unleaded premium gasoline

Fuel tank capacity:

19.0 L (5.0/4.2 US/Imp. gal)

NOTE:

- *The engine of this model is designed to use premium unleaded gasoline.*
- *If the engine develops some trouble such as lack of acceleration or insufficient power, the cause may be the fuel. In such case, try changing to a different gas station. If the situation is not improved by changing, consult your Suzuki dealer.*

**Oxygenated fuel recommendation
(EU, UK, Canada, Thailand, India)**

Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranty.

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

Gasoline / Ethanol blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as “GASOHOL”, are commercially available in some areas. Blends of this type may be used in your motorcycle if they are no more than 10% ethanol (EU, UK, Canada, Thailand). Make sure this gasoline-ethanol blend has octane ratings no lower than those recommended for gasoline.

Use the recommended gasoline. (EU, UK)



NOTE:

- *To help minimize air pollution, Suzuki recommends that you use oxygenated fuels.*
- *Be sure that any oxygenated fuel you use has recommended octane ratings.*
- *If you are not satisfied with the drivability of your motorcycle when you are using an oxygenated fuel, or if engine pinging is experienced, substitute another brand as there are differences between brands.*

NOTICE

Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle.

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

NOTICE

Do not use leaded gasoline.

Use of leaded gasoline causes the catalytic converter to malfunction.

ACCESSORY USE AND MOTORCYCLE LOADING

ACCESSORIES

How to choose

Installing improper accessories may cause an accident. Suzuki genuine accessories are recommended for safe riding. Suzuki dealer can install accessories suitable for your motorcycle. Consult your Suzuki dealer when installing accessories.

Additionally, when attaching accessories, ensure that they are within the load capacity. For information on the load capacity, see "LOADING" on page 1-29.

WARNING

Improper installation of accessories or modification of the motorcycle may cause changes in handling which could lead to a crash.

- **Never use improper accessories, and make sure that any accessories that are used are properly installed.**
- **Install and use them according to their instructions.**
- **If you have any questions, contact your Suzuki dealer.**

Accessory installation guidelines

- Install aerodynamic-affecting accessories, such as a fairing, windshield, backrests, saddlebags, and travel trunks, as low as possible, and as close to the motorcycle and as near the center of gravity as is feasible. Check that the mounting brackets and other attachment hardware are rigidly mounted.
- Inspect for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.

- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.
- Some accessories may make it difficult to achieve the correct riding position, or cause usability to deteriorate. Check that you can attain the correct riding position.
- Select only electrical accessories which do not exceed the motorcycle's electrical system capacity. Severe overloads may damage the wiring harness or create hazardous situations. Use genuine Suzuki accessories.

LOADING

Loading limit

- Loading the motorcycle will make the handling and safety characteristics of the motorcycle different than when it is not loaded.
- Never exceed the G.V.W.R. (Gross Vehicle Weight Rating) of this motorcycle. The G.V.W.R. is the maximum combined weight of the machine, accessories, payload, rider and passenger. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the riding stability.

G.V.W.R.: 430 kg (948 lbs)
at the tire pressure (cold)

Front: 250 kPa (2.50 kgf/cm², 36 psi)

Rear: 290 kPa (2.90 kgf/cm², 42 psi)

WARNING

Overloading or improper loading can cause loss of motorcycle control and a crash.

Follow loading limits and loading guidelines in this manual.

Loading guidelines

This motorcycle is primarily intended to carry small items when you are not riding with a passenger. Follow the loading guidelines below:

- When loading luggage onto the rear seat, fix it firmly in place with rubber straps, etc. Do not overload with luggage.
- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Keep cargo weight low and as close to the center of the motorcycle as possible.
- Adjust suspension setting as necessary.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.

- Do not attach luggage compartments, load boxes, or other items that protrude from the tail end outside the body of the motorcycle.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to “TIRE PRESSURE AND LOADING” on page 3-73.
- Improperly loading your motorcycle can reduce your ability to balance and steer the motorcycle. Ride more slowly when carrying luggage or with accessories attached.

⚠ WARNING

If luggage touches a hot exhaust pipe, muffler or engine, it may cause the luggage or motorcycle to catch fire.

When loading luggage on the motorcycle, do not allow it to touch hot parts.

⚠ WARNING

Placing objects in the space behind the fairing can interfere with steering and can cause loss of control.

Do not carry any objects in the space behind the fairing.

MODIFICATION

Do not make improper modifications.

Modifications related to the structure or functioning of this motorcycle may impair its maneuverability, increase exhaust noise, or even reduce the life of the vehicle. In addition to offend against the law, such modifications may be a nuisance to others.

The frame of this motorcycle is made of an aluminum alloy. Therefore, never make any modifications such as drilling or welding to the frame as it weakens the frame significantly. This could result in an unsafe vehicle operating condition and subsequent crash. Suzuki will not be responsible in any way for personal injury or damage to the motorcycle caused by frame modifications. Bolt-on-accessories that do not modify the frame in any way may be installed, provided that you do not exceed the loading limit described in this section.

Modifications to the motorcycle are not covered by warranty.

- This motorcycle complies with emission regulations. It is equipped with a catalytic converter that cleans exhaust gases. Altering the muffler may make this motorcycle non-compliant with emission regulations. Consult a Suzuki dealer when replacing the muffler.
- Mufflers are engraved with a “Suzuki” mark to indicate that they are genuine Suzuki parts.
- Do not self-tune the engine or remove parts. Consult a Suzuki dealer regarding engine tuning.
- We recommend that you use genuine Suzuki parts and specified / recommended oils and lubricants for your motorcycle. Genuine parts are thoroughly inspected and are made to be suitable for Suzuki motorcycles.
- Comply with loading limits when attaching luggage or accessories to the motorcycle.

⚠ WARNING

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

Never make any modifications to the frame.



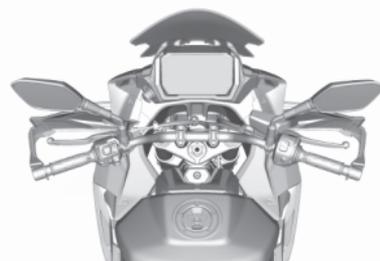
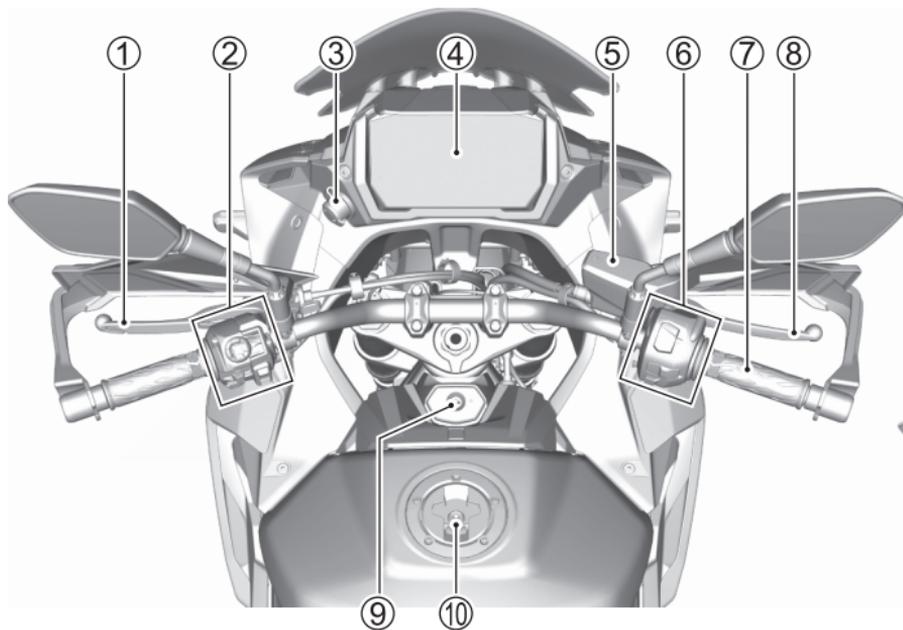


CONTROLS, EQUIPMENT AND ADJUSTMENTS

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CONTROLS, EQUIPMENT AND ADJUSTMENTS
NAMES OF PARTS AND LAYOUT DIAGRAM (PICTURE INDEX)
LOCATION OF PARTS

Around the Handlebar

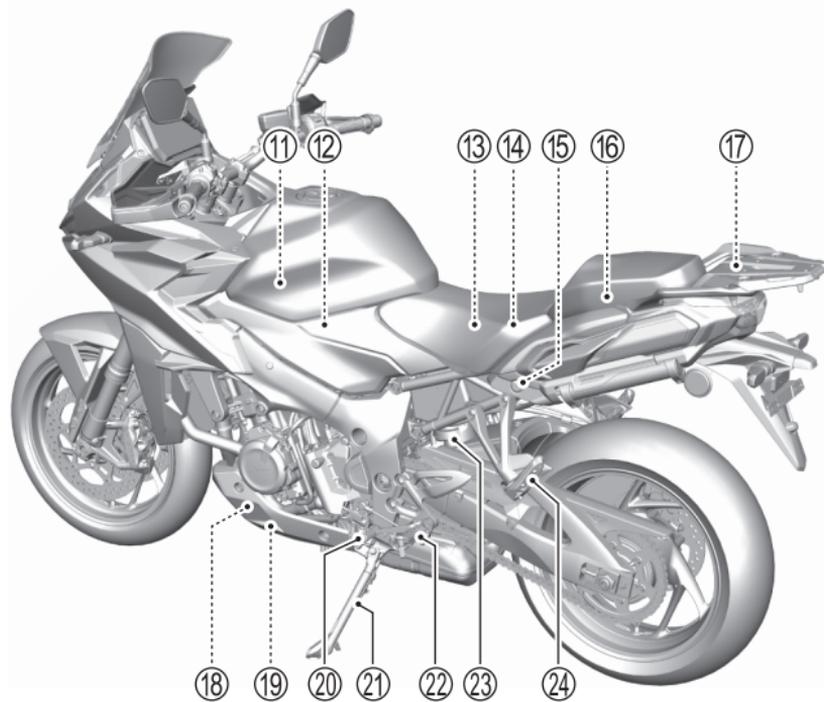


Canada

Around the Handlebar

- ① Clutch lever
- ② Left handlebar switches ( 2-8)
- ③ USB socket ( 2-213)
- ④ Instrument panel ( 2-20)
- ⑤ Front brake fluid reservoir ( 3-60)
- ⑥ Right handlebar switches ( 2-8)
- ⑦ Throttle grip
- ⑧ Front brake lever ( 2-204)
- ⑨ Ignition switch ( 2-176)
- ⑩ Fuel tank cap ( 2-193)

Left Side View

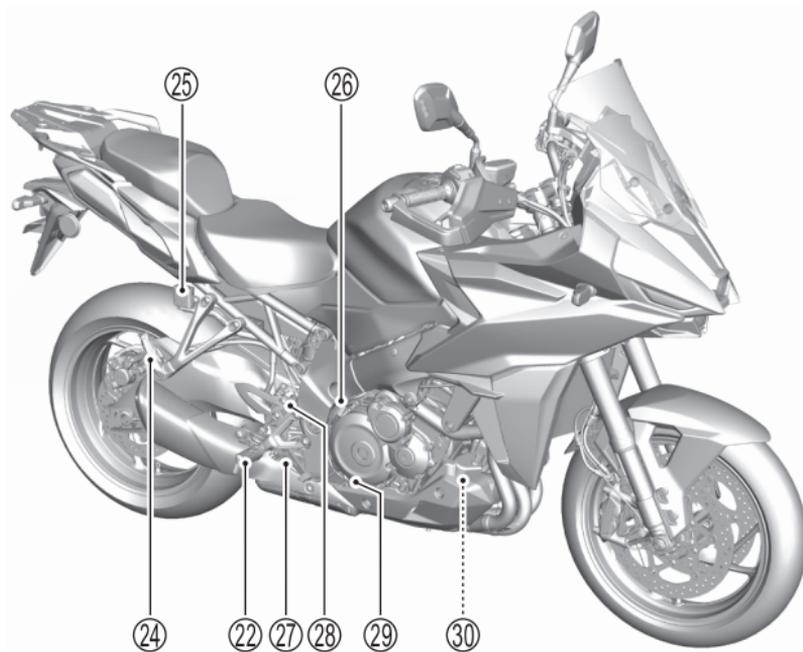


Canada

Left Side View

- ⑪ Air cleaner (☞ 3-29)
- ⑫ Air cleaner drain plug (☞ 3-33)
- ⑬ Battery (☞ 3-24)
- ⑭ Fuses (☞ 3-92)
- ⑮ Seat lock (☞ 2-207)
- ⑯ Tools (☞ 3-13)
- ⑰ Rear carrier (☞ 2-215)
- ⑱ Engine oil filter (☞ 3-33)
- ⑲ Engine oil drain plug (☞ 3-33)
- ⑳ Gearshift lever (☞ 2-196, 3-69)
- ㉑ Side stand (☞ 2-210)
- ㉒ Footrests
- ㉓ Rear suspension (☞ 2-144)
- ㉔ Passenger footrests

Right Side View

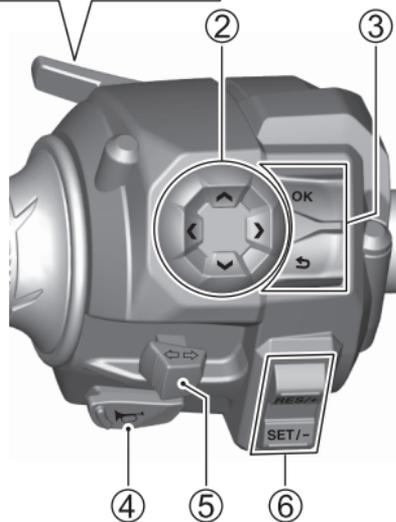
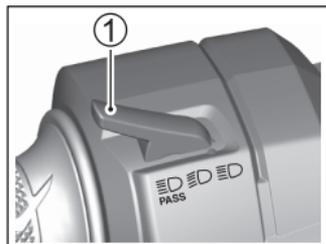


Canada

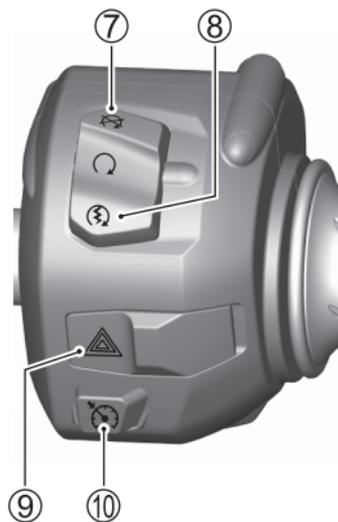
Right Side View

- ②5 Rear brake fluid reservoir (☞ 3-60)
- ②6 Engine oil filler cap (☞ 3-33)
- ②7 Rear brake pedal (☞ 3-66)
- ②8 Rear brake light switch (☞ 3-67)
- ②9 Engine oil inspection window (☞ 3-33)
- ③0 Engine coolant reservoir (☞ 3-46)

HANDLEBAR SWITCHES



LEFT HANDLEBAR



RIGHT HANDLEBAR

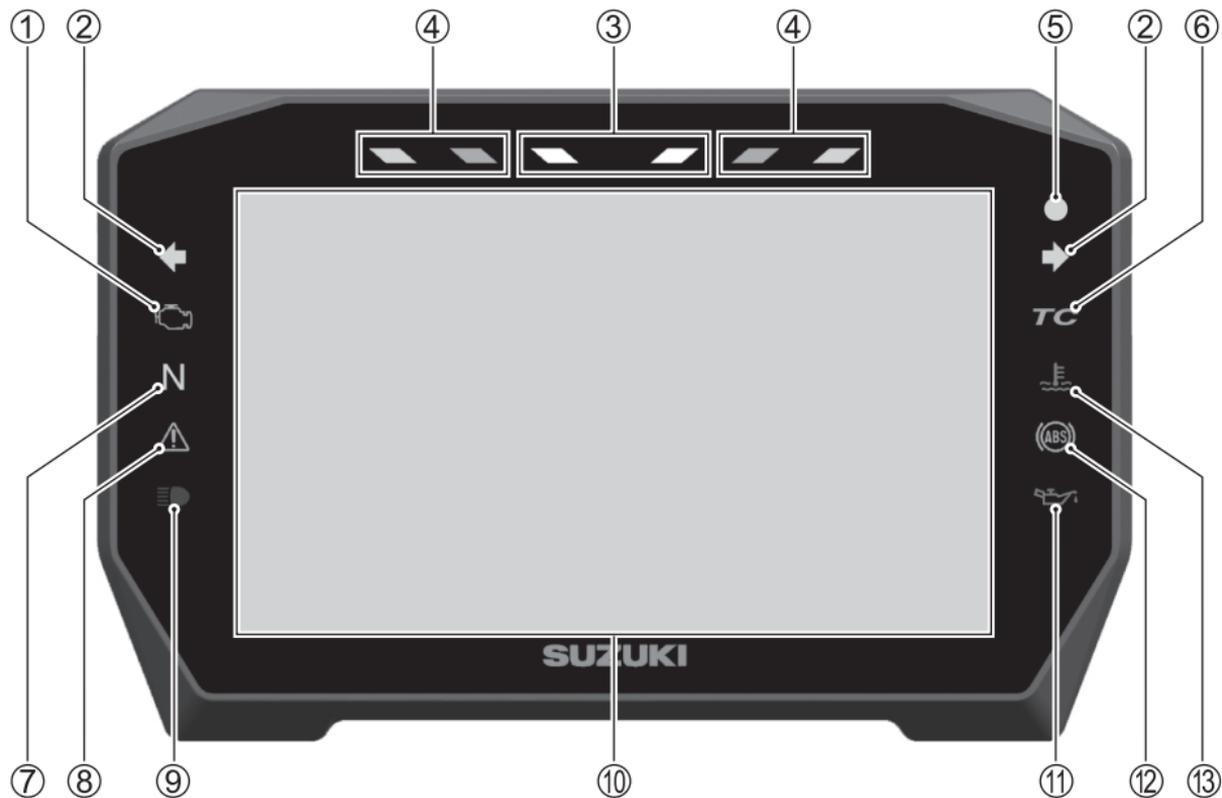
LEFT HANDLEBAR

- ① Dimmer switch / Headlight flasher switch (☞ 2-182)
- ② SELECT switch ▲ / ▼ / ▶ / ◀ (☞ 2-183)
- ③ MODE switch **OK** / **S** (☞ 2-183)
- ④ Horn switch (☞ 2-183)
- ⑤ Turn signal light switch (☞ 2-184)
- ⑥ CRUISE SPEED switch **RES/+** / **SET/-** (☞ 2-183)

RIGHT HANDLEBAR

- ⑦ Engine stop switch (☞ 2-185)
- ⑧ Electric starter switch (☞ 2-185)
- ⑨ Hazard warning switch (☞ 2-186)
- ⑩ Cruise control switch (☞ 2-186)

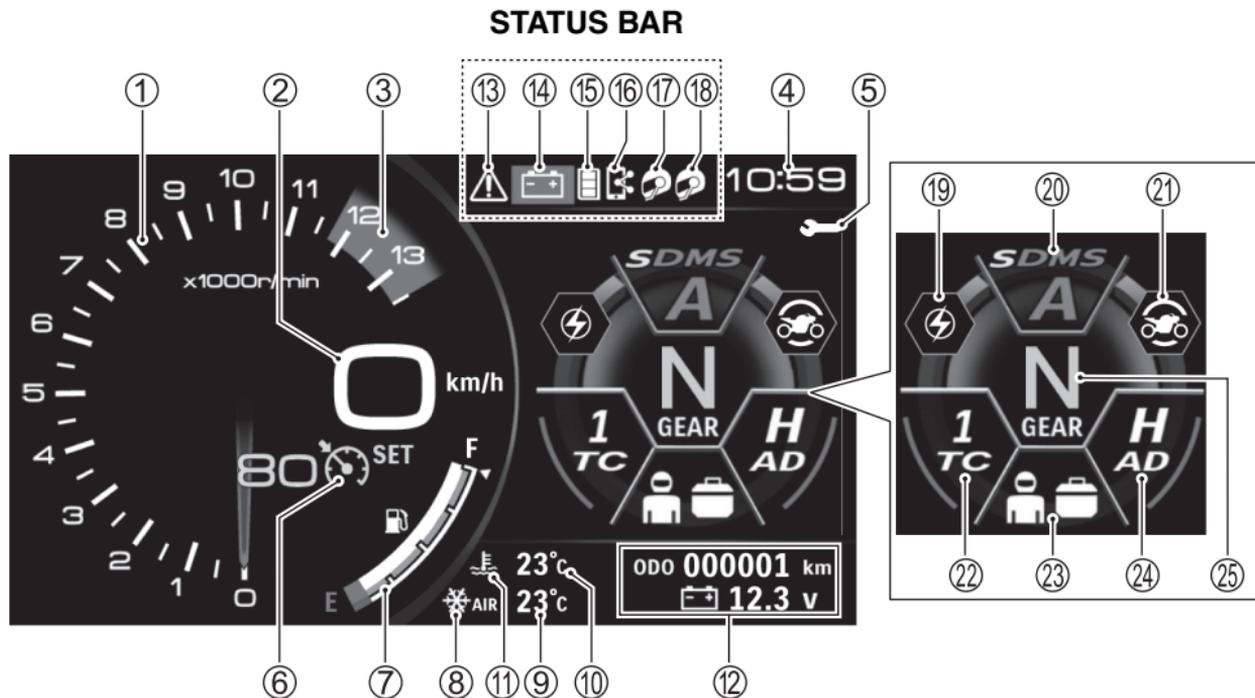
WARNING AND INDICATOR LIGHTS



- ① Malfunction indicator light (☞ 2-24)
- ② Turn signal indicator light (☞ 2-21)
- ③ Engine rpm indicator light (MAIN) (☞ 2-22)
- ④ Engine rpm indicator light (SUB) (☞ 2-22)
- ⑤ Photo sensor (☞ 2-30)
- ⑥ Traction control indicator light (☞ 2-22)
- ⑦ Neutral indicator light (☞ 2-24)
- ⑧ Master warning indicator light (☞ 2-26)
- ⑨ Hi beam indicator light (☞ 2-27)
- ⑩ LCD (☞ 2-12)
- ⑪ Oil pressure warning indicator light (☞ 2-27)
- ⑫ ABS indicator light (☞ 2-29)
- ⑬ Engine coolant temperature warning indicator light (☞ 2-28)

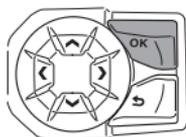
LCD

<RIDE view>



NOTE: The names and sentences displayed on the LCD are displayed in English only.

Press and hold the MODE switch **OK** for about 2 seconds to switch to the MENU view.



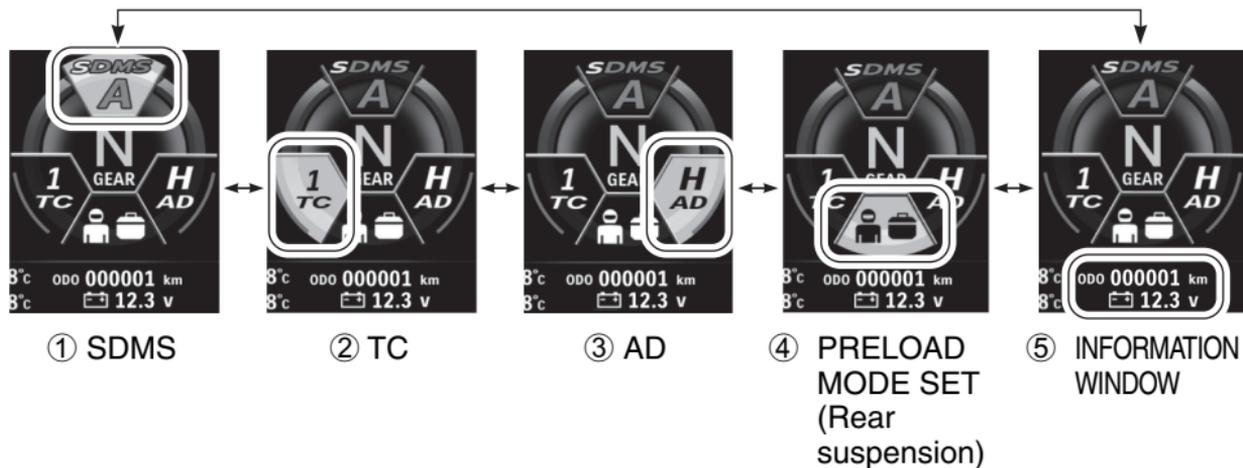
2 seconds

- ① Tachometer (☞ 2-32)
- ② Speedometer (☞ 2-31)
- ③ Red zone (☞ 2-32)
- ④ Clock (☞ 2-53)
- ⑤ Service reminder indicator (☞ 2-39)
- ⑥ Cruise control indicator (☞ 2-168)
- ⑦ Fuel level indicator (☞ 2-38)
- ⑧ Freeze indicator (☞ 2-36)
- ⑨ Ambient air temperature indicator (☞ 2-35)
- ⑩ Engine coolant temperature indicator (☞ 2-33)
- ⑪ Engine coolant temperature indicator symbol
- ⑫ Information window (☞ 2-46)
- ⑬ Master warning indicator (☞ 2-26)
- ⑭ Electrical charging indicator symbol (☞ 2-39)

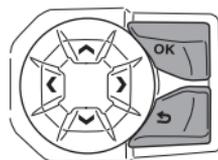
- ⑮ Phone battery status indicator (☞ 2-42)
- ⑯ Phone connection status indicator (☞ 2-40)
- ⑰ Rider Headset indicator (☞ 2-44)
- ⑱ Passenger Headset indicator (☞ 2-44)
- ⑲ Engine rpm indicator (☞ 2-107)
- ⑳ SDMS- α * (Suzuki drive mode selector alpha) (☞ 2-156)
- ㉑ EP indicator (Electronic control protection activate) (☞ 2-45)
- ㉒ Traction control system indicator (☞ 2-161)
- ㉓ Preload mode indicator (☞ 2-147)
- ㉔ Active damping control mode indicator (☞ 2-114)
- ㉕ Gear position indicator (☞ 2-37)

* SDMS- α is abbreviated and displayed as SDMS on the instrument panel. In this owner's manual too, SDMS is used in the description to maintain consistency with the display on the instrument panel.

<RIDE SETTING>



To change the display, push the MODE switch **OK** or MODE switch **↩**.



Short-press

The RIDE view has the following items from ① to ⑤.

① **SDMS** (👉 2-156)

- Select the SDMS- α (Suzuki drive mode selector alpha) setting from A, B, C modes.

② **TC** (👉 2-161)

- Select the traction control system setting from OFF, 1-7.

③ **AD** (👉 2-145)

- Select the active damping control setting from H, M, S, U modes.

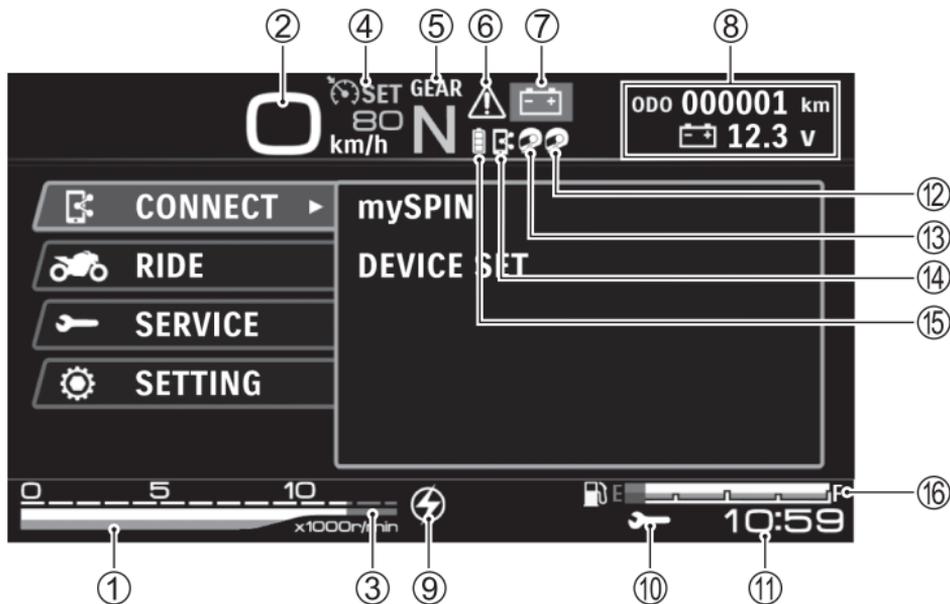
④ **PRELOAD MODE SET (Rear suspension)** (👉 2-147)

- Select the preload setting from MANUAL and AUTO modes.

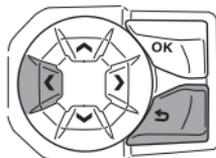
⑤ **INFORMATION WINDOW** (👉 2-46)

- Odometer / Voltmeter
- Trip meter 1 / Average fuel consumption meter
- Trip meter 1 (Average speed) / Trip meter 1 (Cumulative time)
- Trip meter 2 / Average fuel consumption meter
- Trip meter 2 (Average speed) / Trip meter 2 (Cumulative time)
- Driving range meter / Instantaneous fuel consumption meter

<MENU view>



Press the SELECT switch  or MODE switch  to return the RIDE view.



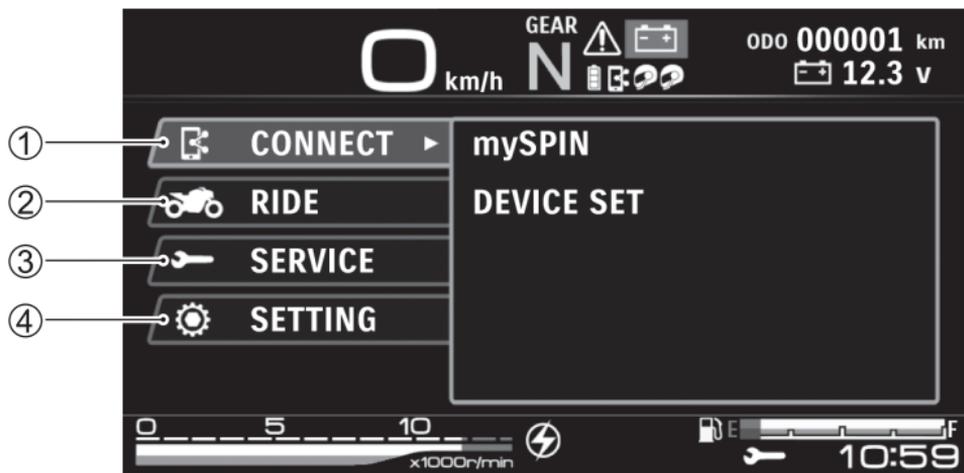
Short-press

- ① Tachometer (👉 2-32)
- ② Speedometer (👉 2-31)
- ③ Red zone (👉 2-32)
- ④ Cruise control indicator (👉 2-168)
- ⑤ Gear position indicator (👉 2-37)
- ⑥ Master warning indicator (👉 2-26)
- ⑦ Electrical charging indicator symbol (👉 2-39)
- ⑧ Information window (👉 2-46)
- ⑨ Engine rpm indicator (👉 2-107)
- ⑩ Service reminder indicator (👉 2-39)
- ⑪ Clock (👉 2-53)
- ⑫ Passenger Headset indicator (👉 2-44)
- ⑬ Rider Headset indicator (👉 2-44)
- ⑭ Phone connection status indicator (👉 2-40)
- ⑮ Phone battery status indicator (👉 2-42)
- ⑯ Fuel level indicator (👉 2-38)

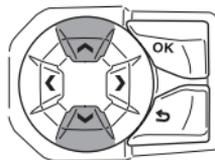
NOTE:

- *The display switches to the MENU view only when the motorcycle speed is less than 10 km/h (6 mph).*
- *The display transitions from the MENU view to the RIDE view in the following scenarios.*
 - *Press the SELECT switch  or MODE switch .*
 - *Motorcycle speed reaches at least 10 km/h (6 mph)*

<MENU SETTING>



Operate the SELECT switch  /  to set each item in the MENU view.



**UP
or
DOWN**

The MENU view has the following items from ① to ④.

① **CONNECT** (☞ 2-58)

- mySPIN (☞ 2-68)
 - Set the “SUZUKI mySPIN” (APP).
- DEVICE SET (☞ 2-94)
 - Connection settings for smartphone devices and Headset devices.

② **RIDE** (☞ 2-107)

- RPM SET (☞ 2-107)
 - Set the engine rpm indicator light.
- ADC USER MODE SET (☞ 2-114, 2-145)
 - Set the front/rear suspension active damping control mode setting.
- R PRELOAD MODE SET (☞ 2-114, 2-147)
 - Set the rear suspension preload mode setting.
- SRAS SET (☞ 2-154)
 - Set the rough road mode setting. (ON/OFF)
- QS SET (☞ 2-115)
 - Set the Quick Shift. (ON/OFF)

③ **SERVICE** (☞ 2-117)

- WARNING MANAGER (☞ 2-117)
 - Set the warning manager.
- NEXT SERVICE (☞ 2-118)
 - Set the service reminder.

④ **SETTING** (☞ 2-122)

- BRIGHTNESS (☞ 2-123)
 - Set the LCD brightness.
- DAY / NIGHT (☞ 2-125)
 - LCD display background color setting.
- UNIT (☞ 2-128)
 - Set the units.
- DATE / TIME (☞ 2-132)
 - Set the date and time.
- DEFAULT SET (☞ 2-140)
 - MENU settings to their defaults.
- SYSTEM INFO (☞ 2-143)
 - Check the information of each system.

INSTRUMENT PANEL

WARNING

Operating the switches to change the display while riding should be done within the limits of what traffic conditions allow. It is the rider's responsibility to ride safely.

Pay close attention to traffic conditions when operating the switches to change the display.

WARNING

When operating the display, incorrect operation of the handlebar switch may cause an accident.

When operating the display, make sure that the mode is shifted and the values are set as intended before riding.

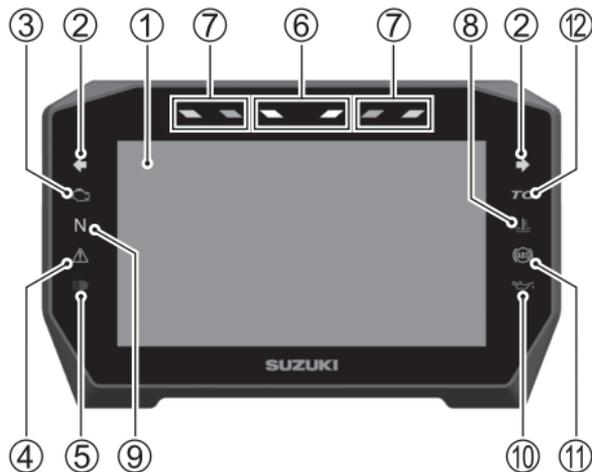
NOTE: If the LCD screen becomes hot, the pairing with the smartphone or Headset device may be disconnected.

INITIAL METER DISPLAY

When you turn the ignition switch “ON”, the LCD (Liquid Crystal Display) ① performs the opening operation.

- The following indicator lights come on for 3 seconds.
 - Turn signal indicator light ②
 - Malfunction indicator light ③
 - Master warning indicator light ④
 - Hi beam indicator light ⑤
 - Engine rpm indicator light (MAIN) ⑥
 - Engine rpm indicator light (SUB) ⑦
 - Engine coolant temperature warning indicator light ⑧
 - Neutral indicator light ⑨
- The following indicator lights come on.
 - Oil pressure warning indicator light ⑩
 - ABS indicator light ⑪
 - Traction control indicator light ⑫

NOTE: Refer to the explanation of each indicator in this section for the turn-off condition.



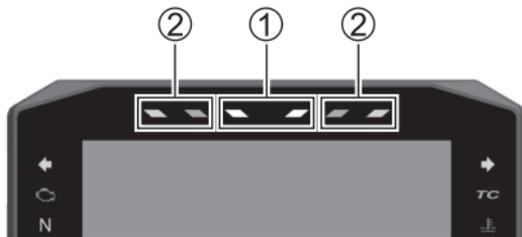
TURN SIGNAL INDICATOR LIGHT “↔”

Operate the right or left turn signal switch to make the turn signal indicator blink.

NOTE: If a turn signal light is not operating properly due to circuit failure, the indicator will blink quickly to warn the rider of the existence of a problem.

ENGINE RPM INDICATOR LIGHT (MAIN), (SUB)

When engine speed reaches the set value, the engine rpm indicator light (MAIN) ①, (SUB) ② come on or blink to indicate when to upshift. Methods of lighting and engine speed settings can be changed in the engine rpm indicator light setting mode. For details on the engine rpm indicator, see “RPM SET” on page 2-107.



TRACTION CONTROL INDICATOR LIGHT “TC”

Traction control (TC) indicator operation differs depending on the motorcycle settings. For details, see “SMART T.L.R.” on page 2-161.

The traction control indicator:

- Comes on when the ignition switch is turned ON, and turns off when the speed reaches approximately 10 km/h (6 mph) and the traction control system is operable.
- Blinks when the traction control system is operating.
- Lights constantly while the traction control system is set to OFF.

If the traction control (TC) indicator comes on other than when the ignition switch is turned ON, park the motorcycle in a safe place and turn the ignition switch off. Wait for a short time, start the engine, and then check whether the traction control indicator “TC” and malfunction indicator come on when the motorcycle is traveling at 10 km/h (6 mph) or faster.

- The motorcycle is functioning correctly if the traction control (TC) indicator turns off when the motorcycle is traveling at 10 km/h (6 mph) or faster.
- The motorcycle is not functioning correctly if the traction control (TC) indicator does not turn off when the motorcycle is traveling at 10 km/h (6 mph) or faster. If the light does not go off, consult your Suzuki dealer.

WARNING

When the traction control system malfunctions, the traction control (TC) indicator and malfunction indicator come on at the same time. The traction control system does not operate in these circumstances.

When these indicators come on at the same time, set the traction control system to OFF, and consult your Suzuki dealer.

NEUTRAL INDICATOR LIGHT “N”

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

MALFUNCTION INDICATOR LIGHT “”

When the ignition switch is turned ON, the malfunction Indicator light comes on for 3 seconds as a lamp check, and then turns off.

- (EU, UK)

When there is a malfunction in an emission control device or engine electrical device or the misfire is detected, the malfunction indicator light comes on or blinks.

If the malfunction indicator light comes on or blinks, “FI” appears on the meter display at the same time.

- (Except for EU, UK)

When there is a malfunction in an emission control device or engine electrical device, the malfunction indicator light comes on.

If the malfunction indicator light comes on, “FI” appears on the meter display at the same time.

For details, see “DIAGNOSIS DISPLAY” on page 2-54.

NOTICE

Continuing to run the engine with malfunction indicator light coming on or blinking may affect the emission device or drivability.

**When the light blinks while the engine is running, stop the motorcycle in a safe place immediately in order to avoid damaging the catalytic converter. (EU, UK)
If you ride the motorcycle under this situation, ride at slow speed without opening the throttle widely and then have your motorcycle inspected immediately by your Suzuki dealer.**

NOTE: If the malfunction indicator light is lit or blinking, consult your Suzuki dealer immediately.

MASTER WARNING INDICATOR LIGHT

“”

When the ignition switch is turned ON, the master warning indicator light comes on for 3 seconds as a lamp check, and then turns off.

When an issue related to the following occurs, the master warning indicator light comes on or blinks:

- Engine - related failure
- Handlebar switches failure
- Motorcycle falls over

For details, see “DIAGNOSIS DISPLAY” on page 2-54.

NOTE: If the master warning indicator light is lit or blinking, consult your Suzuki dealer immediately.

MASTER WARNING INDICATOR (White)

“”

When an issue related to the following occurs, at the status bar, master warning indicator (white) comes on:

- Data communication failure
- KEY - related failure
- Engine - related failure
- Handlebar switches failure
- Motorcycle falls over

For details, see “DIAGNOSIS DISPLAY” on page 2-54.

NOTE: If the master warning indicator (White) is lit, consult your Suzuki dealer immediately.

HI BEAM INDICATOR LIGHT “”

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

OIL PRESSURE WARNING INDICATOR LIGHT “”

When the ignition switch is turned on, the oil pressure warning indicator light comes on. Normally, oil pressure warning indicator light turns off after the engine starts.

NOTICE

After starting the engine, opening the throttle or running the motorcycle with the oil pressure warning indicator light turned on, may adversely affect the engine.

Make sure that the oil pressure warning indicator light has turned off before operating the throttle or running the motorcycle.

NOTICE

Riding the motorcycle or running the engine when the oil pressure warning indicator light comes on, may damage the engine.

If the oil pressure warning indicator light comes on, indicating low oil pressure, stop the engine immediately. Check the oil level and add oil if necessary. If there is a proper amount of oil and the light still does not turn off, have your authorized Suzuki dealer or a qualified mechanic inspect your motorcycle.

ENGINE COOLANT TEMPERATURE WARNING INDICATOR LIGHT “”

This indicator light comes on when the coolant temperature reaches 120°C (248°F) or more. When the engine coolant temperature warning indicator light comes on, stop the engine and check the coolant level after the engine cools.

For details, see “ENGINE COOLANT TEMPERATURE INDICATOR “” on page 2-33.

ABS INDICATOR LIGHT “(ABS)”

- This indicator normally comes on when the ignition switch is turned “ON” and turns off after the motorcycle speed exceeds 10 km/h (6 mph).
- If there is a problem with the ABS (Anti-lock Brake System), this indicator light comes on. The ABS does not operate when the ABS indicator light is on.

WARNING

The ABS does not operate if the ABS indicator light is lit. Suddenly and overly applying the brakes when the ABS indicator light is lit may cause the wheels to lock, which may result in loss of control.

Have your motorcycle inspected by a Suzuki dealer promptly.

WARNING

Riding the motorcycle with the ABS indicator light on can be hazardous.

If the ABS indicator light blinks or comes on while riding, stop the motorcycle in a safe place and turn off the ignition switch. Wait a few minutes, turn the ignition switch “ON”, and check whether the indicator light comes on.

- **If the indicator light turns off after starting to ride, the ABS will be functioning.**
- **If it does not turn off after starting to ride, the ABS is not functioning. You should have the system checked by an authorized Suzuki dealer as soon as possible.**

NOTE:

- *If the ABS indicator light turns off after you start the motorcycle but before you begin riding, check the ABS indicator light function by turning the ignition switch off and on. If the ABS indicator light does not come on when the ignition switch is turned on, you should have the system checked by an authorized Suzuki dealer as soon as possible.*
- *The ABS indicator light can turn off if the engine is revved at high speed before you begin riding.*

PHOTO SENSOR

The photo sensor detects ambient brightness and adjusts the LCD to optimal brightness. WHITE or BLACK is selected in accordance with the set brightness if the background color is set to AUTO.

- To set the LCD brightness, see “BRIGHTNESS” on page 2-123.
- To set the LCD background color, see “DAY/NIGHT” on page 2-125.

NOTE:

- *The instrument panel is provided with a photo sensor, which automatically adjusts the brightness of the TFT and dial according to the surrounding brightness. If the photo sensor is covered, automatic light adjustment may not function correctly.*
- *If the TFT display becomes hot, the screen may become dark. Once the temperature drops, the screen returns to the normal condition. However, if the screen continues to remain dark, consult your Suzuki dealer to have the motorcycle inspected.*

SPEEDOMETER

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

NOTE:

- For details about switching between km/h and mph, see “UNIT” on page 2-128.
- Select km/h or mph as appropriate, to comply with traffic regulations.
- Check the speedometer display after changing the units.



RIDE view



MENU view

If you start riding before the “RIDE view” is displayed, the meter will only show the speed.



TACHOMETER

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

<Red zone>

The red zone ① indicates an engine speed range in excess of permissible engine speed. Operating the engine in the red zone will stop it from running smoothly and negatively affect engine life.



RIDE view



MENU view

ENGINE COOLANT TEMPERATURE INDICATOR “”

This motorcycle is equipped with a liquid crystal display (LCD) featuring an engine coolant temperature indicator ①, an engine coolant temperature indicator symbol ②, and an engine coolant temperature warning indicator light ③ to display the temperature of coolant.



The following information appears when the engine coolant temperature is not 20°C (68°F) or more and less than 120°C (248°F).

Engine coolant temperature is less than 20°C (68°F)

- Engine coolant temperature indicator ① appears in “_ _ _” format.

Engine coolant temperature is 120°C (248°F) or more and less than 125°C (257°F)

- Engine coolant temperature indicator ① blinks. (Only the numeric part blinks.)
- Engine coolant temperature warning indicator light ③ turns on.

Engine coolant temperature is more than 125°C (257°F)

- Engine coolant temperature indicator ① blinks with the HI display.
- Engine coolant temperature warning indicator light ③ turns on.

If the engine coolant temperature indicator shows “HI”, stop the engine and check the coolant level in the reservoir tank after the engine has cooled down. For details, see “IN CASE OF OVERHEATING (ENGINE COOLANT TEMPERATURE WARNING INDICATOR LIGHT COMES ON)” on page 4-3.

NOTICE

Riding the motorcycle while it is overheating may cause engine damage.

If the engine coolant temperature warning indicator light turns on, shut off the engine and allow it to cool. Do not start the engine until the engine coolant temperature warning indicator light turns off.

AMBIENT AIR TEMPERATURE INDICATOR

The ambient air temperature indicator always shows the ambient temperature.

- The temperature display range is from -10°C to 50°C (14°F to 122°F).
- The ambient air temperature indicator displays “Lo” when the ambient air temperature is below -11°C (13°F).
- The ambient air temperature indicator displays “Hi” when the ambient air temperature is above 51°C (123°F).



NOTE:

- *Use the temperature display as a guide. This display may not appear correctly when the motorcycle is stopped or moving at low speed.*
- *When the motorcycle is stopped, the engine heat could influence the displayed temperature.*

Low Temperature

A pop-up window “ICY ROAD” ① appears on the instrument panel whenever the ambient temperature falls below 3°C (38°F).

The ambient air temperature indicator ② also blinks for 30 seconds. The freeze indicator ③ is displayed until the ambient temperature rises to 5°C (41°F) or higher.



NOTE:

- Use the temperature display as a guide. This display may not appear correctly when the motorcycle is stopped or moving at low speed.
- When the “ICY ROAD” pop-up display appears, there is a possibility of freezing of the road surface. Therefore, be particularly careful about the condition of the road surface.

GEAR POSITION INDICATOR

The gear position indicator displays gear position. This indicator displays “N” when the transmission is in neutral.

NOTE: When the display indicates “CHECK” in the meter display area, the gear position indicator does not indicate a number but indicates “-”.



FUEL LEVEL INDICATOR “”

The fuel level indicator shows the amount of fuel remaining in the fuel tank.

- The bar is displayed up to “F” when the fuel tank is full.
- The mark ① blinks when the fuel level drops below 4.8 L (5.0/4.2 US/Imp qt).
- The mark ① and “E” zone ② blink when the fuel drops below 1.9 L (2.0/1.7 US/Imp qt).



②
RIDE view



MENU view

Fuel tank	Bar	 Mark
Full		
Approximately 4.8 L		Blink 
Approximately 1.9 L		Blink 

NOTICE

Using all of the gasoline in the fuel tank (running out of gasoline) will damage the catalytic converter.

Replenish gasoline before it runs out.

NOTE:

- *The fuel level indicator will not indicate correctly when the motorcycle is placed on the side stand. Turn the ignition switch to the “ON” position when the motorcycle is held upright.*
- *The display of the fuel level indicator may change when riding the motorcycle tilted. Always check the fuel level while the motorcycle is straight up.*
- *If the fuel mark blinks, fill the fuel tank immediately. Also, the “E” zone blinks when the fuel tank is almost empty.*

SERVICE REMINDER INDICATOR “”

You can be reminded when the next service is due by setting the date and distance. When the set date or distance has been reached, the service reminder indicator “” comes on.

For details, see “③ SERVICE” on page 2-117.

NOTE: Consult your Suzuki dealer for the appropriate service reminder setting.

ELECTRICAL CHARGING INDICATOR SYMBOL “”

The electrical charging indicator symbol comes on when a failure occurs in the charging system for the battery.

NOTE: Consult your Suzuki dealer if the indicator symbol comes on.

PHONE CONNECTION STATUS INDICATOR

When the motorcycle and the smartphone are connected, the phone connection status indicator appears in the status bar in the instrument panel.

It shows outgoing and incoming call and SUZUKI mySPIN app usage as follows.

Outgoing call	Incoming call	Using SUZUKI mySPIN	Indicator
Unavailable	Available	Unavailable	
Unavailable	Available	Unavailable	
Available	Available	Available	

NOTE:

- *Do not operate your smartphone while riding.*
- *Even if the device you use is Bluetooth® compatible model, it may not be able to connect.*
- *For more information on connection settings between the motorcycle and smartphone, see “DEVICE SET” on page 2-94.*
- *Using the SUZUKI mySPIN app enables the smartphone to connect with the motorcycle instrument panel so that app information can appear in the instrument panel and the app can be used.*

PHONE BATTERY STATUS INDICATOR

When the motorcycle and the smartphone are connected, the phone battery status indicator appears in the status bar in the instrument panel.

It shows the remaining battery of the connected smartphone as follows.

Battery level	Indicator
100% – 80%	
80% – 40%	
40% – 1%	
0%	

NOTE: The value may vary depending on the type of smartphone.

RIDER HEADSET INDICATOR / PASSENGER HEADSET INDICATOR

When the motorcycle and Headset devices are connected, the Rider Headset indicator ① or Passenger Headset indicator ② appears in the status bar in the instrument panel.



It shows each headset connection, music audible, make and receive a call as follows.

Rider Headset	Passenger Headset	Music audible	Make a call, Receive a call	Indicator
Connected	Not connected	Available (Rider Headset)	Available (Rider Headset)	
Not connected	Connected	Available (Passenger Headset)	Unavailable	
Connected	Connected	Available (Rider Headset, Passenger Headset)	Available (Rider Headset)	

NOTE:

- Even if the device you use is Bluetooth® compatible model, it may not be able to connect.
- For more information on connection settings between the motorcycle and Headset devices, see “DEVICE SET” on page 2-94.

EP INDICATOR (ELECTRONIC CONTROL PROTECTION ACTIVATE)

The EP indicator is displayed in the following situations.



- When the system is activated to suppress the engine output and gently decelerate the vehicle to a speed that avoids oscillations.

NOTE: For more information about this function, see page 2-153.

- When Quick Shift cannot operate due to high or low engine speed.

NOTE: The EP indicator is only displayed in RIDE view. It does not appear on the SUZUKI mySPIN screen.

INFORMATION WINDOW

Turn on the ignition switch to display RIDE view. Press MODE switch **OK** to select information window.

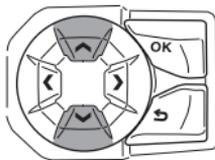
Selecting Information window causes the display to blink twice.

ODO **001234** km

 **12.0** v

How to Setting

Use the SELECT switch  /  to change the display.



UP
or
DOWN

NOTE: For details about switching between km/h and mph, km/L and L/100km, MPG IMP and MPG US, see "UNIT" on page 2-128.

WARNING

Concentrating on the meters and switches while riding can lead to accident.

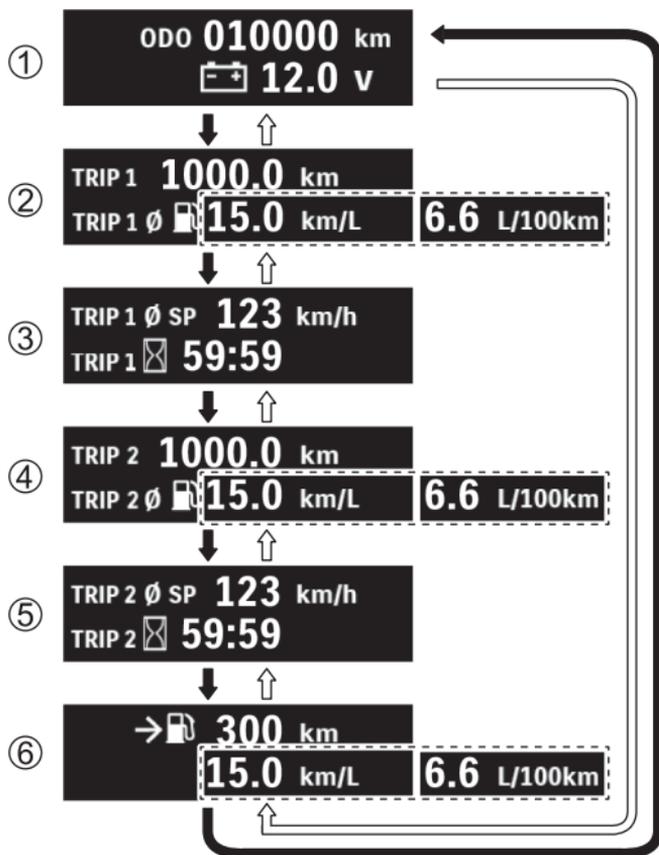
Never change the display while riding. Change or confirm settings when the motorcycle is stopped.

The items change as follows.

➡ : SELECT switch 

⇨ : SELECT switch 

- ① Odometer / Voltmeter
- ② Trip meter 1 / Average fuel consumption meter 1
- ③ Trip meter 1 (Average speed) / Trip meter 1 (Cumulative time)
- ④ Trip meter 2 / Average fuel consumption meter 2
- ⑤ Trip meter 2 (Average speed) / Trip meter 2 (Cumulative time)
- ⑥ Driving range meter / Instantaneous fuel consumption meter



Odometer

ODO 001234 km

The odometer registers the total distance that the motorcycle has been ridden. The odometer ranges from 0 to 999999.

NOTE: The odometer display locks at 999999 when the total distance exceeds 999999.

Trip Meter

TRIP 1 2345.6 km

Distances of up to 9999.9 after a reset will be displayed.

- There are 2 modes, TRIP 1 and TRIP 2.
- Press and hold the SELECT switch  for approximately 2 seconds to reset the display to 0.0. This reset operation only applies to either TRIP 1 or TRIP 2, not both.
- Performing the reset operation while the display is set, also resets the corresponding average fuel consumption meter, average speed and cumulative time.

NOTE: When the trip meter exceeds 9999.9, the trip meter will return to 0.0 and start counting again.

Average Fuel Consumption Meter

TRIP 1  24.0 km/L

TRIP 1  4.1 L/100km

TRIP 1  56.6 MPG US

TRIP 1  68.0 MPG IMP

- This meter displays the fuel consumption for the distance traveled for both TRIP 1 and TRIP 2. Displays are in the following ranges.
 - km/L: 0.1 – 99.9
 - MPG US, MPG IMP: 0.1 – 99.9
 - L/100km: 2.0 – 99.9
- To reset average fuel consumption meter, reset the trip meter.
- When the trip meter is displaying 0.0, average fuel consumption meter is displayed as --.-.

NOTE: The display shows estimated values, which may not be the same as actual values.

Trip Meter Average Speed

TRIP 1 \emptyset SP **24.0** km/h

- This meter displays average speed of TRIP 1 or TRIP 2.
- Resetting the trip meter also resets the corresponding average speed.

Trip Meter Cumulative Time

TRIP 1  **99:59**

- This indicator displays the cumulative time of the ignition switch being on, up to maximum of 99:59 counting from the last reset of the corresponding trip meter until the present time.
- Resetting the trip meter also resets the corresponding cumulative time.

Voltmeter



12.0 v

The voltmeter displays the battery voltage.

NOTE:

- *The displayed value may differ from the value of other instruments.*
- *If a voltage below 12.0 V is frequently displayed, have the motorcycle inspected by an authorized Suzuki dealer.*

Instantaneous Fuel Consumption Meter



24.0 km/L



4.1 L/100km



56.6 MPG US



68.0 MPG IMP

This indicator displays the instantaneous fuel consumption within the following ranges as the motorcycle is being ridden.

- km/L: 0.1 – 99.9
- MPG US, MPG IMP: 0.1 – 99.9
- L/100km: 2.0 – 99.9

NOTE:

- *Fuel consumption is not measured when the motorcycle speed is 3 km/h (2 mph) or less.*
- *The display shows estimated values, which may not be the actual values.*

Driving Range Meter



The driving range meter displays estimated driving range (distance) based on the remaining fuel. The driving range is recalculated when you refuel, but the indication may not change when only a small amount of fuel is added.

The driving range will not be recalculated when the motorcycle is placed on the side stand. Check the estimated driving range (distance) when the side stand is retracted. When the battery is disconnected, the driving range meter will be reset. When this happens, the meter indicates “— —” until the motorcycle is ridden for a certain distance.

NOTE:

- *Estimated driving range (distance) is an estimated value. The display may differ from the actual distance traveled, so we recommend that you refuel early.*
- *The meter does not use the average fuel consumption value to calculate driving range (distance) and the calculation result may not be the same as indicated by the average fuel consumption meter.*

CLOCK

The time is displayed using a 12-hour.



10:59

NOTE: For details on setting, see “DATE/TIME” on page 2-132.

NOTE: Even when the ignition switch is turned off, some current still flows through the instrument panel consuming power. Disconnect the battery if you will not ride the motorcycle for more than 2 months. For details, see “BATTERY” on page 5-3.

DIAGNOSIS DISPLAY

The Diagnosis display on the right side of the LCD shows the current failure information. If any of the following is displayed, immediately contact an authorized Suzuki dealer to have the motorcycle inspected.

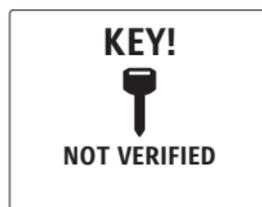
- ① Battery voltage is low



- ② Communication between controllers failed



- ③ Immobilizer not approved



- ④ Engine-related fault detected



- ⑤ Motorcycle fell over



⑥ Handlebar switch failed



⑦ E-SUS malfunction



NOTE: The engine cannot be started when "CHECK" is displayed. Inspect the below items. If the CHECK display does not disappear, have your motorcycle inspected by a Suzuki dealer.

- Are any fuses blown?
- Are the meter connectors connected?

NOTE: The failure diagnosis function may not work depending on the riding environment (Altitude, temperature, etc.).

NOTE: Use "WARNING MANAGER" in MENU view to review pop-up errors. For details, see "WARNING MANAGER" on page 2-117.

MENU view

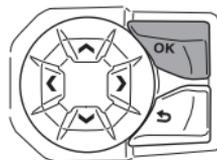


RIDE view



MENU view

Press and hold the MODE switch **OK** for about 2 seconds to switch to the MENU view.

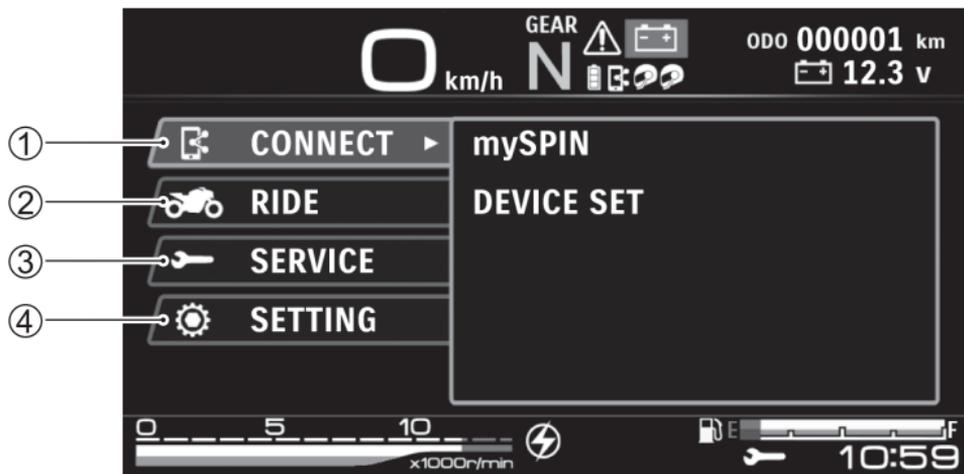


2 seconds

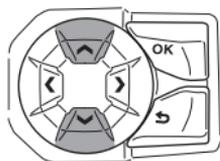
NOTE:

- The display switches to the MENU view only when the motorcycle speed is less than 10 km/h (6 mph).
- The display transitions from the MENU view to the RIDE view in the following scenarios.
 - Press the SELECT switch **◀** or MODE switch **↻**
 - Motorcycle speed reaches at least 10 km/h (6 mph)

Setting of Each Item



Operate the SELECT switch  /  to set each item in the MENU view.



UP
or
DOWN

① CONNECT

You can use SUZUKI mySPIN app installed on your smartphone while connected to the motorcycle.

Check the following points regarding app operation and connecting with your motorcycle.

- The SUZUKI mySPIN app is installed to your smartphone with default settings.
- Bluetooth® and wireless LAN is enabled on your smartphone.
- Headset devices is added to the smartphone and motorcycle as Bluetooth® devices. For details, see “DEVICE SET” on page 2-94.
- The location service is enabled on the app.
- Make sure the smartphone app is set to “Vehicle mode.”
- Check if the phone connection status indicator, Rider Headset indicator, Passenger Headset indicator, and phone battery status indicator are turned on.

NOTE: “Vehicle mode” is a mode in which app information appears in the motorcycle instrument panel, and the app is operated by the motorcycle’s left handlebar switches. Refer to “<Displaying app in the motorcycle instrument panel>” on page 2-64 for more information.

WHAT IS SUZUKI mySPIN?

The SUZUKI mySPIN app lets you display and operate apps in your smartphone from the display in the vehicle meter cluster. The customer's smartphone and the vehicle are connected via Bluetooth® and wireless LAN.

When the SUZUKI mySPIN app is pre-installed in the customer's smartphone, it functions as a launcher for the apps linked to the vehicle. A smartphone that has been connected once is connected automatically from the next time SUZUKI mySPIN is launched, and the applications can be displayed on the meter display of the customer's vehicle or operated with the vehicle handlebar switches. The applications that can be displayed or operated include calls, contact list, maps, music, and calendar services. You can extend the functionality by downloading third-party applications. For details of third-party applications, see the SUZUKI mySPIN application manual separately.

WARNING

Operating your smartphone while riding may lead to an accident.

Be sure to stop the vehicle when operating the smartphone.

NOTE: When using SUZUKI mySPIN, please check the End User License Agreement of SUZUKI mySPIN (App -> Option -> Information -> Legal) posted on the SUZUKI mySPIN App.

SYSTEM REQUIREMENTS

For the system requirements for the iOS version and Android version of the application, refer to the SUZUKI mySPIN application manual separately.

NOTE:

- Use the QR code (☞ 2-61) to check the smartphone models and OS versions compatible with the app. This application may stop working if you update only your smartphone OS. When you update the OS, also update the app to a compatible version.
- SUZUKI mySPIN uses the mobile data communication of the smartphone, and communication fee will be borne by the customer. Check the contents of your smartphone contract before use.
- In order to use the voice function of SUZUKI mySPIN, the meter must be connected to a headset. If the headset is not connected, some functions may not work.

- The contents of SUZUKI mySPIN displayed on the screen and the operation procedure of SUZUKI mySPIN may vary depending on the connected device and the version of the SUZUKI mySPIN application.
- If a problem occurs with SUZUKI mySPIN or device connection, stop in a safe place, turn off the ignition switch, and try connecting again.

Example:

- No sound from the Headset device
- Unable to connect/disconnect the meter to each device
- SUZUKI mySPIN application does not switch to "Vehicle mode"

Getting started

<Pairing your smartphone with the instrument panel>

Refer to DEVICE SET (☞ 2-94) and pair your smartphone with the instrument panel.

<How to download the app>

To download the SUZUKI mySPIN app, read the following QR code on your smartphone and download the app from the appropriate store.

“QR Code” is a registered trademark of DENSO WAVE INCORPORATED.

<https://play.google.com/store/apps/details?id=com.SUZUKI.SUZUKImySPIN>



<Google Play>

<https://apps.apple.com/us/app/suzuki-myspin/id1528917673>



<App Store>

If you are unable to access the download page from the URL or QR code, please search for “SUZUKI mySPIN” on the app store.

<How to download the app manual and FAQs>

To download the SUZUKI mySPIN app manual and FAQs, read the following QR code on your smartphone and download the app manual and FAQs.

https://www.globalsuzuki.com/motorcycle/app/suzukimyspin/suzukimyspin_faq_man_slctn_lang.pdf



<App Manual and FAQs>

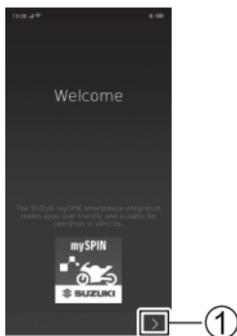
<Running the application>

1. Tap the SUZUKI mySPIN app in your smartphone to start it.



<When connecting the app for the first time>

The following screen is displayed automatically when the app is started for the first time. Follow the procedure below to make the initial settings. Tap  ① at the bottom of the screen.



NOTE: Refer to the SUZUKI mySPIN app manual for more information on the default settings of the app. (☞ 2-62)

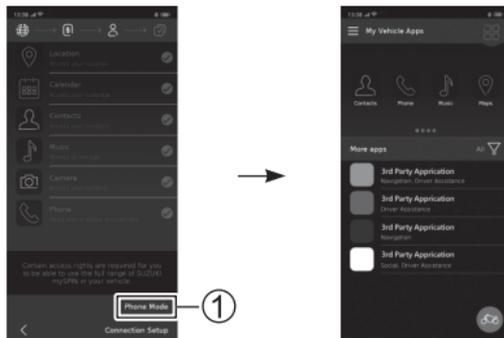
<Displaying app in the motorcycle instrument panel>

Once your smartphone is paired with the instrument panel, change the app settings in the smartphone from “Phone mode” to “Vehicle mode.”

“Phone mode”

Phone mode is used to configure settings via the smartphone before connecting with the motorcycle. Here, you can also reference a list of the app icons that appear in the motorcycle instrument panel and a list of third-party apps compatible with the SUZUKI mySPIN app.

1. On the initial configuration completion screen on your smartphone, tap “Phone Mode” ①.
2. The home screen for Phone mode appears.



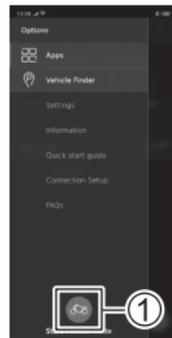
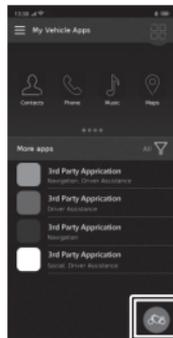
“Vehicle mode”

“Vehicle mode” is the mode that allows smartphone apps to be operated using the motorcycle handlebar switches while the smartphone and the meter are connected.

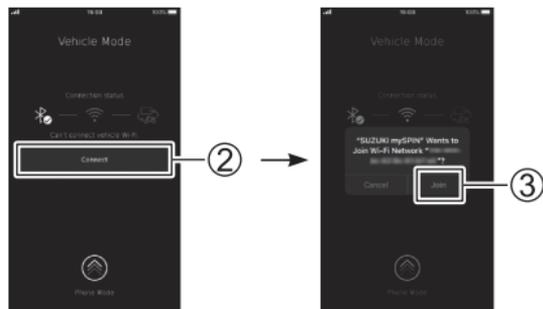
NOTE: Wireless LAN must be enabled on the smartphone to transition to “Vehicle mode.” Location service must also be enabled.

Switching from “Phone mode” to “Vehicle mode”

1. Tap the “Vehicle Mode” button ① in the Phone mode home screen or Options menu to automatically start the wireless LAN connection between the smartphone and meter. When the connection is complete, the smartphone switches to “Vehicle mode.”



With the iOS version, the following screen may be displayed when connecting to wireless LAN. After selecting “Connect” ②, select “Join” ③.



2. The “Vehicle mode” screen appears. When the smartphone app is in Vehicle mode, SUZUKI mySPIN app appears in the motorcycle instrument panel and app operations can be performed with the left handlebar switches.



NOTE:

- *The smartphone must be unlocked (not in sleep mode) with the SUZUKI mySPIN app started in the foreground to use “Vehicle mode.” The connection with the instrument panel will be disconnected once the smartphone screen is locked (or in sleep mode).*
- *The app can no longer be controlled on the smartphone once the app is in “Vehicle mode.” To control the app from the smartphone, swipe up on “

2-67*

mySPIN

The home screen of the connected SUZUKI mySPIN app appears in the motorcycle instrument panel.

WARNING

Operating the switches to change the display while riding should be done within the limits of what traffic conditions allow. It is the rider's responsibility to ride safely.

Pay close attention to traffic conditions when operating the switches to change the display.

NOTE:

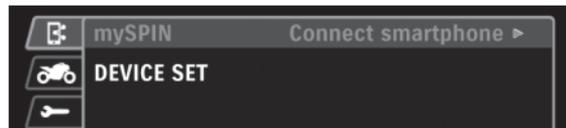
- *Depending on the app to be displayed, the display and some functions may change when the motorcycle is traveling versus when stopped.*
- *Establishing the connection with the smartphone may take up to 50 seconds or more.*
- *While connected to SUZUKI mySPIN, the display will be shown in the language set on the smartphone. In this manual, parts that depend on the language settings of the smartphone are expressed using “####”. In addition, there are cases where the display cannot be displayed even in the language set on the smartphone.*

1. From MENU view “CONNECT” indication, select “mySPIN”.
(SELECT switch  / MODE switch )

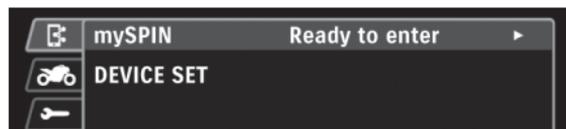
SUZUKI mySPIN Initializing:
Bluetooth and wireless LAN are initializing



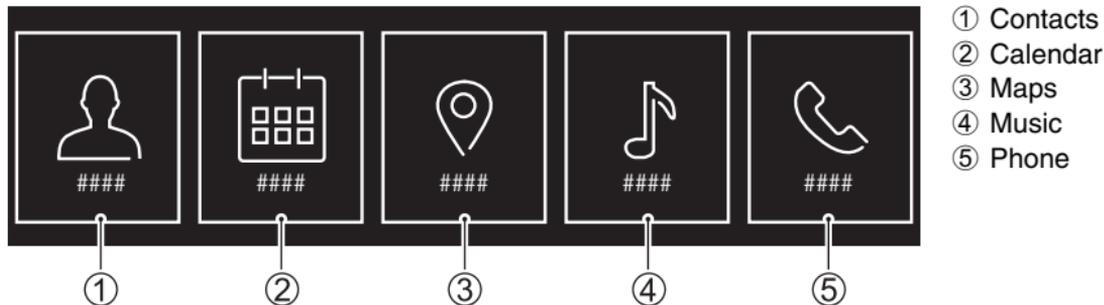
Connect smartphone:
Bluetooth and wireless LAN connections are established



Ready to enter:
SUZUKI mySPIN app is in “Vehicle mode”



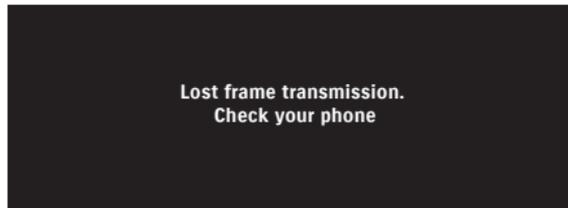
2. Select “mySPIN” to display the home screen of the app.
(SELECT switch )



NOTE:

- *The arrangement of the icons on the app’s home screen is the default setting when the app is installed. The arrangement of the icons can be changed in the app settings. For details on how to change the arrangement of the icons, refer to the Quick Start Guide in the app.*
- *Press and hold MODE switch  while the SUZUKI mySPIN screen appears to transition to RIDE view. Perform the same operation to return from RIDE view back to the SUZUKI mySPIN screen.*

3. The SUZUKI mySPIN screen in the instrument panel will change to the following screen if the connection between the instrument panel and smartphone app is disconnected.



NOTICE

This display will appear when the SUZUKI mySPIN application is no longer in “vehicle mode” due to a smartphone error or the sleep function of the smartphone screen.

Stop the motorcycle in a safe place and check the status of the smartphone.

SUZUKI mySPIN App Contents

The available contents with this app include Contacts, Calendar, Maps, Music, and Phone. The app is controlled using the MODE and SELECT switches located on the left handlebar switch.

Phone

<Dialing phone numbers and making calls>

1. From the home screen of the app, select “Phone.”
(MODE switch **OK**)



NOTE: You can make a call by entering a phone number only when the motorcycle is stopped.

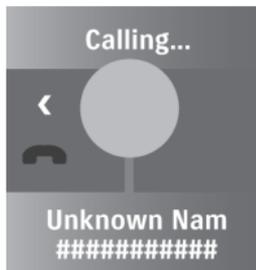
2. From the dial screen, enter the desired phone number.
(SELECT switch **▲** / **▼** / **▶** / **◀**)

Select the  call button to start the call.



- ① Dial
- ② Call

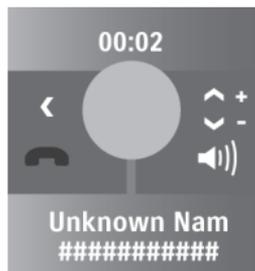
3. A Calling pop-up appears on the screen when you make a call.



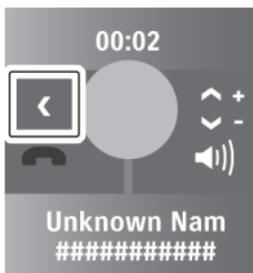
NOTE:

- *If you do not have a Headset device connected, you cannot make a call. If there is an incoming call, the calling pop-up is displayed but you cannot receive the call. make sure your Headset device is properly connected before riding the motorcycle.*
- *If you make a call but do not appear the calling pop-up, stop the motorcycle in a safe place and check the status of the smartphone.*

4. Once the receiver answers the phone, the call in progress pop-up appears in the screen.



5. End the call.
(SELECT switch )



NOTE:

- If you have already registered phone number in advance with the SUZUKI mySPIN app, you can make a call while riding.
- Only call made using the SUZUKI mySPIN app will appear in the call history.
- You cannot make a call by entering a phone numbers while the motorcycle is traveling. If you want to make a call, you can select the “contact icon” to make a call.
- Use the SELECT switch  /  to adjust the volume of the call in progress pop-up.
 - Increase the volume.
(SELECT switch )
 - Decrease the volume.
(SELECT switch )

<Redialing a number via icons in the call history in the instrument panel>

1. From the dial screen, select an icon in the call history that appears in the instrument panel.

(SELECT switch  /  /  / )

Confirm the selection.

(MODE switch )



- ① Dial
- ② Call

2. The call history screen appears. Select a contact.

(SELECT switch  /  /  / )

Select the  call button to start the call.



- ③ Recent SUZUKI mySPIN calls

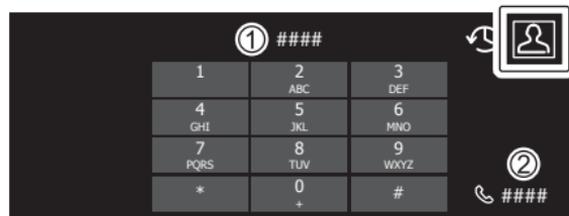
<Making calls via contact icons>

1. From the dial screen, select a contact icon.

(SELECT switch  /  /  / )

Confirm the selection.

(MODE switch )



- ① Dial
- ② Call

2. The contact screen appears. Select a contact.

(SELECT switch  / )

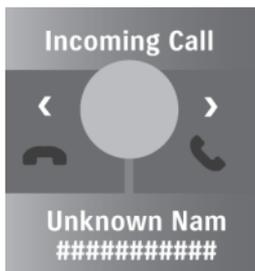
Press MODE switch  to make a call.



- ③ All contacts
- ④ Favorites

<Receiving calls>

When you receive a call, the incoming call pop-up appears on the screen.

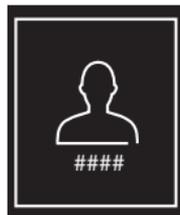


NOTE: Operation after a call is received is the same as that for making a call. (2-72)

Contacts

<Displaying contacts to make calls>

1. From the home screen of the app, select "Contacts".
(MODE switch **OK**)



2. The contact screen appears. Select a contact.

(SELECT switch  / )

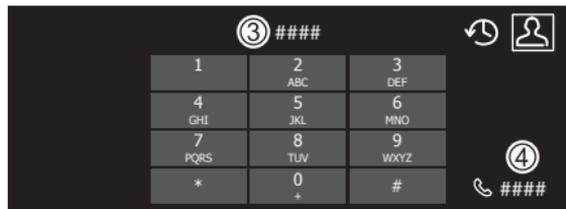
Press MODE switch **OK** to make a call.



- ① All contacts
- ② Favorites

NOTE:

- If you have more than 31 contacts, they will be categorized in alphabetical and numerical order.
- To make a call by entering a phone number from the contacts screen, select the phone icon at the upper-right of the screen. (SELECT switch  / )
Press MODE switch **OK** to display the dial screen where you can enter a number.



- ① All contacts
- ② Favorites
- ③ Dial
- ④ Call

<Adding contacts to your favorites>

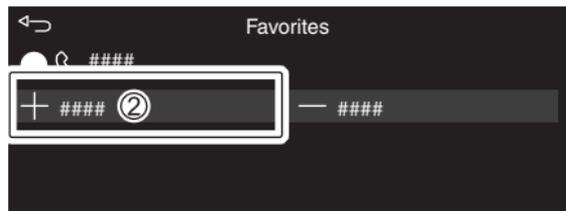
1. From the home screen of the app, select “Contacts.”
(MODE switch **OK**)



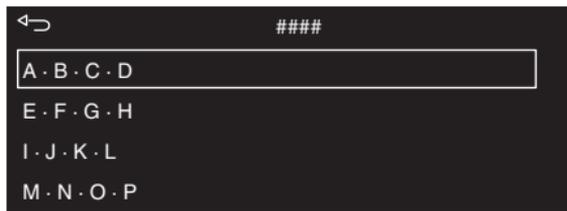
2. Select “Favorites ①” at the top of the “Contacts” screen.
(MODE switch **OK**)



3. Select “+Add favorites ②” at the bottom of the favorites area.
(MODE switch **OK**)



4. Select the desired contact from the contact list.
(MODE switch **OK**)



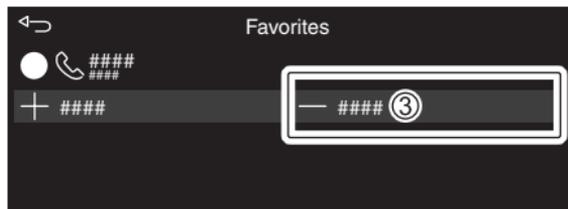
5. Select one of the contact's phone numbers.
(MODE switch **OK**)



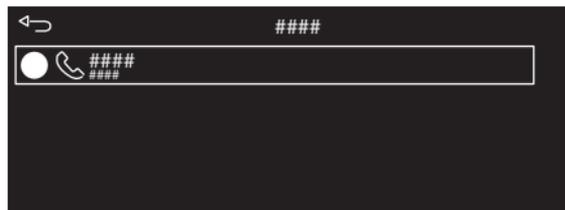
6. This completes the procedure to add a contact to your favorites.

<Removing contacts from your favorites>

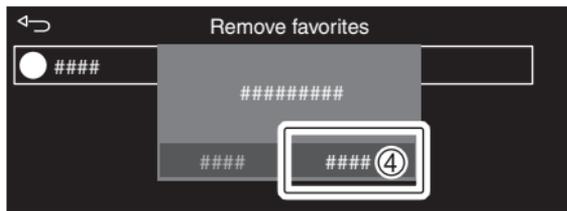
1. Refer to the procedure for adding contacts to your favorites up to step 3 and then select “-Remove favorites ③”.
(MODE switch **OK**)



2. Select the desired contact in the favorites list.
(MODE switch **OK**)



- Once the confirmation pop-up appears and is selected, select “Delete ④”. (MODE switch **OK**)



- This completes the procedure to remove a contact from your favorites.

Maps

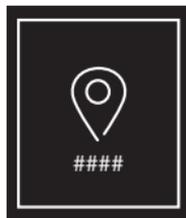
This feature displays a map using the location service settings in the app. Refer to the SUZUKI mySPIN app manual for more information on location service settings in the app.

NOTE:

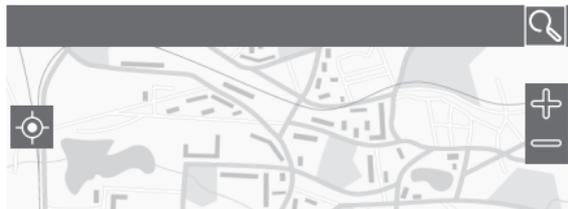
- The default map app does not have navigation function.*
- The display of maps and results of searches may differ between Android and iOS.*

<Displaying the map screen>

1. From the home screen of the app, select “Maps.”
(MODE switch **OK**)



2. The Map screen appears.



<Map display setting (only for iOS)>

1. From the Map screen, select the map display setting icon.
(SELECT switch **▶▶** / **◀◀**)

Confirm the selection.
(MODE switch **OK**)



2. The map display setting screen appears.
Select an item.

(SELECT switch ▲ / ▼)

Confirm the selection.

(MODE switch OK)

- The map display setting has the following three options.
 - Standard
 - Satellite
 - Hybrid (Satellite and Road map)



- ① Map settings
- ② Standard
- ③ Satellite
- ④ Hybrid

3. The display of the Map screen changes per the selected option.

<Using the keyboard to enter a destination and display the route>

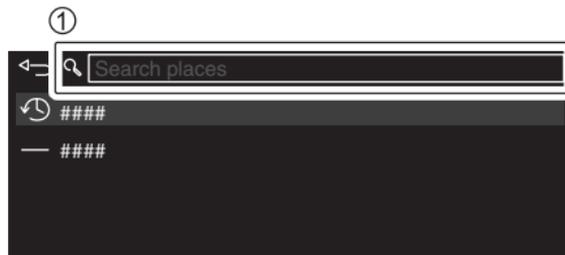
1. From the Map screen, select the search icon. (SELECT switch **▶** / **◀**)

Confirm the selection.
(MODE switch **OK**)



2. The destination search screen appears. Select the field for the “Search places.” (SELECT switch **▲** / **▼**)

Confirm the selection.
(MODE switch **OK**)



- ① Search places

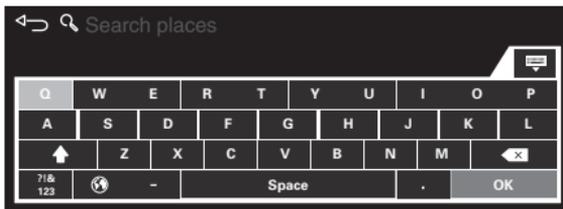
3. The keyboard screen appears. Enter the destination.

(SELECT switch  /  /  / )

Confirm the entered destination.

(MODE switch )

Example: English version



 : Back space

 : Changes keyboard layout

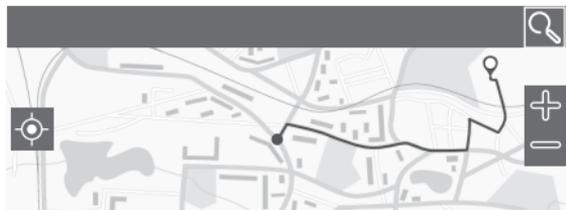
 : Space (/convert*)

*Depending on the country of use

 : Changes the language

NOTE: The keyboard language can be selected in the "Keyboard" settings in the app. Refer to the SUZUKI mySPIN app manual for more information.

4. The route to the entered destination appears.

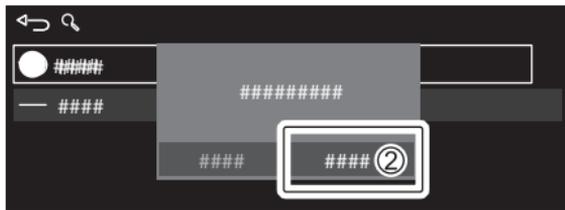


<Deleting all search history>

1. From the destination search screen, select “Remove all recent searches ①.”
(MODE switch **OK**)



2. Once the confirmation pop-up appears and is selected, select “Delete ②”.
(MODE switch **OK**)



3. Delete all search history.

NOTE: Specific search history entries cannot be selected and deleted.

Music

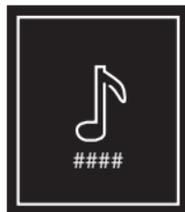
The following music files can be displayed and played.

Android: Storage

iOS: Storage, Apple Music

<Displaying and playing music files>

1. From the home screen of the app, select "Music."
(MODE switch **OK**)



2. The Music screen (track menu) appears.
Select an option from the track menu.
(SELECT switch  / )

Confirm the selection.
(MODE switch )

- The track menu has the following options.
 - Now playing: Display the track being played
 - Songs: Search by track title
 - Artists: Search by artist name
 - Albums: Search by album name
 - Playlists: Search by playlist



- ① Now playing
- ② Songs
- ③ Artists
- ④ Albums
- ⑤ Playlists

NOTE:

- *If there are more than 31 titles, they will be categorized in alphabetical and numerical order.*
- *The supported playlist extension is ".m3u". Playlists cannot be created in SUZUKI mySPIN.*

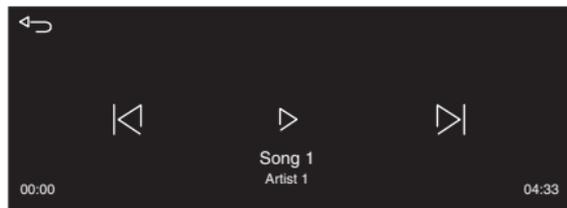
3. Select the desired track.
(SELECT switch  / )

Confirm the selection.
(MODE switch )



⑥ Songs

4. The music playback screen appears.



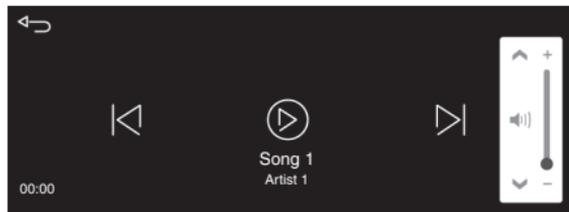
NOTE:

- *The content of the playback screen varies depending on the connected device and type of file being played.*
- *The system supports “ID3” tag information. If a music file does not contain “ID3” tag information, the track title or filename appears.*

<Music playback operations>

Play/Pause	MODE switch 
Select the previous track	SELECT switch  / 
Select the next track	SELECT switch  / 
Volume	<ol style="list-style-type: none">1. A volume pop-up appears in the music playback screen. (SELECT switch , Long press)2. Increase the volume. (SELECT switch )3. Decrease the volume. (SELECT switch )

NOTE: Setting the volume to 0 pauses playback.

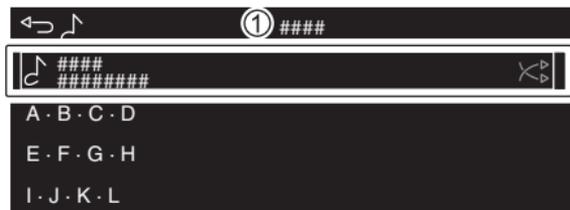


<Shuffle play>

This feature shuffles tracks by category (songs, artist, album, or playlist).

ON:

Confirm the shuffle play icon  to start playback with shuffle enabled. The color of the  will change to orange. (MODE switch **OK**)



① Songs

OFF:

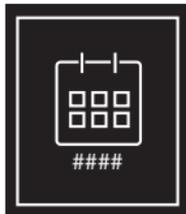
Select  on the playback screen to return to the list. Confirm the shuffle play icon  to resume playback with shuffle disabled. The color of the  will change to white. (MODE switch **OK**)



① Songs

Calendar

1. From the home screen of the app, select “Calendar.”
(MODE switch **OK**)



2. The Calendar screen appears. Today's events are displayed. They are sorted by time. The screen cannot display events older than the current day. If you scroll down, you can see the events after today.
(MODE switch **OK**)



- ① Today's schedule
- ② Schedule after today

3. You will also see the following information.

(MODE switch )

- Date and time
- Destination
- Creator of calendar event
(light font color)
- Invited by
- Notes

DEVICE SET

Smartphone devices (Mobile Devices), Headset devices (Rider Headset), and Headset devices (Passenger Headset) can be added/deleted and connected/disconnected.

Devices are added using Bluetooth® and wireless LAN connections. Make sure to enable Bluetooth® and wireless LAN on your smartphone. Do not perform these operations while riding the motorcycle. When operating your smartphone, such as when pairing your smartphone with the meter, stop the motorcycle in a safe place and then operate the smartphone.

About Bluetooth®

A smartphone can be connected using the Bluetooth wireless technology installed in the vehicle meter.

The Bluetooth® word mark and logo are registered trademarks and the property of Bluetooth SIG, Inc. Robert Bosch GmbH uses Bluetooth based on these licenses.



<Supported Bluetooth® versions and profiles>

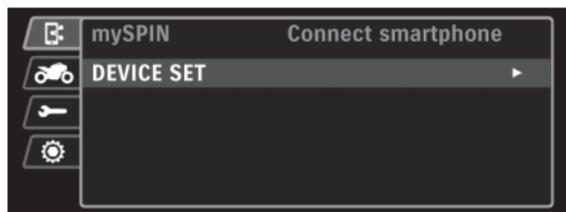
Bluetooth version	Bluetooth 4.2
Bluetooth profile (Bluetooth-compatible cellular phone)	HFP ver.1.7
	A2DP ver.1.3
	AVRCP ver.1.6
	PBAP ver1.2
Bluetooth profile (Bluetooth-compatible Rider or Passenger Headset)	HFP ver.1.7
	A2DP ver.1.3
	AVRCP ver.1.6

<Supported wireless LAN specifications>

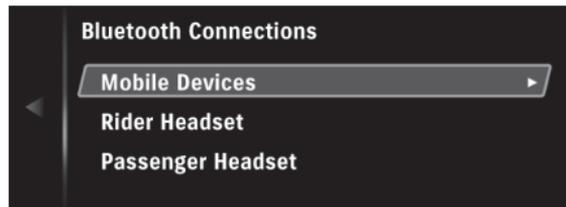
Protocol	IEEE802.11n
Network frequency	2.4GHz

<Adding new smartphone devices>

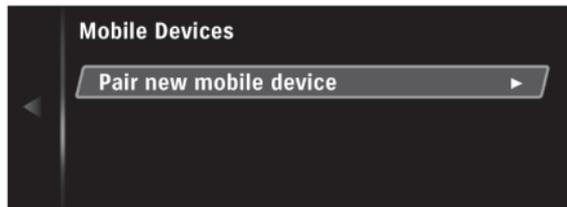
1. From MENU view “CONNECT” indication, select “DEVICE SET”.
(SELECT switch **▶** / MODE switch **OK**)
(SELECT switch **▲** / **▼**)
2. Confirm the selection.
(SELECT switch **▶**)



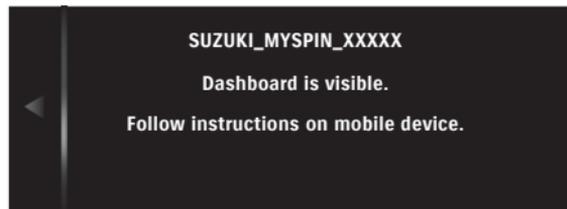
3. From “Bluetooth Connections” indication, select “Mobile Devices”.
(SELECT switch **▲** / **▼**)
4. Confirm the selection.
(SELECT switch **▶**)



- From “Mobile Devices” indication, select “Pair new mobile devices”.
(SELECT switch ▲ / ▼)
- Confirm the selection.
(SELECT switch ▶)

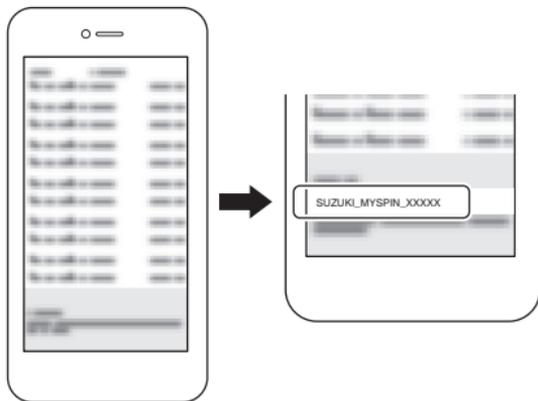


- The instrument panel registration name, “SUZUKI_MYSPIN_XXXXX”, appears in the instrument panel settings screen.



NOTE: “XXXXX” represents a combination of letters and numbers.

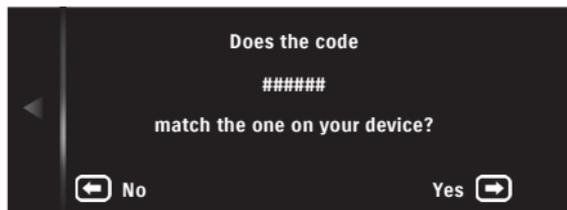
8. From the list of available Bluetooth devices that appear in the Bluetooth device selection screen on your smartphone, select the instrument panel registration name, "SUZUKI_MYSPIN_XXXXX."



9. The "Bluetooth pairing request" code appears on your smartphone.



10. Verify that the code on your smartphone matches the code on the instrument panel screen and then select **Yes** . (SELECT switch )



11. Finishing the “pairing” process on your smartphone established the connection with “SUZUKI_MYSPIN_XXXXX” and adds the smartphone device to the motorcycle.

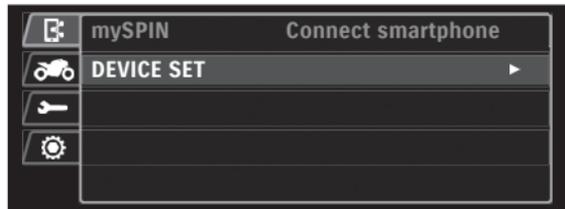


<Adding new Headset devices>

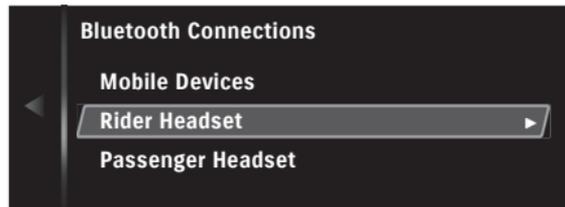
“Rider Headset” and “Passenger Headset” are added using a similar procedure.

- The procedure is described using a “Rider Headset” as an example.

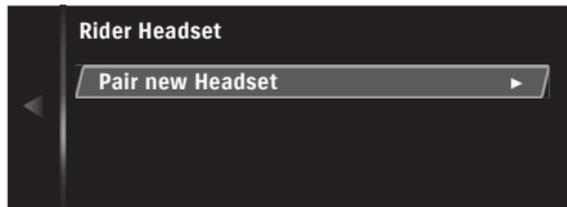
1. From MENU view “CONNECT” indication, select “DEVICE SET”.
(SELECT switch **▶** / MODE switch **OK**)
(SELECT switch **▲** / **▼**)
2. Confirm the selection.
(SELECT switch **▶**)



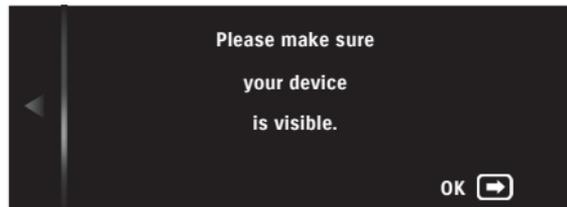
3. From “Bluetooth Connections” indication, select “Rider Headset”.
(SELECT switch **▲** / **▼**)
4. Confirm the selection.
(SELECT switch **▶**)



- From “Rider Headset” indication, select “Pair new Headset”.
(SELECT switch  / )
- Confirm the selection.
(SELECT switch )

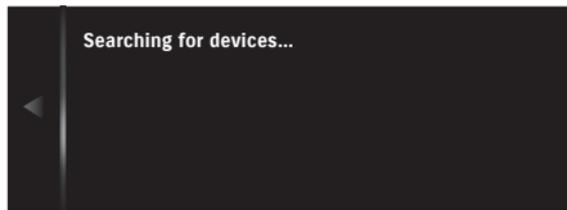


- “Please make sure your device is visible” appears in the Headset device detection screen.
- Select **OK** .
(SELECT switch )



NOTE: Refer to the Headset device user manual for more information on the pairing your Headset device.

9. “Searching for devices...” appears in the Headset device detection screen as the system begins searching for devices.

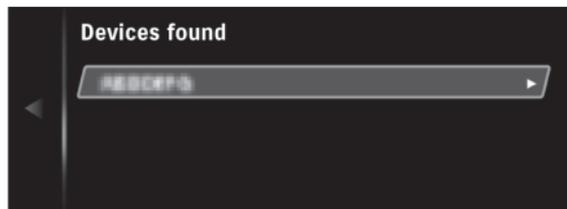


10. Confirm that your Headset device was found.

(SELECT switch )

Select your Headset device on the “Device found” screen to add the device.

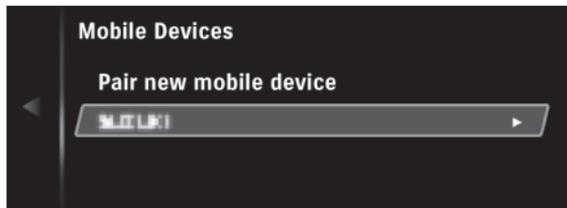
(SELECT switch )



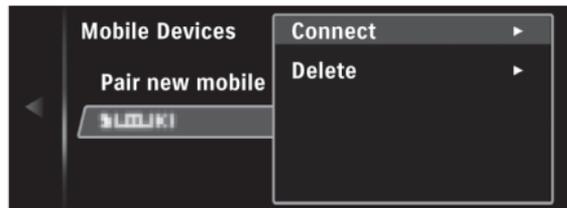
<Connecting to paired devices/deleting paired devices>

The procedure to connect to or delete “Mobile Devices”, “Rider Headset”, and “Passenger Headset” devices is mostly the same.

- The procedure is described using a “Mobile Devices” as an example.
1. The “Mobile Devices” settings screen appears. A list of paired devices appears. Select the desired device. (SELECT switch  / )
 2. Confirm the selection. (SELECT switch )



3. Select an item. (SELECT switch  / )
4. Confirm the selection. (SELECT switch )
 - “Connect”: Connects to the paired device. This item only appears when this device is not connected.
 - “Disconnect”: Disconnects to the paired device. This item only appears when this device is connected.
 - “Delete”: Deletes the device.



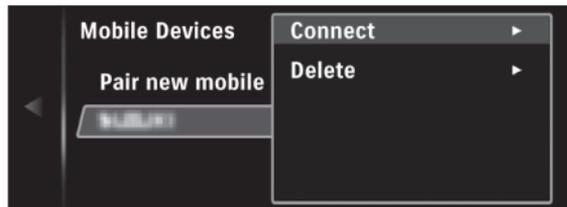
NOTE: It may take several seconds to complete the connect/disconnect. If the operation is not completed after 30 seconds or more, turn the ignition switch off and retry the operation.

In such a case

Selecting “Connect” establishes a connection with the selected device. However, if this device is not configured correctly, “Connecting failed” appears on the settings screen indicating that the connection could not be established.

Select **OK**  on the “Connecting failed” pop-up in the settings screen. (SELECT switch ).

Configure the device correctly and then try to connect again.

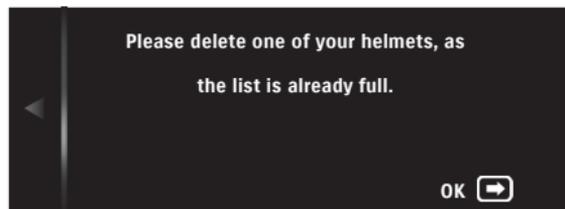
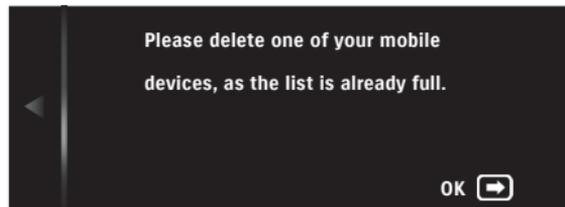


<Maximum number of devices>

Up to two of each type of device, including smartphones (Mobile Devices), Headset devices (Rider Headset), and Headset devices (Passenger Headset) can be added.

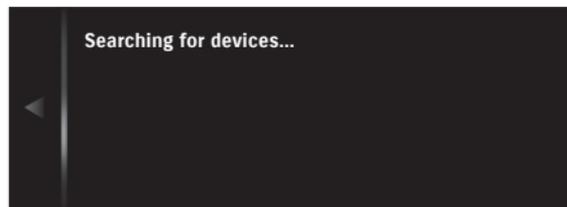
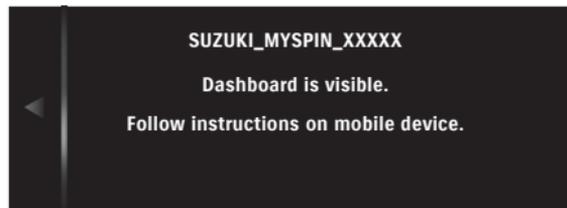
If you try to add a new device when two of a particular type of device (smartphone, Rider Headset, or Passenger Headset) are already paired, the following message appears on the settings screen indicating that a new device cannot be added.

Then, refer to “<Connecting to paired devices/deleting paired devices>” on page 2-103 and delete the device that you no longer need.



If you try to add a new device while one paired device is currently connected to the motorcycle, the following message appears in the settings screen indicating that the current device will be disconnected.

Refer to “<Adding new smartphone devices>” on page 2-96 and “<Adding new Headset devices>” on page 2-100 to add a new device.



② RIDE

The “RIDE” includes the following items.
See the reference information for details.

- **RPM SET** (☞ 2-107)
- **ADC USER MODE SET**
(☞ 2-114, 2-145)
- **R PRELOAD MODE SET**
(☞ 2-114, 2-147)
- **SRAS SET** (☞ 2-154)
- **QS SET** (☞ 2-115)

SETTING OF EACH ITEM

RPM SET

Set the engine rpm indicator light (Main) and (Sub).

When the set engine speed is reached, the engine rpm indicator lights (Main) and (Sub) come on or blink.

Mode Setting

Set the lighting (ON, BLINK, OFF) of the engine rpm indicator light Main (white) LED and Sub (green, yellow) LED.

1. From MENU view “RIDE” indication, select “RPM SET”.
(SELECT switch  / MODE switch 

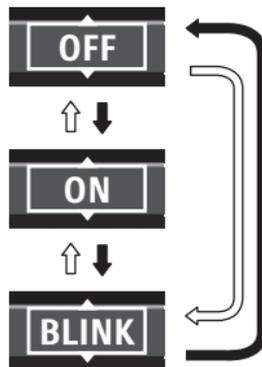
	RPM SET	ON
	Main	10000
	Sub	1500
	ADC USER MODE SET	
	Base mode of “U”	HARD

2. Selecting “RPM SET” causes the option to appear with a border.
 (SELECT switch **▶▶**) / MODE switch **OK**)

	RPM SET	ON
	Main	10000
	Sub	1500
	ADC USER MODE SET	
	Base mode of “U”	HARD

Select a mode while the border around the option appears.
 (SELECT switch **▲** / **▼**)

- “OFF” → “ON” → “BLINK” → “OFF”
 (SELECT switch **▲**)
- “OFF” ⇄ “BLINK” ⇄ “ON” ⇄ “OFF”
 (SELECT switch **▼**)



3. The selected mode is confirmed once the border disappears.
 (SELECT switch **▶▶**) / MODE switch **OK**)

4. The engine rpm indicator “” is inter-linked with the selection of “ON” or “BLINK”.
- Indication patterns of the engine rpm indicator lights (Main/Sub) and engine rpm indicator “” are shown below.

MODE	ON	BLINK	OFF
“Main”	LIGHT	BLINK	–
“Sub”	LIGHT	LIGHT	–
Engine rpm indicator “  ”			–

NOTE:

- When “OFF” is selected in the mode setting, “Main” and “Sub” cannot be selected. In this case, select “ON” or “BLINK” in the mode setting.
- When the battery terminal is reconnected, be sure to set the engine rpm indicator light setting again.
- You can transition back to the RIDE view (force quit) while configuring settings. The settings as configured up to this point will be take effect.
(MODE switch , Long-press)
- Configuration of settings is complete once the ignition switch is turned off or the motorcycle begins traveling. The settings as configured up to this point will be take effect.

Main (engine rpm preset Main LED) setting

Set the lighting timing of the Main (white) LED.

1. Select “ON” or “BLINK” in the mode setting.
(SELECT switch  / )
2. Select “Main”.
(SELECT switch  / )

	RPM SET	ON
	Main	10000 ▶
	Sub	1500
	ADC USER MODE SET	
	Base mode of “U”	HARD

3. Selecting “Main” causes the option to appear with a border.
(SELECT switch  / MODE switch )

Select the “Main” RPM setting while the option appears with a border.
(SELECT switch  / )

	RPM SET	ON
	Main	10000 ▶
	Sub	1500
	ADC USER MODE SET	
	Base mode of “U”	HARD

Preset rpm ranges are as follows:

- from 4000 r/min to 11750 r/min (RPM at which the red zone starts) in increments of 250 r/min.

4. The selected RPM is confirmed once the border disappears.
(SELECT switch  / MODE switch )

Sub (engine rpm preset Sub LED) setting

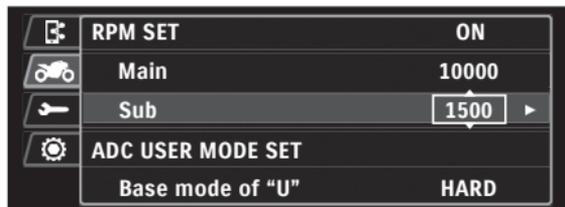
Set the lighting timing of the Sub (green, yellow) LED.

1. Select "ON" or "BLINK" in the mode setting.
(SELECT switch  / )
2. Select "Sub".
(SELECT switch  / )

	RPM SET	ON
	Main	10000
	Sub	1500 
	ADC USER MODE SET	
	Base mode of "U"	HARD

3. Selecting “Sub” causes the option to appear with a border.
(SELECT switch  / MODE switch )

Select the “Sub” RPM setting while the option appears with a border.
(SELECT switch  / )



Preset rpm ranges are as follows:

250 r/min	↔	500 r/min	↔
1000 r/min	↔	1500 r/min	↔
2000 r/min	↔	2500 r/min	↔
3000 r/min	↔	250 r/min	

4. The selected RPM is confirmed once the border disappears.
(SELECT switch  / MODE switch )

Example: When the MAIN LED is preset at 10000 rpm (r/min).

SUB LED preset rpm range	SUB LED		MAIN LED (White)
	(Green)	(Yellow)	
250	9500	9750	10000
500	9000	9500	10000
1000	8000	9000	10000
1500	7000	8500	10000
2000	6000	8000	10000
2500	5000	7500	10000
3000	4000	7000	10000

Example: When the engine rpm indicator light (MAIN LED) is set to 10000 rpm (r/min), and (SUB LED) is set to 500 rpm (r/min).

Engine rpm (r/min) and preset rpm	SUB LED		MAIN LED (White)	
	(Green)	(Yellow)		
Engine rpm (r/min) < 9000	–	–	–	–
9000 ≤ Engine rpm (r/min) < 9500	LIGHT	–	–	–
9500 ≤ Engine rpm (r/min) < 10000	LIGHT	LIGHT	–	–
10000 ≤ Engine rpm (r/min)	LIGHT	LIGHT	LIGHT	BLINK

ADC USER MODE SET

Set up ACTIVE DAMPING CONTROL. For an overview of ACTIVE DAMPING CONTROL and how to set it up, see (☞ 2-145).

R PRELOAD MODE SET

Adjust the preloading on the rear suspension. See (☞ 2-147) for an overview of the rear suspension functions and how to set them up.

QS SET

Turn the Quick Shift “ON” or “OFF.”

When Quick Shift is set “ON,” no throttle grip or clutch lever operation is required when changing gears.

When Quick Shift is inoperative due to high or low engine speed, this is notified on the meter display as follows.

RIDE view: EP indicator and gear position indicator (1, 2, 3, 4, 5, 6) blinking

mySPIN: Gear position indicator (1, 2, 3, 4, 5, 6) blinking

NOTE: For details on how to ride using Quick Shift, see “Quick Shift operation procedure” (👉 2-202).

1. Select the “QS SET” item to display a frame on it.

(SELECT switch  / MODE switch )

While it is selected in the frame, the function can be set “ON” or “OFF.”

(SELECT switch  / )

R PRELOAD MODE SET		
	Manual ADJ	0
	Auto ADJ	0
	SRAS SET	ON
	QS SET	ON 

2. The item setting is confirmed when the frame disappears.

(SELECT switch  / MODE switch )

③ SERVICE

WARNING MANAGER

These messages provide information on current issues or failures occurring in the motorcycle. WARNING MANAGER can only be selected when an issue is occurring.

1. From MENU view “SERVICE” indication, select “WARNING MANAGER”.
(SELECT switch  / MODE switch 
(SELECT switch  / )

Confirm the selection.

(SELECT switch  / MODE switch )



2. Check information on the issue or failure.
(SELECT switch  / )



Failure information

NOTE: For details, see “DIAGNOSIS DISPLAY” on page 2-54.

NEXT SERVICE

Service Reminder notifies you of the next scheduled service based on date and distance settings via a service reminder display and indicator.

WARNING

Continuing to ride the motorcycle without performing required maintenance can adversely affect the motorcycle and may lead to a crash.

Use the service reminder to remind you when it is time to have maintenance performed. Ask your Suzuki dealer to perform the service and to reset the service reminder.

NOTE: Consult your Suzuki dealer for the service reminder setting.

<Checking service reminder date and distance settings>

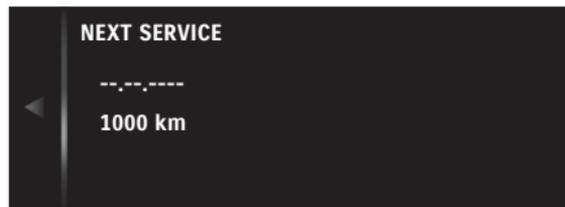
1. From MENU view “SERVICE” indication, select “NEXT SERVICE”.
(SELECT switch  / MODE switch **OK**)
(SELECT switch  / )

Confirm the selection.

(SELECT switch  / MODE switch **OK**)



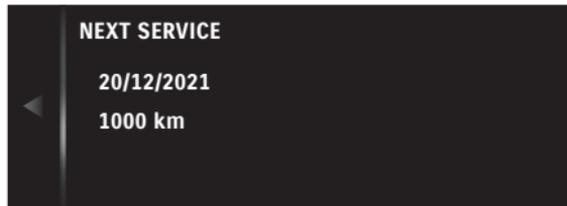
2. Check the configured service reminder date and distance settings.



- Factory default settings (European specification)
 - “--.--.----” Date
(DD.MM.YYYY is selected)
 - 1000 km (600 mile)

<Before the service reminder indicator comes on>

- The set date is indicated.
- The remaining distance to the set distance is indicated.

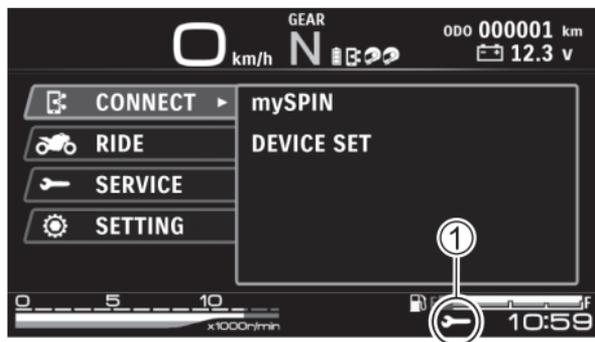


<When the service reminder indicator comes on>

- The “” mark ① is indicated when the set date or distance has been reached.
- Regardless of which is reached first, distance is indicated with “-km” or “-mile” and the date is indicated with the set date.



RIDE view



MENU view

<Opening advance notice screen>

When 1 month or 1000 km (600 mile) remains before the set date or distance, advance notice of the service interval (inspection date, remaining distance) is indicated for 3 seconds when the ignition switch is turned ON.



<Opening alarm screen>

If the service reminder indicator comes on, an alarm screen is indicated for 3 seconds when the ignition switch is turned ON. An alarm screen disappears after 3 seconds, or when pressing the SELECT switch .



④ SETTING

The "SETTING" includes the following items. See the reference information for details.

- BRIGHTNESS ( 2-123)
- DAY/NIGHT ( 2-125)
- UNIT ( 2-128)
- DATE/TIME ( 2-132)
- DEFAULT SET ( 2-140)
- SYSTEM INFO ( 2-143)

SETTING OF EACH ITEM

BRIGHTNESS

The brightness setting options for the instrument panel include “BRIGHT”, “MEDIUM”, and “DARK”.

WARNING

The brightness of the instrument panel changes according to the brightness of the surroundings via a photo sensor. As such, if the sensor is covered with a sticker or other object, the instrument panel display cannot be seen in bright environments, which could lead to an accident.

Do not cover the photo sensor with stickers or somehow block light from reaching the photo sensor.

1. From MENU view “SETTING” indication, select “BRIGHTNESS”.
(SELECT switch  / MODE switch 
(SELECT switch  / 

Confirm the selection.

(SELECT switch  / MODE switch 



2. Select an item.
(SELECT switch  / )



3. Confirm the selection.
(SELECT switch  / MODE switch )
 moves to the selected item and the setting is switched at the same time.



DAY/NIGHT

The background color options for the instrument panel include “AUTO”, “WHITE”, and “BLACK”.

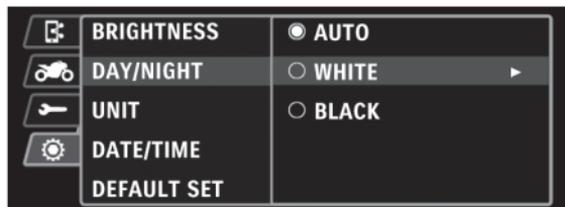
1. From MENU view “SETTING” indication, select “DAY/NIGHT”.
(SELECT switch  / MODE switch 
(SELECT switch  / 

Confirm the selection.

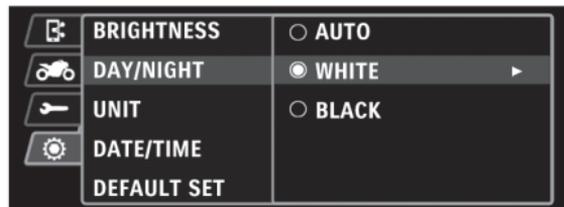
(SELECT switch  / MODE switch 



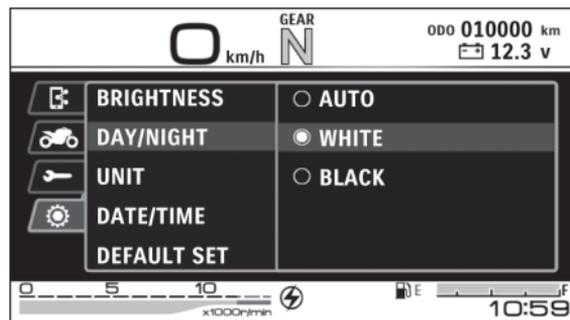
2. Select an item.
(SELECT switch  / )



3. Confirm the selection.
(SELECT switch  / MODE switch )
 moves to the selected item and the setting is switched at the same time.



4. The option selected “AUTO”, “WHITE”, or “BLACK” will take effect, and the instrument panel background color immediately changes accordingly. When “AUTO” is selected, the background color changes according to the brightness at that moment.



“WHITE”



“BLACK”

UNIT

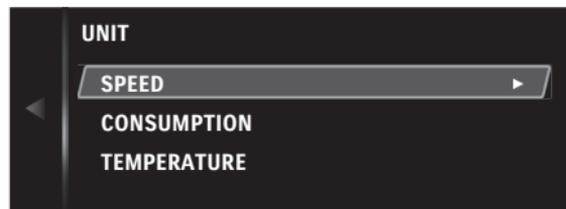
Set the units of speed, distance, fuel consumption, ambient temperature, and water temperature using the following procedure.

NOTE: "SPEED" appears only in instrument panels with which the unit of speed can be switched between km/h and mph.

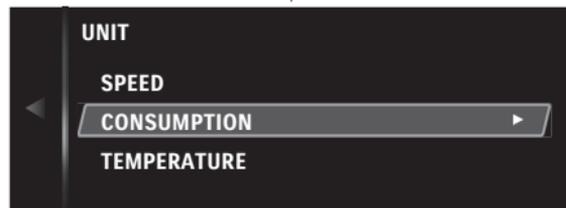
1. From MENU view "SETTING" indication, select "UNIT".
(SELECT switch (➤) / MODE switch **OK**)
(SELECT switch (▲) / (▼))
2. Confirm the selection.
(SELECT switch (➤) / MODE switch **OK**)



3. Select an item.
(SELECT switch  / )
4. Confirm the selection.
(SELECT switch )



"SPEED"



"CONSUMPTION"



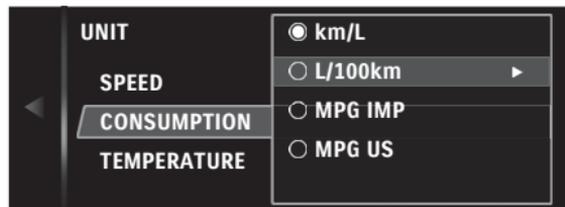
"TEMPERATURE"

5. The settings screen for the selected parameter appears.

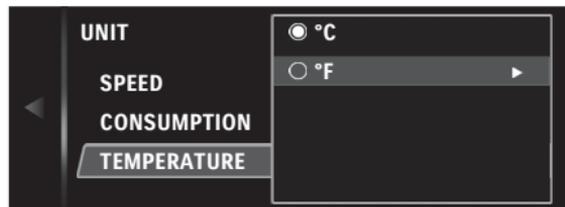
Select an item.
(SELECT switch  / )



“SPEED” measurement unit



“CONSUMPTION” measurement unit



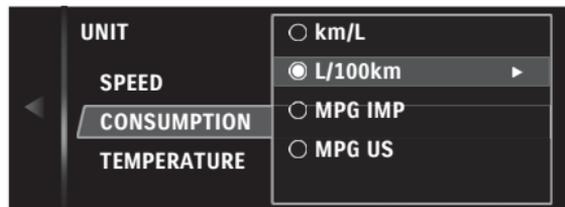
“TEMPERATURE” measurement unit

6. Confirm the selection.
(SELECT switch **▶** / MODE switch **OK**)
“**◉**” moves to the selected item and the setting is switched at the same time.

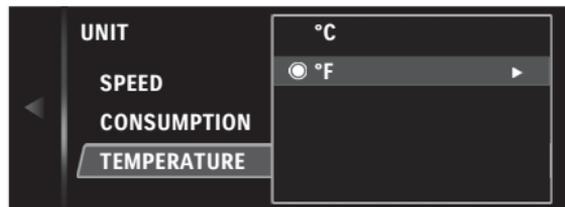
NOTE: The available unit options differs depending on the specifications of the instrument panel.



“SPEED” measurement unit



“CONSUMPTION” measurement unit



“TEMPERATURE” measurement unit

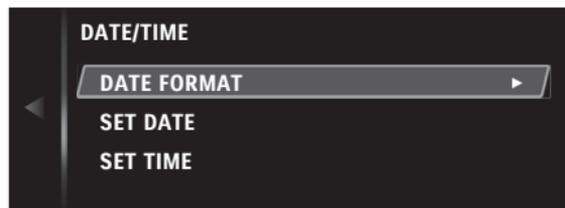
DATE/TIME

Set the date and time using the following procedure.

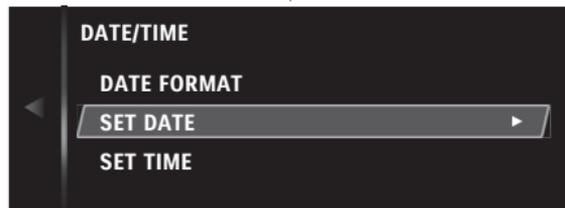
1. From MENU view “SETTING” indication, select “DATE/TIME”.
(SELECT switch  / MODE switch 
(SELECT switch  / )
2. Confirm the selection.
(SELECT switch  / MODE switch )



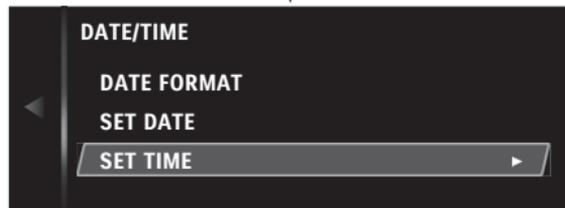
3. Select an item.
(SELECT switch  / )
4. Confirm the selection.
(SELECT switch )



"DATE FORMAT"



"SET DATE"



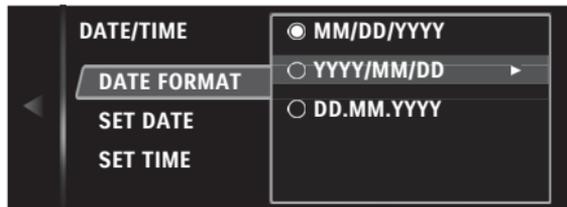
"SET TIME"

<DATE FORMAT settings>

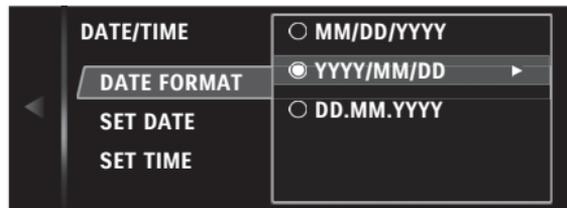
1. The “DATE FORMAT” settings screen appears.

Select an item.

(SELECT switch  / )



2. Confirm the selection.
(SELECT switch  / MODE switch )
“” moves to the selected item and the setting is switched at the same time.



<Indication setting>

The order of the year, month, and day indications can be selected from the following 3 patterns.

- MM/DD/YYYY (Month, Day, Year)
- YYYY/MM/DD (Year, Month, Day)
- DD.MM.YYYY (Day, Month, Year)

<SET DATE (Date) setting>

1. The “SET DATE” settings screen appears. Set the part of the date that has a border.
(SELECT switch  / )

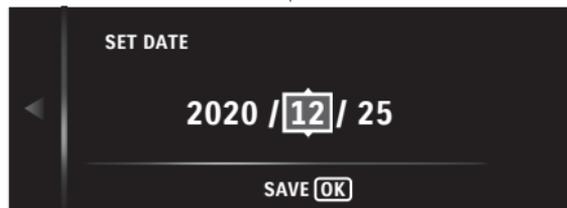


2. Change to the next part of the date (Year/Month/Day) so that you can set it (indicated by the moving of the border). (SELECT switch **▶** / **◀**)

(Ex: YYYY/MM/DD is selected for the DATE FORMAT)



Year



Month



Day

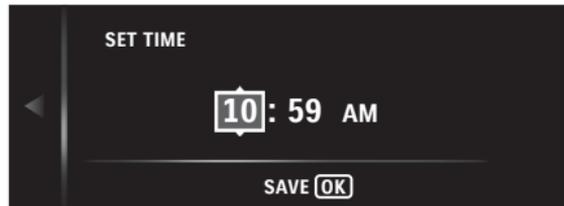
- Finalize the date (Year/Month/Day) settings.
(MODE switch **OK**)

NOTE:

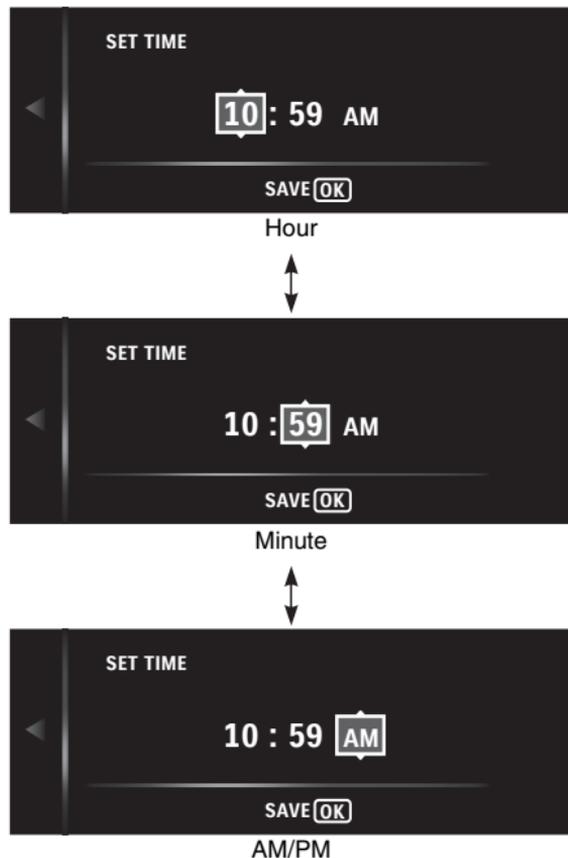
- The year can be set from 2019 to 2099.*
- When the battery terminals are disconnected and reconnected, the date is reset. In such case, set it again.*

<SET TIME (Time) setting>

- The “SET TIME” settings screen appears. Set the part of the date that has a border.
(SELECT switch **▲** / **▼**)



2. Change to the next part of the time (Hour/Minute/AM/PM) so that you can set it (indicated by the moving of the border).
(SELECT switch **▶** / **◀**)



- Finalize the time (Hour/Minute/AM/PM) settings.
(MODE switch )

NOTE: When the battery terminals are disconnected and reconnected, the time is reset. In such case, set it again.

DEFAULT SET

The following table represents the default settings to which the system can be initialized.

<Default settings>

Item		Default
BRIGHTNESS		MEDIUM
DAY/NIGHT		WHITE
RPM SET	MODE	OFF
	MAIN	11750 r/min
	SUB	3000 r/min
UNIT	SPEED	km/h (Except for US) mph (US only)
	CONSUMPTION	km/h: km/L (Except for US) mph: MPG US (US only)
	TEMPERATURE	°C (Except for US) °F (US only)
DATE/TIME	DATE FORMAT	MM/DD/YYYY YYYY/MM/DD DD.MM.YYYY (depending on the instrument panel specifications)

NOTE: Bluetooth pairings will also be initialized.

1. From MENU view “SETTING” indication, select “DEFAULT SET”.
(SELECT switch  / MODE switch 
(SELECT switch  / )
2. Confirm the selection.
(SELECT switch  / MODE switch 



3. The “DEFAULT SET” confirmation screen appears.

 :

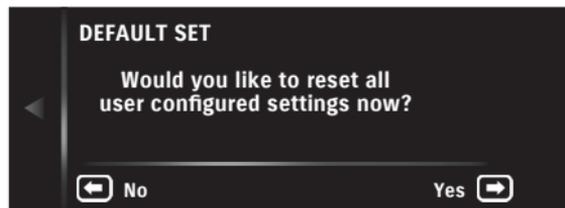
The “DEFAULT SET” process will be performed.

(SELECT switch  / MODE switch 

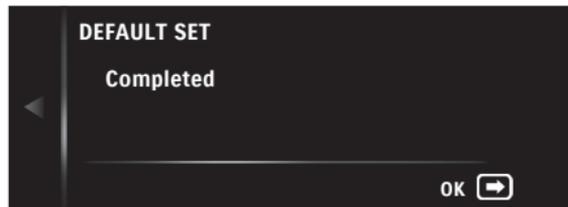
 :

“DEFAULT SET” will be canceled, and the system will return to the previous screen.

(SELECT switch  / MODE switch 



4. After performing **Yes** , the confirmation screen will transition to the following screen.
After performing **OK** , the system will return to the screen of step 1.



NOTE: If "Failed" appears, the system initialization process failed. If this appears multiple times, please contact your dealer.

SYSTEM INFO

From here, you can view information on the software version.

1. From MENU view “SETTING” indication, select “SYSTEM INFO”.
(SELECT switch **▶** / MODE switch **OK**)
(SELECT switch **▲** / **▼**)
2. Confirm the selection.
(SELECT switch **▶** / MODE switch **OK**)



3. The “SYSTEM INFO” screen appears.



S.A.E.S. (SUZUKI ADVANCED ELECTRONIC SUSPENSION)

The electronically controlled suspension uses onboard sensors to detect the movement of the vehicle body and suspension. Based on this, it controls the damping forces of the front and rear suspensions and the preloading (initial load) of the rear suspension.

NOTE: Due to the construction of this suspension in which sliding of the stroke sensor detects the stroke length, scratch marks and sliding noise may occur on the sliding parts.

- **ACTIVE DUMPING CONTROL**

( 2-145)

Automatically adjusts the damping force of the front and rear suspension according to the selected mode.

You can select the mode from the RIDE view item settings and adjust the damping force from the Menu view in the U (USER) mode.

- **PRELOAD MODE SET** ( 2-147)

You can select the rear suspension preloading according to the number of passengers and the luggage load.

You can select the mode from the RIDE view item settings and adjust the preloading from the MENU view in any mode.

ACTIVE DUMPING CONTROL

The damping force mode of the front and rear suspension can be selected from the following four modes. The damping force can be adjusted to your preference only in U mode.

H ... HARD MODE (Hard, not adjustable)

M ... MEDIUM MODE (Standard, not adjustable)

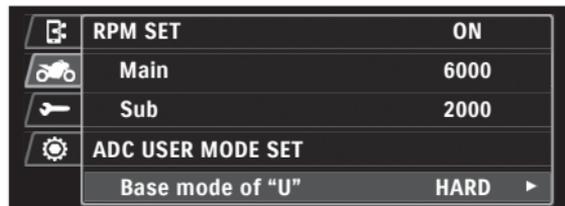
S ... SOFT MODE (Soft, not adjustable)

U ... USER MODE (adjustable)

<U mode adjustment procedure>

U mode is set from RIDE in the menu view using the following procedure.

1. Use ADC USER MODE SET to select the base mode of the U mode from HARD, MEDIUM, and SOFT.
(SELECT switch  / MODE switch )
(SELECT switch  / )



	RPM SET	ON
	Main	6000
	Sub	2000
	ADC USER MODE SET	
	Base mode of "U"	HARD 

2. Use Front ADJ or Rear ADJ to adjust the damping force of the front or rear suspension, respectively, in the range between -3 and +3. The higher the value, the greater the damping force.
 (SELECT switch  / MODE switch )
 (SELECT switch  / )

Front suspension

	Main	6000
	Sub	2000
	ADC USER MODE SET	
	Base mode of "U"	HARD
	Front ADJ	0 

Rear suspension

	Sub	2000
	ADC USER MODE SET	
	Base mode of "U"	HARD
	Front ADJ	0
	Rear ADJ	0 

3. The item setting is confirmed when the frame disappears.
 (SELECT switch  / MODE switch )

NOTE:

- When operating the AD mode, the rear suspension motor is activated to make the mode change easier to understand.
- The preload mode icon or the MENU view may blink during continuous operation.
- If PRELOAD MODE SET (Rear Suspension) is set to Auto mode, the motor will not be activated during AD mode operation.

PRELOAD MODE SET (Rear suspension)

You can select the rear suspension preload (initial value) from three manual mode patterns according to the number of passengers and the luggage load or the AUTO mode. The preload can be adjusted to your preference using the respective modes.

While the vehicle is adjusting the preload, the icon blinks while waiting to switch preload modes.

RIDE view: Adjusting the R PRELOAD MODE



MENU view: Adjusting R PRELOAD MODE

	Front ADJ	0
	Rear ADJ	0
	R PRELOAD MODE SET	
	Manual ADJ	0
	Auto ADJ	0

Manual mode

Select from three manual mode patterns.



: Single rider



: Single rider + luggage



- A rider and a passenger
- A rider and a passenger + luggage

Auto mode

The Auto mode automatically adjusts the rear suspension preload and damping force according to the weight of the riders and the luggage load.

It automatically adjusts the rear suspension preload to maintain the preset ride height when starting off and riding. It also automatically adjusts the damping force according to the luggage load.



<Mode selection>

Follow the procedure below to select the mode.

1. Display the RIDE view and select PRE-LOAD MODE SET.

The selected item is highlighted.



2. Select the mode with the SELECT switch.

(SELECT switch  / )

NOTE:

- Do not repeatedly change the preload mode. This could cause heat generation in the motor or discharge of the battery.
- The icon blinks when the vehicle is adjusting the preload or when it is under suppression control due to motor heat generation.

<Preload adjustment procedure>

The preload is adjusted from RIDE in the MENU view, as follows.

Manual mode

- Adjust the manual mode in the range between -4 and +4. The higher the value, the harder the ride.

1. Select the “Manual ADJ” item under R PRELOAD MODE SET to display a frame on it.

(SELECT switch  / MODE switch )

The “Manual ADJ” setting value is adjusted while it is selected in the frame.

(SELECT switch  / )

	Base mode of “U”	HARD
	Front ADJ	0
	Rear ADJ	0
	R PRELOAD MODE SET	
	Manual ADJ	0 

2. The item setting is confirmed when the frame disappears.

(SELECT switch  / MODE switch )

NOTE: The manual mode adjustment is applied to all three patterns.

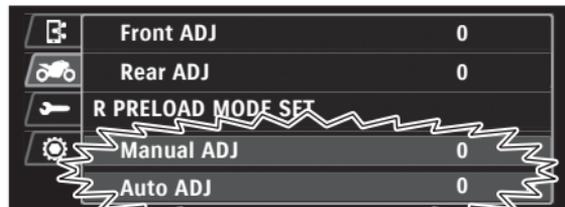
NOTE:

- *When operating the AD mode, the rear suspension motor is activated to make the mode change easier to understand.*
- *The preload mode icon or the MENU view may blink during continuous operation.*

RIDE view: Adjusting the R PRELOAD MODE



MENU view: Adjusting R PRELOAD MODE

A screenshot of the motorcycle's menu system. It shows a list of settings with their corresponding values. The 'R PRELOAD MODE SET' option is highlighted with a jagged white border, and its sub-options 'Manual ADJ' and 'Auto ADJ' are also highlighted with jagged white borders. The other options are 'Front ADJ' and 'Rear ADJ', both with a value of 0.

	Front ADJ	0
	Rear ADJ	0
	R PRELOAD MODE SET	
	Manual ADJ	0
	Auto ADJ	0

AUTO mode

- Adjust the AUTO mode in the range between -3 and +3. The higher the value, the higher the ride height.
- Select the “Auto ADJ” item under R PRELOAD MODE SET to display a frame on it.
(SELECT switch  / MODE switch )
The “Auto ADJ” setting value is adjusted while it is selected in the frame.
(SELECT switch  / )

	Front ADJ	0
	Rear ADJ	0
	R PRELOAD MODE SET	
	Manual ADJ	0
	Auto ADJ	0 

- The item setting is confirmed when the frame disappears.
(SELECT switch  / MODE switch )

NOTE:

- When operating the AD mode, the rear suspension motor is activated to make the mode change easier to understand.*
- The preload mode icon or the MENU view may blink during continuous operation.*
- If PRELOAD MODE SET (Rear Suspension) is set to Auto mode, the motor will not be activated during AD mode operation.*

While the vehicle is adjusting the preload, the icon blinks while waiting to switch preload modes.

RIDE view: Adjusting the R PRELOAD MODE



MENU view: Adjusting R PRELOAD MODE

	Front ADJ	0
	Rear ADJ	0
	R PRELOAD MODE SET	
	Manual ADJ	0
	Auto ADJ	0

WARNING



This unit contains high-pressure nitrogen gas.
 Mishandling can cause explosion.

- Keep away from fire and heat.
- Read owner's manual for more information.

RIDING ASSISTANCE SYSTEM SETTINGS

When the system senses oscillations of the vehicle, due to unexpected causes such as disturbances etc., while riding straight ahead at about 130 km/h or more, on a circuit for example, this vehicle is equipped with a function that suppresses the engine output and gently decelerates to a speed where the oscillations stop. (The lower limit of deceleration is about 120 km/h.)

- When decelerating due to this function, the EP indicator only blinks in RIDE view. It does not appear on the SUZUKI mySPIN screen.

WARNING

The effect of this control is limited. It may not be able to fully suppress oscillations under all conditions. An incorrect evaluation or operation may cause an accident.

Drive at a safe speed according to your skill level and the road conditions.

SRAS (SUZUKI ROAD ADAPTIVE SYSTEM)

SRAS performs the following control when the vehicle detects a vertical movement of the vehicle body that exceeds a certain level.

- Adjusts the electronically controlled suspension to the setting that suppresses the vertical movement of the vehicle body.
- Adjust so that the engine output characteristics become less aggressive.

<Setting procedure>

Use the procedure below to turn SRAS ON or OFF from RIDE in the MENU view.

1. Select the “SRAS SET” item.
(SELECT switch  / MODE switch **OK**)

	R PRELOAD MODE SET	
	Manual ADJ	0
	Auto ADJ	0
	SRAS SET	ON 
	QS SET	ON

2. Select the “SRAS SET” item and select the mode.

(SELECT switch  / )



3. The item setting is confirmed when the frame disappears.

(SELECT switch  / MODE switch )

SRAS standby state display

When SRAS SET is turned on, the RIDE view drive mode display (SDMS display) and the background switch as shown below and the vehicle enters the standby state (monitoring the vehicle vertical movement).

Drive mode display

A,B,C or **A,B,C**

A,B,C

RIDE view background



SRAS control display

The system controls any large vertical movements of the vehicle that it detects while riding in standby state.

The drive mode display changes as shown below when the system enters SRAS control.



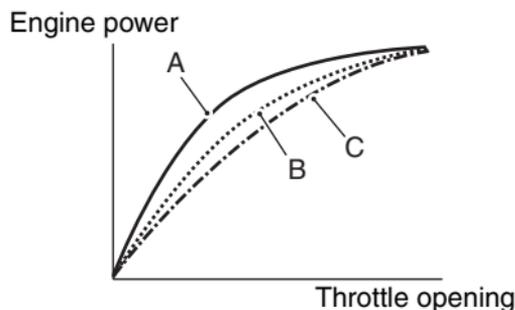
When the vehicle determines that the vertical movement of the vehicle has stopped, SRAS control is reset and the system enters the standby state.

SDMS- α (Suzuki drive mode selector alpha)

“SDMS” is a device that allows engine output characteristics to be chosen from A, B, or C drive modes to suit the rider’s preferences, with a range of choices available for riding modes including high-speed cruising and congested roads.



Drive Mode Characteristics



A-mode

A-mode provides sharp throttle response at all throttle openings to obtain maximum engine power.

B-mode

B-mode provides softer throttle response than A-mode up to middle throttle openings.

C-mode

C-mode provides softer throttle response than B-mode up to high throttle openings.

When the drive mode (A, B, C) is switched, TC (Traction Control) and AD (Active Damping Control) switch at the same time. TC and AD can be set for each drive mode.

The initial TC and AD settings when the drive mode is selected are set as follows according to the characteristics of each SDMS- α mode.

In addition, TC and AD can also be changed by the user. The changed mode will be saved.

Initial mode settings

SDMS	TC	AD
A	2	H
B	4	M
C	6	S

TC : Traction Control System (☞ 2-161)

AD : Active Damping Control (☞ 2-145)

- A.. A (Active) mode is designed for the more aggressive riding style of a sporty run on good roads.
- B.. B (Basic) mode is set up to deliver a satisfying balance of settings good for a broad range of riding situations.
- C.. C (Comfort) mode aims to prioritize comfort and controllability, particularly when riding long distances or carrying a passenger and gear.

NOTE: Set the TC and AD settings according to the riding comfort and application, such as weather, speed, road conditions, and traffic conditions. See the respective references for the TC (👉 2-161) and AD (👉 2-145) settings.

NOTE:

- *SDMS-α is abbreviated and displayed as SDMS on the instrument panel. In this owner's manual too, SDMS is used in the description to maintain consistency with the display on the instrument panel.*
- *The mode can be changed when the throttle is not wide open.*
- *If SDMS mode and the control level cannot switch with the throttle closed, stop the motorcycle in a safe place and turn off the ignition switch.*
If SDMS mode and the control level switching stops when the ignition switch is turned on again, you should have the system checked by an authorized Suzuki dealer as soon as possible.

Mode setting

When the ignition switch is turned ON, the motorcycle will be in the drive mode that was selected the last time the ignition switch was turned OFF. Follow the procedure below to operate the Suzuki drive mode selector.

1. From RIDE view indication, select "SDMS".
(MODE switch **OK**)

The selected item is highlighted.

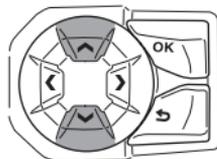


2. Close the throttle grip completely. Select the drive mode.

(SELECT switch **▲** / **▼**)

- C **➡** B **➡** A
(SELECT switch **▲**)

- A **⇨** B **⇨** C
(SELECT switch **▼**)



UP
or
DOWN



3. The Suzuki drive mode selector indicator indicates the selected mode.

⚠ WARNING

Operating the SDMS while the motorcycle is traveling changes the engine speed and output, and may adversely affect riding stability.

Operate the SDMS only while the motorcycle is stopped.

NOTE:

- *Operating the Suzuki drive mode selector while riding with the throttle opened will change the engine speed because of the change in engine power characteristics.*
- *The Suzuki drive mode selector indicator blinks when the drive mode change operation has failed.*
- *The mode can be changed when the throttle is not wide open.*
- *If the mode cannot be switched, the indicator blinks when the SELECT switch  /  is pressed.*

SMART T.L.R.

SMART T.L.R. is a function that links three functions to assist riding: TRACTION (T), LIFT (L), and ROLL TORQUE (R).

- The SDMS- α traction control (TC) setting is the T control level.
- The L and R control levels are set in conjunction with the T control level.

The T, L, and R functions of SMART T.L.R. are as follows.

T ... TRACTION (☞ 2-162)

L ... LIFT (☞ 2-166)

R ... ROLL TORQUE (☞ 2-168)

The L and R control levels are set according to the TC setting (OFF, 1 to 7) and cannot be set individually. They are not displayed on the meter.

<TRACTION>

Traction Control System

When the traction control system senses rear wheel spin during acceleration, it automatically controls engine power output to restore the gripping power of the rear tire. The traction control indicator light "TC" blinks when the traction control system is controlling engine power output.

WARNING

Relying too much on the traction control system can be hazardous.

The traction control system cannot provide control to limit rear wheel spin under certain conditions. The system cannot control rear wheel spin resulting from high speed cornering, excessive bank angle, braking operation or engine braking effect. Be sure to operate the motorcycle at an appropriate speed according to your riding skill, weather and road conditions.

WARNING

When using tires of other than the specified size, the traction control system will be unable to control engine power normally.

When replacing tires, be sure to use the specified tires.

NOTE:

- *When the traction control system is controlling engine power output, the engine sound and exhaust sound will change.*
- *When the front or rear tires do not stay in full contact with the road surface, such as when riding on a bumpy road, the traction control system will control engine power output.*
- *When the traction control system is controlling engine power output, the engine speed will not increase even if the throttle grip is operated to increase engine power. If this happens, close the throttle completely to restore the normal condition.*

The traction control system can be turned OFF or can be set to one of 7 sensitivity settings (Mode 1 to Mode 7).

The traction control system regulates the engine output so as to reduce the rear wheel's free spinning. The sensitivity level is the lowest in Mode 1 and is the highest in Mode 7.

- 1 to 2: Modes suitable for sports riding
- 3 to 5: Modes that can handle everything from city driving to suburban local (or winding) roads
- 6 to 7: Modes suitable for riding in the rain

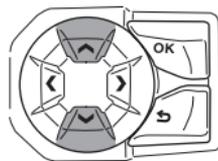
If "TC OFF" is selected, the engine output is not regulated even when the rear wheel spins freely.



NOTE: Before riding, check the setting mode on the traction control system indicator in the instrument panel.

Mode setting

1. From RIDE view indication, select "TC".
(MODE switch )
The selected item is highlighted.
2. Select the traction control system mode.
(SELECT switch  / )
 - from Mode 7 to OFF.
(SELECT switch )
 - from OFF to Mode 7.
(SELECT switch )



UP
or
DOWN



WARNING

Concentrating on the meters and switches while riding can lead to accident.

If you must change the traction control system mode while riding, be sure to pay sufficient attention to the safety of the surroundings.

NOTE:

- *The mode can be changed when the throttle is not wide open.*
- *If the mode cannot be changed, the indicator blinks when SELECT switch  /  is pressed.*

<LIFT>

Anti-Lift Control System

The anti-lift control system helps to keep the front wheel from significantly lifting during acceleration.

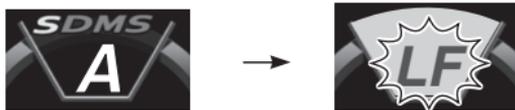
The system calculates the proper throttle opening based on the current motorcycle speed, engine speed, gear position, and other factors to control the throttle opening so that it does not increase more than necessary even if the throttle is operated. This system also minimizes front wheel lift when detected.

NOTE: The anti-lift control system is not capable of controlling front wheel lift under all conditions. Front wheel lift can occur more easily on bad roads, sloped roads, and when the back of the motorcycle is carrying a load.

Anti-Lift Control System Indicator

While the anti-lift control system is active, the anti-lift control system indicator blinks in the SDMS display location.

For details, see “<LIFT>” on page 2-166.



Blink condition

The indicator blinks when the throttle is opened significantly while the anti-lift control system is active.

NOTE:

- *The select switches (Up and Down) do not function while the indicator is blinking.*
- *The anti-lift control system indicator does not blink during SRAS control.*
- *The anti-lift control system indicator only blinks in RIDE view. It does not appear on the SUZUKI mySPIN screen.*

<ROLL TORQUE>

Roll Torque Control System

The roll torque control system is a function that suppresses the side slip of the rear wheel by controlling the engine torque based on the bank angle of the vehicle calculated from the IMU and wheel speed sensor measured values.

WARNING

The roll torque control system cannot completely control rear wheel slipping under all conditions or prevent falls.

It cannot control skidding due to overspeeding on curves or excessive bank angles and rear tire slipping due to braking or engine braking. Drive at a speed appropriate for your skill level, the weather, and the road conditions.

SMART CRUISE CONTROL

Cruise control is a function that allows you to ride at a set speed on a road where little acceleration or deceleration is required, such as a highway, without operating the throttle grip.

Quick Shift can be used to change gear when a target motorcycle speed is set.

It offers a resume function that returns to the previously set speed after the set speed was canceled.



- ① Cruise control indicator
- ② SET indicator
- ③ Target motorcycle speed (resume function)

NOTE:

- *The cruise control indicator blinks if it is not possible to set the cruise control speed from the standby state because the conditions allowing setting are not met.*
- *Cruise control may not be able to maintain the cruise control speed under some road conditions such as an uphill or downhill slope.*

- *Cruise control is turned off when the main key is turned off.*
- *The target motorcycle speed that appears when resume function is used is not the actual speed. Check the speedometer for the actual motorcycle speed.*
- *Even if you are using the cruise control function, keep to the legal speed limit.*
- *If the cruise control indicator on the meter blinks, then goes out and does not turn on, there may be a malfunction in the system. If the cruise control indicator does not turn on when the cruise control switch on the right handlebar switch is pressed, stop the motorcycle in a safe place and turn the ignition switch OFF once. If the cruise control indicator does not turn on when the ignition switch is turned ON again and the cruise control switch is pressed, have your motorcycle inspected by a Suzuki dealer.*

⚠ WARNING

Misuse of cruise control may cause unintended acceleration that may lead to crashes.

When not using cruise control, turn it off.

⚠ WARNING

Using cruise control in certain situations may impair safety.

Do not use cruise control in the following situations:

- In poor weather
- On roads with heavy traffic
- On roads with sharp curves
- On unpaved roads
- On slippery roads
- On steep downhill slopes

Conditions Allowing Setting of the Cruise Control Speed Motorcycle Speed

The following conditions must exist in order to set the cruise control speed.

- Cruise control is in the standby state
- Transmission is in 2nd gear or higher and engine speed is at least 2,000 r/min

Cruise Control Indicator Display

Press the cruise control switch ① in the right handlebar switch area to turn on the cruise control indicator ② in the instrument panel.

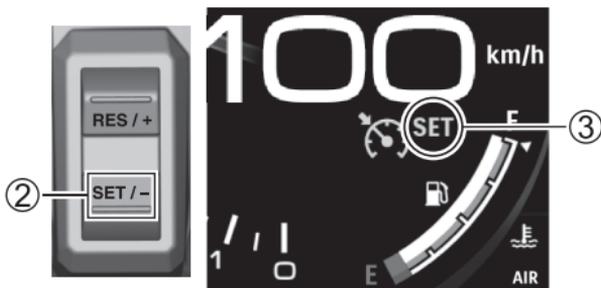


Setting the Target Motorcycle Speed

1. The cruise control system indicator ① turns on when the settable condition is satisfied.



2. With the cruise control indicator ① on, press CRUISE SPEED switch **SET/-** ② in the left handlebar switch area after reaching the set speed to set the cruise control speed to maintain the current speed after relaxing the throttle grip. The cruise control SET indicator ③ turns on after setting a speed.



3. When riding at the target motorcycle speed, press the CRUISE SPEED switch **RES/+** or CRUISE SPEED switch **SET/-** to adjust the target motorcycle speed.

Settable speed:

30 km/h (18 mph) or more

CRUISE SPEED switch **RES/+** ④

Short press:

Speed increases by about 1 km/h
(0.6 mph)

Long press:

Speed increases continuously

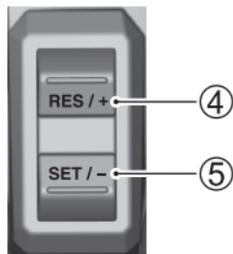
CRUISE SPEED switch **SET/-** ⑤

Short press:

Speed decreases by about 1 km/h
(0.6 mph)

Long press:

Speed decreases continuously

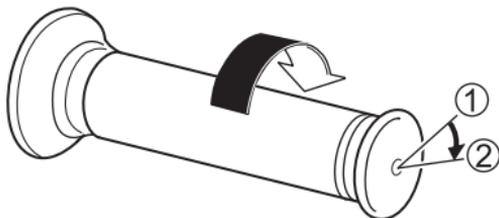


*NOTE: During constant speed riding at the set speed, turn the throttle grip to accelerate above the set speed. Release the throttle grip to return to the target motorcycle speed. When riding at a speed above the target motorcycle speed, press the CRUISE SPEED switch **SET/-** to change the target motorcycle speed to the current speed.*

Canceling Constant Speed Riding

Under the following conditions, constant speed riding is canceled and cruise control returns to the standby state.

- Throttle grip is turned in the close direction from the fully closed position ①



② Canceled position

- Clutch lever is squeezed
- Brake lever or brake pedal is operated
- Engine speed is less than 2,000 r/min.
- Transmission is in 1st gear
- Gear shift is performed (Except when using “Quick Shift”)
- Set speed cannot be reached in a long time, such as on a slope
- Tires spin
- Cruise control is turned off, see “Cruise Control System Released (turned off)” on page 2-176.

NOTE: Constant speed riding is canceled when a system error occurs.

Resume Function

If setting data remains in the system when constant speed riding is canceled, press the CRUISE SPEED switch **RES/+** to return to the target motorcycle speed at the time constant speed riding was canceled.

If the resume function operation is in progress, the target speed ① appears until the target speed is reached.



The resume function cannot be used in the following circumstances.

- Engine speed is less than 2,000 r/min.
- Ignition switch was turned off
- Cruise control is turned off

⚠ WARNING

If the resume function is used when the speed is slower than the cruise control speed at the time constant speed riding was previously canceled, the motorcycle will accelerate. Motorcycle acceleration could cause a crash if the resume function is used when the road conditions are not suitable.

Consider the cruise control speed and road conditions before using the resume function.

Cruise Control System Released (turned off)

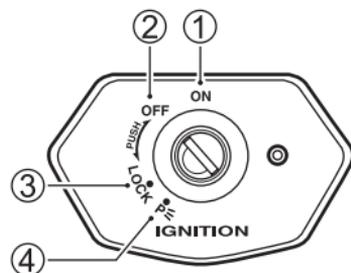
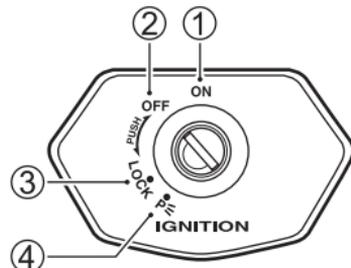
Press the cruise control system switch to turn off the system. At this time, the cruise control system indicator and the cruise control system indicator light are turned off.

NOTE: Cruise control turns off when a system error occurs.

IGNITION SWITCH

POSITIONS

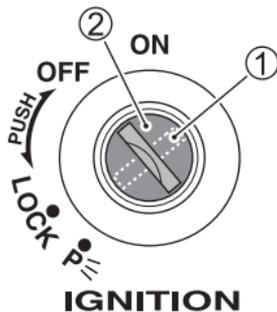
There are 4 positions for the ignition switch; ON ①, OFF ②, LOCK ③ and P ④.



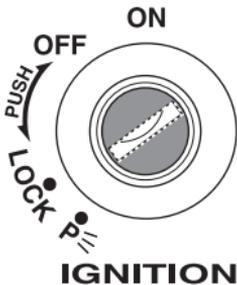
(Immobilizer equipped model)

NOTE:

- The key hole ① can be covered with a lid ②.



- Align the lid hole position with the key-hole position when inserting the key.



⚠ WARNING

Operating the key while the motorcycle is moving may result in a crash.

Operate the key only after stopping the motorcycle.

⚠ WARNING

Falls caused by impact or slipping may result in malfunctioning of the motorcycle. Motorcycle malfunctions may result in fires, or could result in injury from moving parts such as the rear wheel.

If the motorcycle falls, turn the ignition switch off immediately and stop all devices. As falling may damage parts that are not visible, have your motorcycle inspected by a Suzuki dealer.

NOTICE

Operating the ignition switch while the motorcycle is running will stop the engine operating smoothly and may negatively affect the engine and the catalytic converter.

Do not operate the ignition switch while the motorcycle is running.

OFF (“OFF” position)

- The engine stops.
- The lights turn off.
- The key can be removed.

ON (“ON” position)

- The engine can start and the motorcycle is able to be ridden.
- The following lights turn on.
 - Headlight
 - Taillight
 - Position light
 - License plate light
- The key cannot be removed.

LOCK (“LOCK” position)

- The handlebars lock.
- The lights do not come on.
- The key can be removed.

To prevent theft, lock the handlebars when leaving the motorcycle. We recommend also using a chain lock.

<Locking>

1. Turn the handlebars all the way to the left.
2. While pushing the key in, turn it from OFF to LOCK.
3. Pull the key out.

NOTE:

- *Move the handlebars to the left and right, and check that they are locked firmly.*
- *If the handlebars are difficult to lock, turn the key while moving them slightly to the right.*

<Unlocking>

Insert the key and while pushing it in, turn it from LOCK to OFF.

NOTE:

- *Before riding, move the handlebars to the right and left, and check that they turn the same amount in both directions.*
- *The ignition switch key hole features a lid that covers it.*
- *If the lid hole is misaligned, align the lid hole to the key hole.*

“P” (PARKING) position

When parking the motorcycle, lock the steering and turn the key to the “P” position. The key can now be removed and the position light, license plate light and taillight will remain lit and the steering will be locked. This position is for night time roadside parking to increase visibility.

WARNING

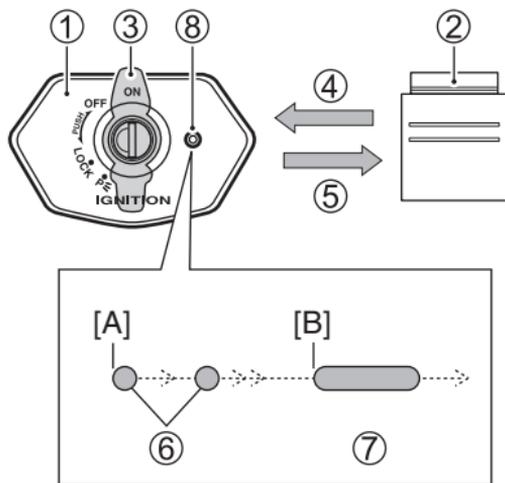
Turning the ignition switch to the “P” (PARKING) or “LOCK” position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

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

IMMOBILIZER (if equipped)

Compares whether the ID of the key inserted is one that has been registered in the motorcycle ECM, and determines whether or not to start the engine.

When the ignition switch ① is turned ON, the ECM ② directs the controller contained in the key ③ to transmit its ID ④. (At this time, the number of times the indicator blinks indicates the number of keys registered to the motorcycle ⑥) In response, the key sends its ID ⑤, and if the ECM deems the ID to be correct, the engine can be started, and the indicator lights for 2 seconds ⑦.



- [A] Ignition switch is turned ON
 [B] Engine can be started
 ⑧ Immobilizer indicator

NOTE:

- If the indicator continues to blink without stopping, then the key is wrong or there is a transmission error. Turn the ignition switch OFF, and redo the operation.

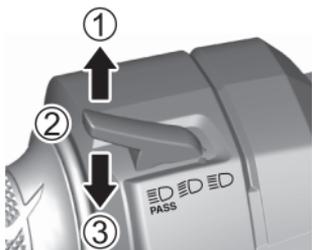
- Initially 2 keys are registered to the motorcycle. 2 additional keys can be registered. The number of times the indicator blinks indicates the number of keys registered to the motorcycle.
- If both keys are lost, 2 blank keys and the ECM must be replaced. Be sure to store the spare key in a safe place.
- When inserting the key, bringing the spare key for this motorcycle or an immobilizer-compatible key from another motorcycle close to the immobilizer antenna may cause the immobilizer system to stop functioning normally. Do not attach 2 or more immobilizer-compatible keys to a key holder.
- Metal items, magnetic items, and items that transmit radio signals have a detrimental effect on immobilizer transmission. Accordingly, do not attach the immobilizer to a key holder or put it near keys.

HANDLEBAR SWITCHES

DIMMER SWITCH / HEADLIGHT FLASHER SWITCH

Dimmer switch

Changes the headlight between high-beam and low-beam.



- ① High-beam
- ② Low-beam
- ③ Headlight flasher

High-beam “”

Push the switch away from you to change to high-beam.

Low-beam “”

Pull the switch toward you to change to low-beam.

Headlight Flasher Switch “”

Press the switch to flash the headlight high beam.

NOTE: Set the headlight to low-beam if there are oncoming vehicles or vehicles traveling ahead of you.

NOTICE

The heat of the headlight may melt the headlight lens if the lens is covered or if an object is placed close to the lens.

Do not leave objects in front of the headlight or taillight, or cover the headlight or taillight with a cloth, etc.

NOTICE

If tape is applied to the headlight, the location where the tape has been applied may melt due to heat from the light.

Do not apply tape to the headlight.

SELECT SWITCH / / /

Used to set each system.

For reference, see “<RIDE SETTING>” on page 2-14.

MODE SWITCH /

Used to set each system.

For reference, see “<RIDE SETTING>” on page 2-14.

CRUISE SPEED SWITCH /

Cruise control system operation.

For details, see “SMART CRUISE CONTROL” on page 2-168.

HORN SWITCH

While the switch is pressed, the horn sounds.

TURN SIGNAL LIGHT SWITCH “↔”

Use as a signal when turning right or left, or when changing lanes.

Right turn “⇨”

Set the switch to the “⇨” side to make the right turn signal light blink. Push the switch in to cancel turn signal operation.

Left turn “⇦”

Set the switch to the “⇦” side to make the left turn signal light blink. Push the switch in to cancel turn signal operation.

⚠ WARNING

Leaving the turn signal on may cause others to misunderstand your intended direction of travel, and cause crashes.

The turn signal switch does not turn off automatically. After use, be sure to push the switch in to cancel turn signal operation.

ENGINE STOP SWITCH / ELECTRIC STARTER SWITCH

Engine Stop Switch

Stop the engine immediately in emergency situations such as a fall. Placing the engine stop switch in the “” (STOP) position stops the engine. Normally, leave it in the “” position.

“” position

Electric circuits related to the engine are connected.

- The engine can be started and can run.

“” position

Electric circuits related to the engine are not connected.

- The engine stops.
- The engine cannot be started.

NOTICE

Changing the engine stop switch from  to  or from  to  to  while riding may damage to the engine or the catalytic converter (if equipped).

Do not use the engine stop switch except in an emergency.

NOTE: When the engine stop switch has been used to stop the engine, be sure to turn the ignition switch OFF. Leaving the ignition switch ON may cause the battery to run down.

Electric Starter Switch “”

Pressing the electric starter switch causes the starter motor to turn over and starts the engine.

For details, see “STARTING THE ENGINE” on page 2-187.

NOTE:

- *The engine cannot start when the engine stop switch is in the “” position.*
- *The motorcycle is equipped with Easy Start functionality, so when you press the electric starter switch the starter motor will keep turning over for a few seconds even if you let the starter switch go. After a few seconds the engine starts, and the starter motor stops.*

HAZARD WARNING SWITCH “”

The hazard warning switch is used in emergency situations, such as when a malfunction has occurred. Moving the switch to the right will blink all turn signals.

NOTE: Do not use the hazard warning switch except for in emergencies. Using it when the engine is stopped may cause the battery to run down.

CRUISE CONTROL SWITCH “”

Cruise control system operation. Pressing the switch caused cruise control indicator comes on.

For details, see “SMART CRUISE CONTROL” on page 2-168.

STARTING THE ENGINE

STARTING PROCEDURE

Use the following procedure to start the engine.

1. Make sure that the transmission is in neutral.
2. Check that the engine stop switch is set to “”.
3. Set the ignition switch to ON.
4. Check that the malfunction indicator light has gone out.
5. With the throttle grip closed, press the electric starter switch “”. See “SUZUKI EASY START SYSTEM” on page 2-190.
6. Before riding, make sure that the side stand is fully up. See “SIDE STAND / IGNITION INTERLOCK SYSTEM” on page 2-192.

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

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

NOTE: This motorcycle features the Suzuki Easy Start System, allowing you to start the engine with a single push of the electric starter switch. For details, see “SUZUKI EASY START SYSTEM” on page 2-190.

When the Engine is Hard to Start:

Open the throttle approximately 1/8 turn and press the electric starter switch “”.

WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury.

Never start the engine or let it run indoors or where there is little or no ventilation.

NOTICE

Continuously turning the starter motor for 5 seconds or more consumes a large amount of power and may cause the battery to run down.

Do not push and hold the electric starter switch for 5 seconds or more or use the Suzuki Easy Start System to turn the starter motor over continuously.

NOTICE

After starting the engine, opening the throttle or riding the motorcycle with the oil pressure warning indicator light turned on, may adversely affect the engine.

Make sure that the oil pressure warning indicator light has turned off before opening the throttle or riding the motorcycle.

NOTICE

If you start the engine with the gear position indicator and neutral indicator providing incorrect indications, engine damage can occur.

Before starting the engine, check whether the gear position indicator and neutral indicator are providing the indications described below. If they are not providing the indications described below, have your motorcycle inspected promptly by a Suzuki dealer.

- When the gear position indicator shows N, the neutral indicator is lit.
- When the gear position indicator shows one of (1, 2, 3, 4, 5, 6), the neutral indicator turns off.

NOTE: When starting the engine, you must pull in the clutch if the gear is in any position other than neutral.

NOTE: When the motorcycle falls over, a system stops the engine. The master warning indicator light also comes on. To restart the engine, after righting the motorcycle, temporarily turn the ignition switch OFF, then turn it on again. When the malfunction indicator light goes off the engine can be started again.

NOTICE

If you hold the electric starter switch down while the malfunction indicator is lit, the battery may run down.

Do not hold the electric starter switch down while the malfunction indicator is lit.

SUZUKI EASY START SYSTEM

You can start the engine with a single push of the electric starter switch. The starter motor continues to turn over after you take your hand off the switch, and stops after a few seconds or after the engine starts.

- If the gear position is neutral you can start the engine without pulling in the clutch.
- If the gear position is anything except neutral you must squeeze the clutch lever completely to start the engine.

In some cases the engine may not start due to the position of the side stand and the gear. For details, see "SIDE STAND / IGNITION INTERLOCK SYSTEM" on page 2-192.

NOTE: Depending on the condition of the battery, the engine might not start easily by Suzuki Easy Start System. If the engine is difficult to start, squeeze the clutch lever completely with the transmission in neutral and continue pressing the electric starter switch to start the engine. If the engine fails to start, the battery will most likely lose power. In this case, charge or change the battery.

Proper Warm up

In the following circumstances, allow sufficient idling time to warm it up before riding.

- When you have not used the motorcycle for an extended period
- In extremely low temperatures (as a guide, -10°C (14°F) or less) in cold regions

In any other circumstances, out of consideration for the environment, begin riding promptly after starting the engine.

NOTICE

Immediately after starting the engine, revving the engine, sudden acceleration, or abrupt braking may cause the engine to malfunction.

If it is necessary to warm up, run the engine for a period of several tens of seconds to several minutes to warm it up before riding.

NOTICE

Leaving the engine running for an extended period without riding, in order to charge the battery, etc., may cause the engine to overheat. Overheating may damage engine parts and cause the exhaust pipe to change color.

Stop the engine if you do not intend to begin riding promptly.

SIDE STAND / IGNITION INTERLOCK SYSTEM

The motorcycle has a system to prevent riders from forgetting to retract the side stand and then traveling with it down.

The system operates as follows.

<When the side stand is down>

- The engine cannot be started when the motorcycle is in gear. (The engine can be started if the motorcycle is in neutral)
- Placing the motorcycle in gear while the engine is running stops the engine.

<When the side stand is fully up>

Moving the side stand down while the engine is running and the motorcycle is in gear stops the engine.

WARNING

If you move the side stand down while riding the motorcycle, the engine will stop, which may cause a crash.

Never move the side stand down while riding the motorcycle.

NOTE:

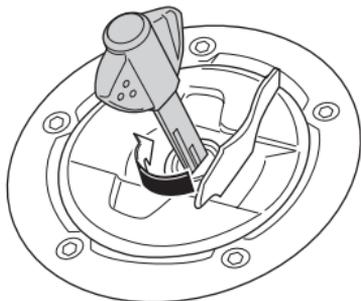
- *If side stand is not completely up the engine stops when you shift gears from neutral to any other gear.*
- *Lubricate the side stand if it does not operate smoothly.*

REFUELING

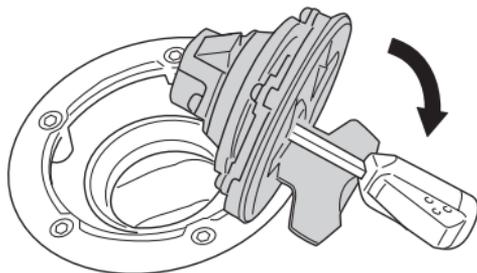
REFUELING PROCEDURE

Use the following procedure to refill with gasoline.

1. Open the fuel tank cap key cover.
2. Insert the key and turn it to the right to unlock.



3. Open the cap.



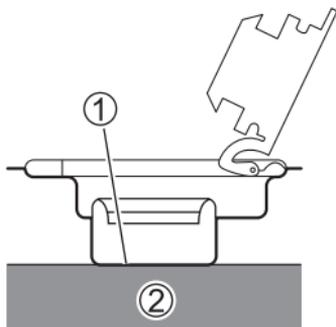
4. Refill with gasoline. Do not fill any higher than the lower edge ① of the inlet. Filling higher than the lower edge of the inlet may allow gasoline to leak.

Specified fuel:

Unleaded premium gasoline

Fuel tank capacity:

19.0 L (5.0/4.2 US/Imp. gal)



② Fuel

NOTICE

Filling the fuel tank with more than the specified amount of fuel may cause engine failure or starting failure.

Do not refuel above the bottom of the refueling port.

5. Push down the cap, then turn the key to the left and remove it.
The key cannot be removed if the cap is not locked.

WARNING

Overfilling the fuel tank may cause gasoline to leak from the motorcycle. Gasoline is very flammable and leaking gasoline may ignite and cause a fire.

- When refilling with gasoline, stop the engine and do not bring flame into proximity.
- Be sure to refill outdoors.
- Before opening the fuel tank cap, touch a metal section of the motorcycle body or gasoline pump to eliminate static electricity from your body. If you are statically charged the static may discharge with a spark, causing the gasoline to catch fire.
- Refill with gasoline yourself, away from other people.
- After refilling, close the fuel tank cap firmly until it makes a clicking sound.
- Wipe away any spilled gasoline with a cloth.

NOTICE

If the engine develops some trouble like lack of acceleration or insufficient power, the cause may be due to the fuel the motorcycle uses.

In such case, try changing to a different gas station. If the situation is not improved by changing, consult your Suzuki dealer.

NOTICE

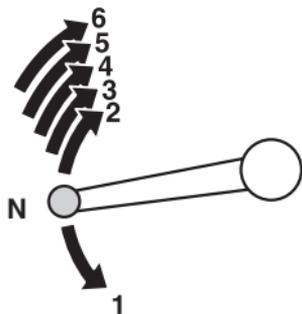
Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle.

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

SHIFTING GEARS

DESCRIPTION

This motorcycle has a 6-speed transmission, with neutral located between 1st 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 and slowly release the clutch lever to make sure that the transmission is positively in neutral.
- When the “Quick Shift” is set to MODE “ON”, the clutch lever operation is not required in the shift change operation after starting the motorcycle. For more detailed information on the “Quick Shift”, see page 2-115, 2-200.

(Canada)

The table below shows the approximate speed range for each gear.

Shifting up schedule

Gear position	km/h	mph
1st → 2nd	33	21
2nd → 3rd	53	33
3rd → 4th	63	39
4th → 5th	72	45
5th → 6th	80	50

Shifting down schedule

Gear position	km/h	mph
6th → 5th	72	45
5th → 4th	63	39
4th → 3rd	53	33
3rd → 2nd	33	21
2nd → 1st	19	12

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

GEARSHIFT PROCEDURE

The transmission is designed to allow the engine to operate smoothly in its normal operating speed range. When riding, shift gears to match the conditions. Do not slip the clutch to adjust motorcycle speed as doing so causes wear on the clutch. When reducing speed, shift gears down to match the engine speed.

1. Before starting off, retract the side stand.
2. Squeeze the clutch lever completely and operate the gearshift lever to change gears into 1st gear and move off smoothly.
3. Change gears according to motorcycle speed.

Return the throttle grip temporarily and squeeze the clutch lever completely before changing gears.

Operate the gearshift lever lightly with the toes, moving it firmly until you feel the lever click.

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 a crash; 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 a corner.

NOTICE

Holding the motorcycle stopped with throttle and clutch lever operation on inclines can damage the motorcycle's clutch.

Use the brakes when stopping the motorcycle on inclines.

NOTICE

When the engine becomes abnormally hot, the clutch may not engage well.

If the engine becomes very hot and the clutch is not engaging well, stop the motorcycle in a safe place and let the engine cool.

NOTICE

Incorrect gearshift operation or riding with your foot on the gearshift lever may cause damage to the engine.

- **Do not perform the gear change operation with the clutch lever not firmly squeezed.**
- **Do not apply excessive force when using the gearshift lever.**
- **Do not ride with your foot on the gearshift lever.**

NOTE:

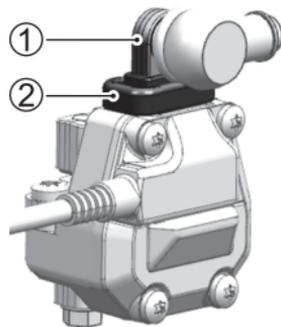
- *When changing gears, move the lever firmly until you feel the lever click.*
- *Do not increase engine speed excessively. Doing so will negatively affect engine life.*
- *Do not ride at an excessive speed.*
- *If something appears strange while riding, have the motorcycle checked immediately by a Suzuki dealer.*
- *Take care when riding to ensure that engine speed does not enter the red zone.*
- *It is easy to enter the red zone when revving the engine or accelerating suddenly in 1st or 2nd gear, so particular care is required in such situations.*
- *If engine speed enters the red zone, close the throttle promptly to reduce engine speed.*
- *When the gear position changes to neutral while riding, the engine speed limiter functions to protect the engine and power systems, limiting engine speed.*

What is “Quick Shift”

The “Quick Shift” is a function that assists the shift change operation during motorcycle riding.

Once the “Quick Shift” has been set on the instrument panel display, the shift change operation is available without using the throttle grip or clutch lever during riding.

When the motorcycle starts moving from the stopping status, or is stopped with the gear engaged, it is required for you to use the clutch lever to perform the shift change operation.



- ① Gearshift sensor lever
- ② Boot

NOTICE

Failure to observe the following operational rules may result in damage to gearshift sensor and related components.

- Do not disassemble gearshift sensor or boot.
- Do not use organic solvents such as part cleaners or gasoline on gearshift sensor and related components.
- Do not subject gearshift sensor and surrounding areas to high-pressure washing.

NOTICE

When any of the parts related to the gear shifting mechanism are changed or modified, the “Quick Shift” might not operate correctly. Also, unlike automatic transmission, the “Quick Shift” does not perform the shift change operation automatically. Operating the system in low gears with very high RPM may place a high load on the units such as the transmission.

Perform the shift change operation yourself according to the engine or motorcycle speed.

“Quick Shift” operation procedure

1. Set the RIDE setting of “QS SET (Quick Shift)” to “ON” on the MENU view. For details, see “QS SET” on page 2-115
2. Squeeze the clutch lever completely to shift the gear to the 1st position.

NOTE: Even when the “Quick Shift” has been set, the gear shift lever operation procedure is not changed from that before the setting. If the shift change is to be performed regardless of the setting of “Quick Shift”, move the gear shift lever securely until the end of its travel.

3. When the shift change operation is to be performed after the motorcycle starts moving, do not use the clutch lever, but move the gear shift lever.
 - When the shift change operation is to be performed, the motorcycle adjusts the engine speed according to the situation at that time, so the throttle grip operation is not required.

- The “Quick Shift” is activated when the engine speed exceeds 2000 r/min.
- When the shift change operation is to be performed, move the gear shift lever until you feel it at the end of its travel.
- The “Quick Shift” does not operate when EP indicator ① is blinking. The EP indicator only blinks in RIDE view. It does not appear on the SUZUKI mySPIN screen.



NOTE:

- “Quick Shift” may not operate when the ambient temperature is low. If this happens, start the engine and allow the engine to warm before trying again. If “Quick Shift” still does not operate, contact your Suzuki dealer.
- Avoid riding with your foot on the gear shift lever, as this may cause the “Quick Shift” function not to work properly.
- You may not be able to change gear on steep uphill slopes.

NOTICE

When the shift change operation is performed in the following cases without using the clutch lever, the engine or drive system might be damaged. In the following cases, use the clutch lever.

- The “Quick Shift” has been set to <OFF>.
- The engine speed is 2000 r/min or less.

NOTE: During riding, the quick shift indicator blinks when the shift change operation is performed at the engine speed of 2000 r/min or less.

4. When the motorcycle is to be stopped, stop it with the clutch lever squeezed.

NOTE:

- *Even when the shift change operation is performed continuously using the “Quick Shift”, the shift change operation should be done correctly step by step.*
- *When the shift change operation is performed without clutch lever squeezed and with the throttle opening angle kept constant, the “Quick Shift” operation can be smoothly performed.*

Issues that Require Dealer Maintenance

Contact your Suzuki dealer whenever the following issues occur.

- “Quick Shift” does not operate when the engine is warm
- Gearshift sensor lever is sticking
- Torn gearshift lever sensor boot

BRAKE LEVER

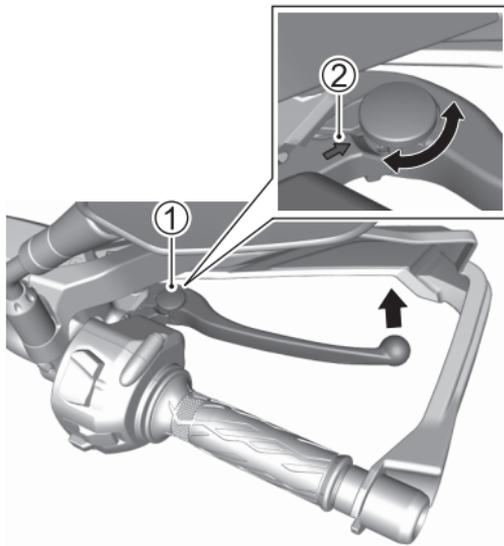
DESCRIPTION

The front brake is applied by squeezing the brake lever gently toward the throttle grip. The brake light will be lit when the lever is squeezed inward.

The space between the brake lever and grip can be adjusted to 5 settings.

ADJUSTMENT

1. Push the brake lever forward and rotate the adjuster ① to the desired position.
2. Align the numbers on the adjuster with the "Alignment mark" ②.



NOTE:

- Adjust by aligning the protuberances on the lever with the indentations on the adjuster.
- The adjuster is set to the 3rd position at the factory.

⚠ WARNING

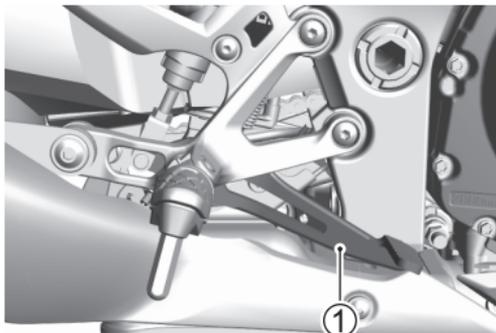
Adjusting the brake lever position while riding may result in a crash.

Adjust the brake lever position only while stopped.

REAR BRAKE PEDAL

DESCRIPTION

Stepping on the rear brake pedal ① applies the rear brake. The brake light comes on at the same time.

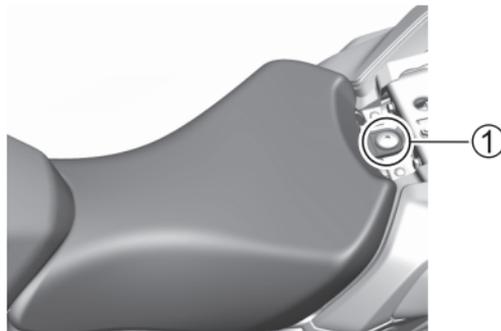


SEAT

FRONT SEAT

Removal

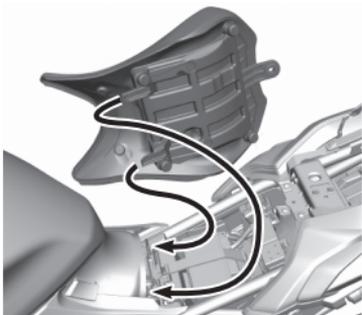
1. Remove the rear seat. (☞ 2-207)
2. Remove the bolt ①.



3. Raise the rear end of the seat and slide it backward.

Installation

Slide the seat hooks into the seat hook retainers and tighten the bolt securely.



⚠ WARNING

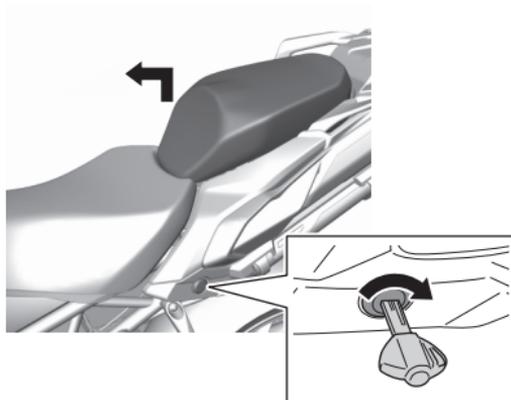
Failure to install the seat properly could allow the seat to move and cause loss of rider control.

Fasten the seat securely in its proper position.

REAR SEAT AND SEAT LOCK

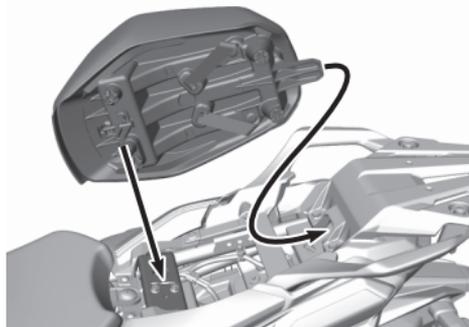
Removal

1. To remove the rear seat, insert the ignition key into the seat lock and turn it clockwise.
2. Raise the front end of the seat and slide it forward.



Installation

1. Slide the seat hooks into the seat hook retainers.
2. Push down firmly until the seat snaps into the locked position.



NOTE:

- *Lift up the seat gently and check that it is locked.*
- *Care is required, because if the seat is locked with the key placed underneath it, you will be unable to retrieve the key.*

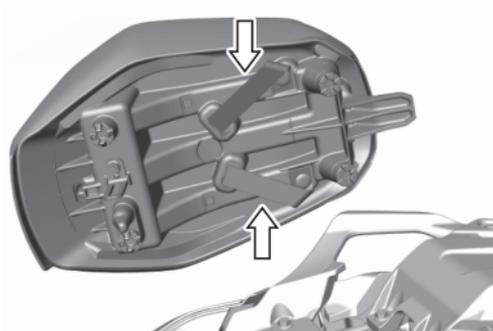
WARNING

If the seat is not attached correctly it may move, interfering with riding.

Lock the seat firmly in the correct position.

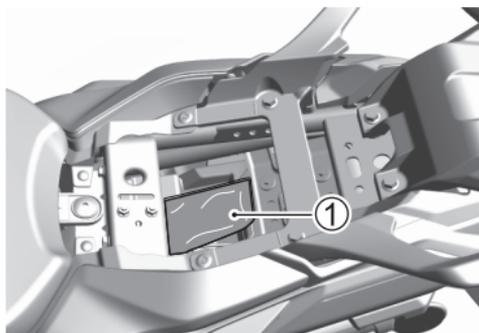
LUGGAGE STRAPS

The luggage straps are folded under the rear seat. Extract the straps from the hooks and reinstall the seat with the straps out. Hook bands to the straps to fix luggage on the seat.



DOCUMENT HOLDER

A document holder is available when the rear seat is removed. Place the owner's manual ① in a plastic bag and store it here.



SIDE STAND

The side stand is used when parking the motorcycle. This motorcycle is equipped with a side stand.

To place the motorcycle on the side stand, place your right 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.

For details on the side stand / ignition interlock system, see page 2-192.



⚠ WARNING

Riding with the side stand incompletely retracted can result in a crash when you turn left.

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

NOTE: When parking the motorcycle, choose a surface that is as hard and flat as possible. If you cannot avoid parking on a slope, stop the motorcycle with the front facing up the slope, and place it in 1st gear to lock the tires in place.

FRONT SUSPENSION (Right side)

NOTICE

When a dirty front fork is adjusted as it is, oil leakage might occur due to a sticking adjuster or seal damage.

Before adjustment, wash the dirt completely off from the front fork.

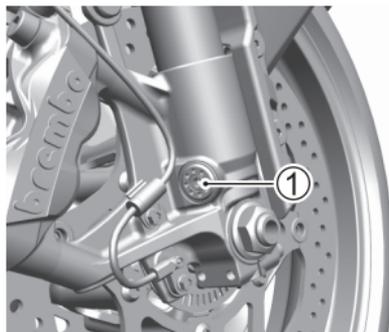
Spring Pre-load Adjustment

To adjust the spring pre-load, turn the adjuster ① clockwise or counterclockwise.

To set the adjuster to the standard position, turn the adjuster counterclockwise until it stops (minimum) and then turn it clockwise 5 turns.

- Turning the adjuster clockwise will increase the spring pre-load.
- Turning the adjuster counterclockwise will decrease the spring pre-load.

The spring pre-load can be adjusted a maximum of 15 turns clockwise, from the minimum position.

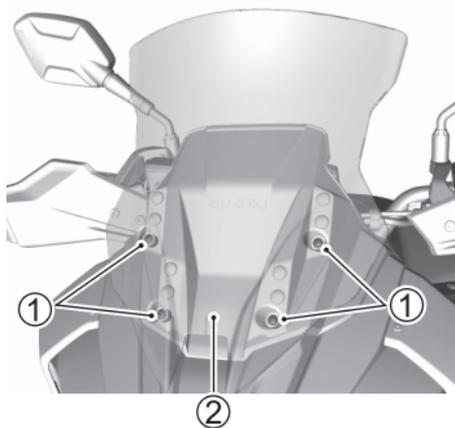


WINDSHIELD

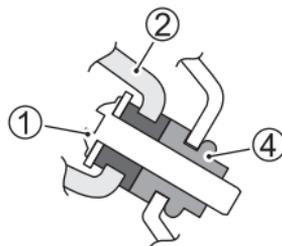
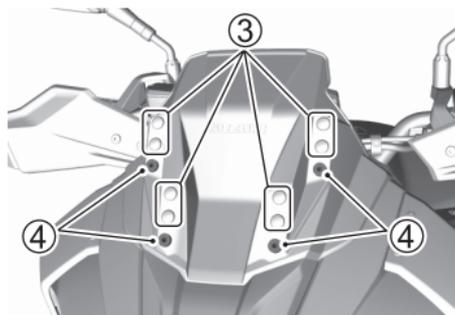
HEIGHT ADJUSTMENT

The windshield height can be adjusted to 3 positions. To change the windshield height, follow the procedure below.

1. Remove the bolts ① and then remove the windshield ②.



2. Remove the caps ③. Move the windshield nuts ④ up or down to the desired windshield position.



3. Reinstall the windshield in the reverse order of the removal.

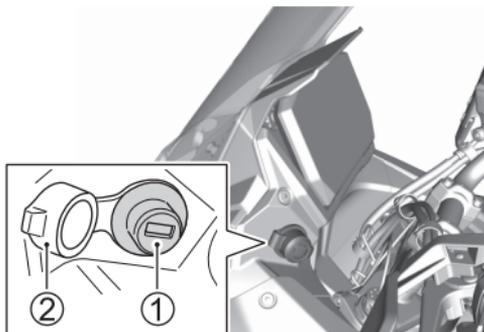
⚠ WARNING

If the windshield falls off while riding, it may cause an accident.

After adjustment, check that the bolts are not loose and that the windshield is not loose.

USB SOCKET

A USB socket ① is provided at the left side of the Instrument panel. It can provide up to 5 V output voltage and 2 A maximum current.



② Cap

NOTICE

Using the USB socket while the engine is idling or stopped may drain the battery.

Be aware of battery drain when using the USB socket.

NOTICE

Failure to observe the following items when handling the USB socket may result in damage to the motorcycle or connected devices.

- **Do not connect any electronic device other than a mobile phone.**
- **Do not use when washing the motorcycle or when it is raining. Pull out the USB cable and attach the cap.**

NOTE:

- *Rated values are temporary capacities. Avoid long-term use to prevent battery drain.*
- *When not using the USB socket, attach the cap to prevent foreign matter from entering it.*

REAR CARRIER

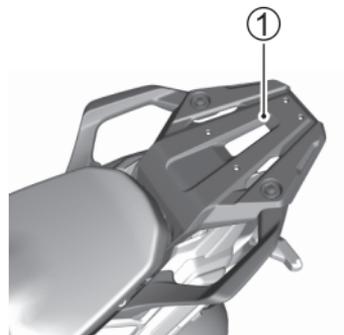
The rear carrier ① load capacity is 6 kg (13.2 lbs).

WARNING



Operating the motorcycle overloaded will decrease riding stability and can lead to loss of control.

- The rear carrier load capacity is 6 kg (13.2 lbs). Do not load the motorcycle more than load capacity.
- Read owner's manual for more information.





INSPECTION AND MAINTENANCE

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INSPECTION AND MAINTENANCE

DESCRIPTION

Regular inspection and maintenance are essential to riding your motorcycle safely, and to ensuring that it lasts a long time. The following simple inspections and maintenance tasks are normally carried out frequently.

Carry out periodic inspections even when you do not use the motorcycle for an extended period. Inspect your motorcycle carefully when you begin using it again after an extended period of non-use.

Follow the guidelines in the chart. The intervals between periodic services in kilometers, miles and months are shown. At the end of each interval, be sure to perform the maintenance listed.

WARNING

Improper maintenance or failure to perform recommended maintenance can lead to a crash.

Keep your motorcycle in good condition. Ask your Suzuki dealer or a qualified mechanic to perform 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, ask your Suzuki dealer to do the maintenance.

WARNING

Inspection with the engine running is dangerous, as your hands or clothing may become caught in moving engine parts, resulting in serious injury.

Turn the engine off when inspecting anything other than the lights, engine stop switch, and throttle.

WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury.

Never start the engine or let it run indoors or where there is little or no ventilation.

WARNING

For inspections while riding, maintain sufficient awareness of the traffic situation in the vicinity.

Reduce speed to less than normal, and perform the inspection in an area where there is little traffic.

WARNING

Performing maintenance beyond your competence without specialist knowledge may cause crashes or breakdowns.

For safety, only perform maintenance that is within your knowledge and area of competence. Consult a Suzuki dealer regarding anything difficult.

WARNING

Because of the presence of gasoline and flammable oils, there is a risk of fire if there are any ignition sources in close proximity when performing inspection and maintenance.

Do not smoke or bring a flame close to the motorcycle when performing maintenance.

CAUTION

The exhaust pipe or muffler and the engine become hot when the engine is running. Touching them before they cool down may cause burns.

When performing maintenance on parts close to the exhaust pipe, muffler or engine, wait until they have cooled down sufficiently to touch before starting maintenance.

NOTICE

Performing maintenance with your motorcycle in an unstable location may result in the motorcycle falling over during the process.

Perform maintenance in a location with a flat solid surface.

NOTICE

Servicing electrical parts with the ignition switch in the “ON” position can damage the electrical parts when the electrical circuit is shorted.

Turn off the ignition switch before servicing electrical parts to avoid short-circuit damage.

NOTICE

Poorly-made replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

When replacing parts on your vehicle, use only genuine Suzuki replacement parts or their equivalent.

NOTE:

- *The MAINTENANCE CHART specifies the minimum requirements for maintenance. If you use your motorcycle under severe conditions, perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your Suzuki dealer or a qualified mechanic.*
- *Recycle or properly dispose of used oil.*

MAINTENANCE CHART

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

Item	Interval	months	2	12	24	36	48	
		km	1000	6000	12000	18000	24000	
		miles	600	3750	7500	11250	15000	
Air cleaner element (👉 3-29)			–			R		
* Exhaust pipe bolts and muffler bolts			T	–	T	–	T	
* Exhaust control valve				–		–		
* Valve clearance			–	–	–	–		
* Spark plugs			–		R		R	
Fuel hose (👉 3-52)			–					
		*Replace every 4 years (Except for Canada)						
* Evaporative emission control system (if equipped)			–	–		–		
Engine oil (👉 3-33)			R	R	R	R	R	
Engine oil filter (👉 3-33)			R	–	–	R	–	
* PAIR (air supply) system			–	–		–		
* Throttle bore cleaning			–	–		–		
* Throttle valve synchronization			–	–		–		
* Engine coolant (👉 3-46)	"SUZUKI SUPER LONG LIFE COOLANT" (Blue)	Replace every 4 years or 48000 km (30000 miles)						
	"SUZUKI LONG LIFE COOLANT" (Green) or an engine coolant other than "SUZUKI SUPER LONG LIFE COOLANT" (Blue)		–	–	R	–	R	
Radiator hose (👉 3-51)			–					

Item	Interval	months	2	12	24	36	48
		km	1000	6000	12000	18000	24000
		miles	600	3750	7500	11250	15000
Clutch cable play (☞ 3-58)		–					
Drive chain (☞ 3-53)							
		Clean and lubricate every 1000 km (600 miles)					
* Brakes (☞ 3-59)							
Brake hose (☞ 3-60)		–					
		*Replace every 4 years					
Brake fluid (☞ 3-60)		–					
		*Replace every 2 years					
Tires (☞ 3-70)		–					
* Steering			–		–		
* Front forks		–	–		–		
* Rear suspension		–	–		–		
* Chassis bolts and nuts		T	T	T	T	T	T
Lubrication (☞ 3-22)		Lubricate every 1000 km (600 miles)					

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

(For Europe and Oceania countries)

Item	Interval	months	2	12	24	36	48	
		km	1000	12000	24000	36000	48000	
		miles	600	7500	15000	22500	30000	
Air cleaner element (🔧 3-29)		–			R			
* Exhaust pipe bolts and muffler bolts		T	T	T	T	T		
* Exhaust control valve			–		–			
* Valve clearance		Inspect every 24000 km (15000 miles)						
* Spark plugs		–	R	R	R	R		
Fuel hose (🔧 3-52)		–						
		*Replace every 4 years						
* Evaporative emission control system (if equipped)		–	–		–			
Engine oil (🔧 3-33)		R	R	R	R	R		
Engine oil filter (🔧 3-33)		R	–	R	–	R		
* PAIR (air supply) system		–	–		–			
* Throttle bore cleaning		–						
* Throttle valve synchronization		–						
* Engine coolant (🔧 3-46)	"SUZUKI SUPER LONG LIFE COOLANT" (Blue)	–	–	–	–	R		
	"SUZUKI LONG LIFE COOLANT" (Green) or an engine coolant other than "SUZUKI SUPER LONG LIFE COOLANT" (Blue)	–	–	R	–	R		
Radiator hose (🔧 3-51)		–						

Item	Interval	months	2	12	24	36	48
		km	1000	12000	24000	36000	48000
		miles	600	7500	15000	22500	30000
Clutch cable play (☞ 3-58)		–					
Drive chain (☞ 3-53)							
		Clean and lubricate every 1000 km (600 miles)					
* Brakes (☞ 3-59)							
Brake hose (☞ 3-60)		–					
		*Replace every 4 years					
Brake fluid (☞ 3-60)		Inspect every year or 6000 km (3750 miles) *Replace every 2 years					
Tires (☞ 3-70)		–					
* Steering							
* Front forks		–					
* Rear suspension		–					
* Chassis bolts and nuts		T	T	T	T	T	T
Lubrication (☞ 3-22)		Lubricate every 1000 km (600 miles)					

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

INSPECTION BEFORE RIDING

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

WARNING

If you operate this motorcycle with improper tires or improper or uneven tire pressure, you may lose control of the motorcycle. This will increase your risk of a crash.

Always use tires of the size and type specified in this owner's manual. Always maintain proper tire pressure as described in the INSPECTION AND MAINTENANCE section.

WARNING

Failure to inspect your motorcycle before riding and to properly maintain your motorcycle increases the chances of a crash or equipment damage.

Always inspect your motorcycle each time you use it to make sure it is in safe operating condition. Refer to the **INSPECTION AND MAINTENANCE** section in this owner's manual.

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 engine parts.

Shut the engine off when performing maintenance checks, except when checking the lights, 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	Smooth operation and positive return of the throttle grip to the closed position
Clutch (☞ 3-58)	<ul style="list-style-type: none"> • Correct lever play • Smooth and progressive action
Brakes (☞ 2-204, 2-206, 3-59)	<ul style="list-style-type: none"> • Proper pedal and lever operation • Fluid level in the reservoir to be above "LOWER" line • Correct pedal and lever play • No "sponginess" • No fluid leakage • Brake pads not worn down to the limit line
Suspension (☞ 2-144)	Smooth movement
Fuel (☞ 2-38)	Enough fuel for the planned distance of operation
Drive chain (☞ 3-53)	<ul style="list-style-type: none"> • Correct tension or slack • Adequate lubrication • No excessive wear or damage

WHAT TO CHECK	CHECK FOR:
Tires (☞ 3-70)	<ul style="list-style-type: none"> • Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 3-33)	Correct level
Cooling system (☞ 3-46)	<ul style="list-style-type: none"> • Proper coolant level • No coolant leakage
Lighting (☞ 2-20, 2-182)	Operation of all lights and indicators
Horn (☞ 2-183)	Correct function
Engine stop switch (☞ 2-185)	Correct function
Side stand / Ignition interlock system (☞ 2-192)	Proper operation
Windshield	Good visibility

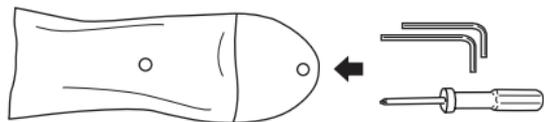
TOOLS

LIST

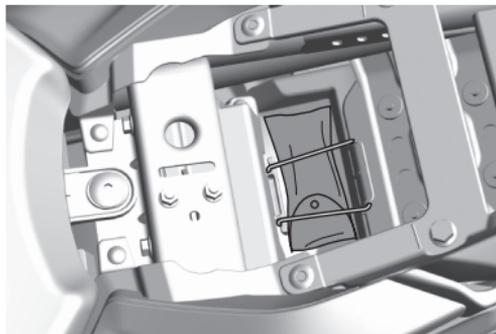
A tool kit is supplied and located under the rear seat.

After using the toolkit, install it using the following procedure.

1. Put the tools in the case in the direction as shown in the illustration.



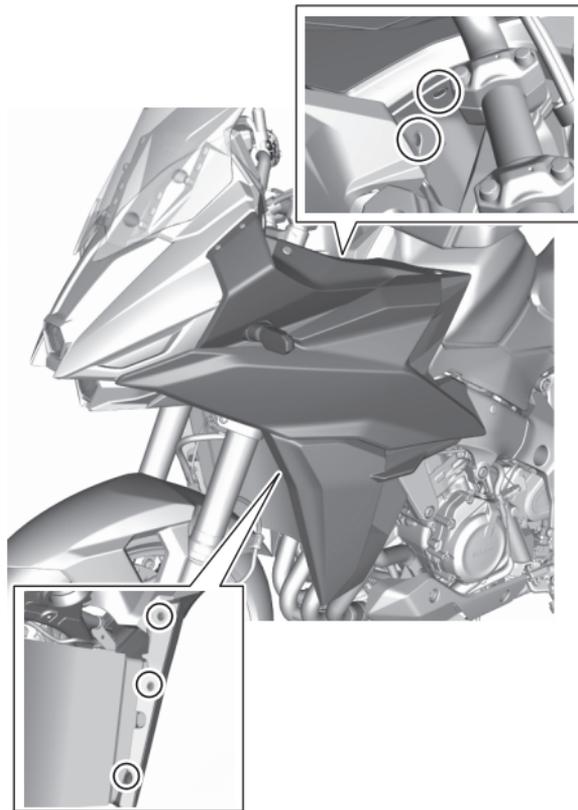
2. Store the tool kit in the direction as shown in the illustration, and fix it with a band.



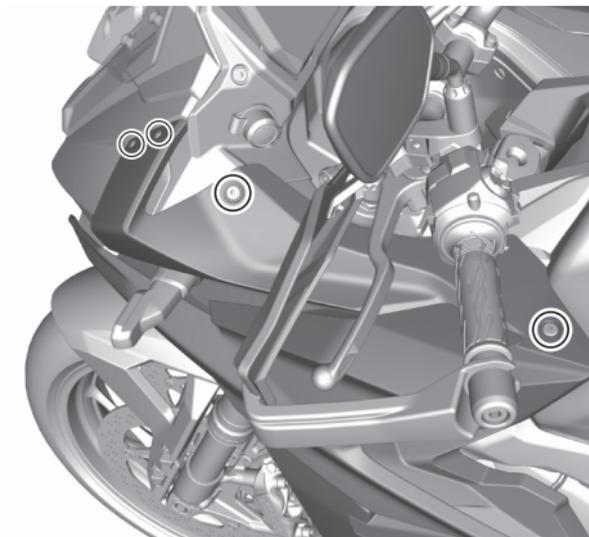
FAIRING

SIDE COWLING REMOVING

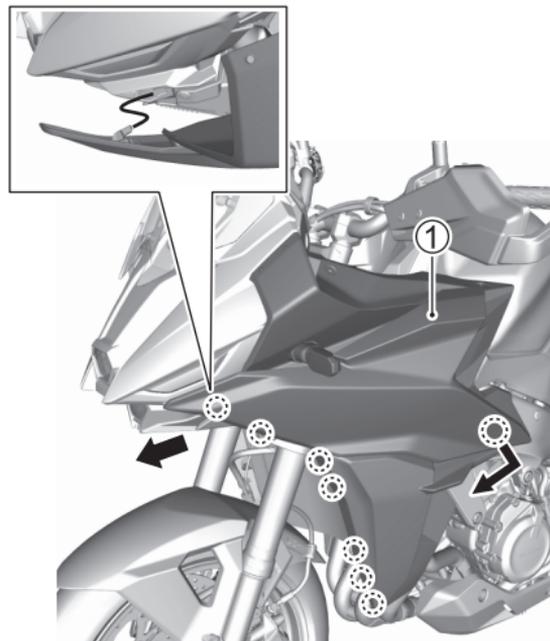
1. Place the motorcycle on the level ground.
2. Remove the fasteners.



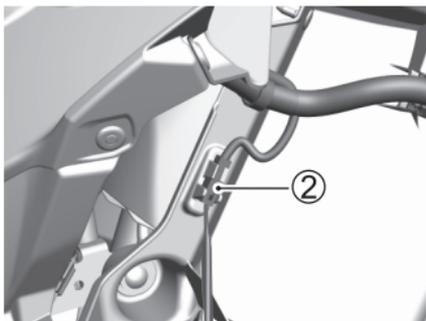
3. Remove the bolts.



4. Unhook the hooks and remove the right and left side cowling ① by sliding the cowling forward.

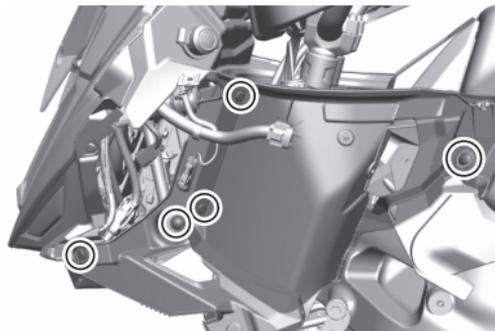


5. Disconnect the turn signal connector ②.

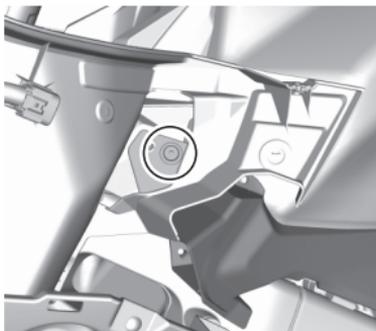


FRAME COVER REMOVAL

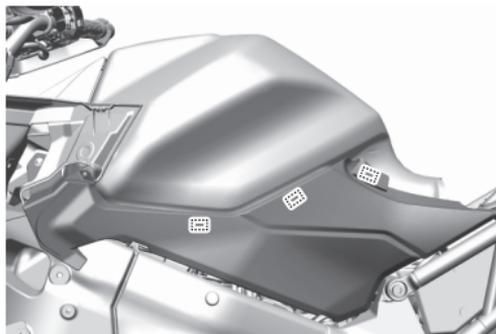
1. Place the motorcycle on the level ground.
2. Remove the front and rear seat by referring to the SEAT section. (☞ 2-206)
3. Remove the right and left side cowling by referring to the SIDE COWLING REMOVING section. (☞ 3-14)
4. Remove the fasteners and inner cowling screws.



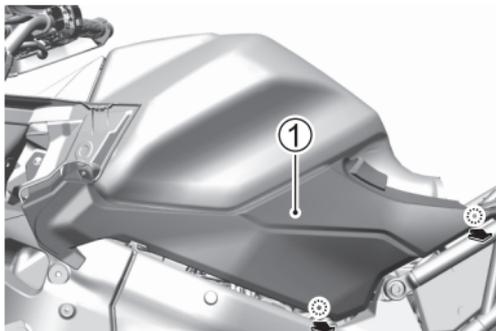
5. Remove the bolt.



6. Remove the fasteners. The frame covers have fasteners behind the cover at the places marked with rectangles.



7. Unhook the hooks and remove the right and left frame covers ①.



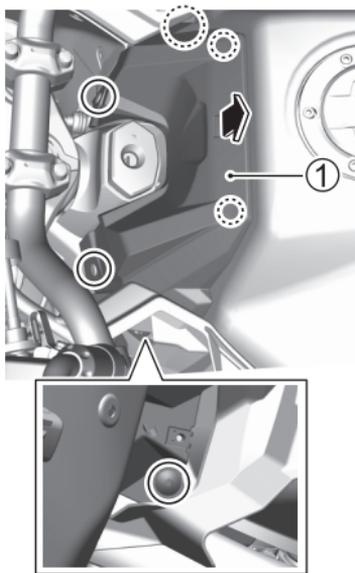
FUEL TANK

LIFTING

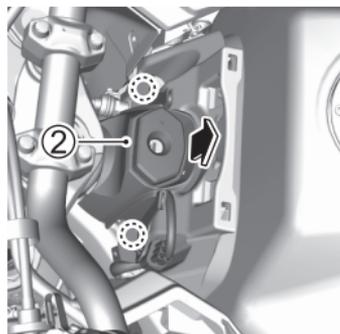
Lift up the fuel tank using the following procedure.

1. Place the motorcycle on the level ground.
2. Remove the front and rear seat by referring to the SEAT section. (☞ 2-206)
3. Remove the right and left side cowling, frame covers by referring to the FAIRING section. (☞ 3-14)

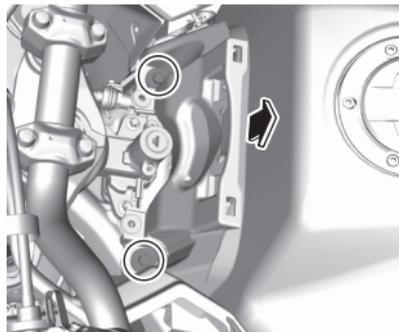
4. Remove the right and left bolts and fasteners. Unhook the hooks and pull up the fuel tank upper cover ①.



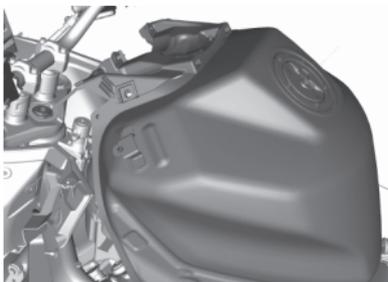
5. Unhook the hooks and remove the fuel tank lower cover assembly ②.



6. Remove the fuel tank fitting bolts.



- Lift the front end of the fuel tank and prop it up as shown above. Put the circle end of the prop stay on to the steering stem nut.



NOTE: A prop stay is available at your Suzuki dealer. The prop stay part number is 44560-23H00.

⚠ WARNING

If you lift up the fuel tank when it is full, fuel can seep out from the fuel tank cap, creating a fire hazard.

Reduce the fuel level to less than 1/4 full before lifting up the fuel tank. The fuel indicator on the instrument panel will blink or remain lit when the fuel level is less than 1/4 full.

LUBRICATION

LUBRICATION POINTS

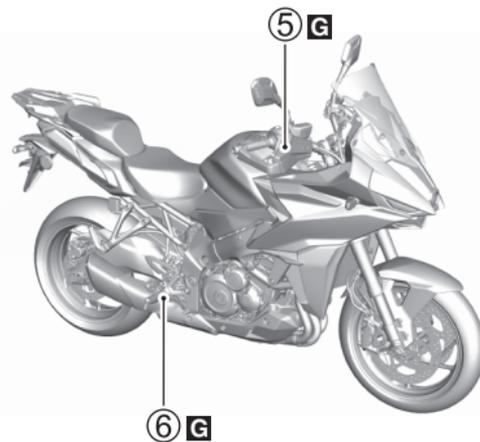
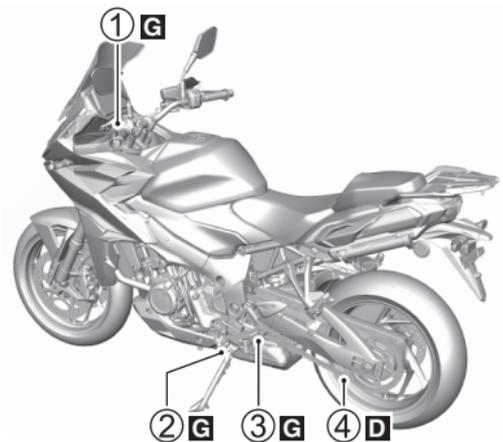
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is good practice to lubricate the motorcycle after a long rough ride and after getting it wet in the rain or after washing it.

NOTICE

Lubricating electrical switches can damage the switches.

Do not apply grease or oil to electrical switches.

Major lubrication points are indicated below.



G Grease

D Drive chain lubricant

① Clutch lever pivot

② Side stand pivot and spring hook

③ Gearshift lever pivot and footrest pivot

④ Drive chain

⑤ Brake lever pivot

⑥ Brake pedal pivot and footrest pivot

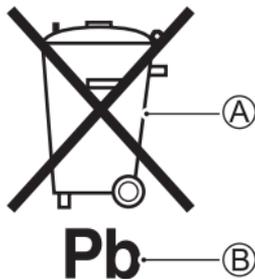
BATTERY

DESCRIPTION

The battery is a sealed-type battery and requires no maintenance. Have your dealer check the battery's state of charge periodically.

The crossed-out wheeled bin symbol (A) located on the battery label indicates that a used battery should be collected separately from ordinary household waste.

The chemical symbol of "Pb" (B) indicates the battery contains more than 0.004% lead.



By ensuring the used battery is disposed of or recycled correctly, you will help prevent potential negative consequences for the environment and human health, which could otherwise be caused by inappropriate waste handling of the battery. The recycling of materials will help to conserve natural resources. For more detailed information about disposing or recycling of the used battery, consult your Suzuki dealer.

NOTE:

- *For charging a sealed-type battery, use a battery charger applicable to a sealed-type battery.*
- *If you cannot charge the battery, consult your authorized Suzuki dealer.*
- *Select the same type MF battery when replacing the battery.*
- *Recharge the battery once a month if the motorcycle is not used for a long time.*

WARNING

The battery contains dilute sulfuric acid, which may cause blindness or severe burns.

Do not tip the battery when removing it. When working close to the battery, wear gloves and appropriate protective equipment to protect the eyes. If sulfuric acid enters your eyes, wash them immediately in copious amounts of water for at least 15 minutes and then consult a doctor. If you ingest sulfuric acid, drink copious amounts of water immediately and then consult a doctor. If sulfuric acid comes into contact with your skin or clothes, remove your clothes and wash them immediately in copious amounts of water. Store in a location out of the reach of children.

WARNING

Battery posts, terminals, and related accessories contain lead and lead compounds. Lead is harmful to your health if it gets into your blood stream.

Wash hands after handling any parts containing lead.

WARNING

Batteries produce flammable hydrogen gas which can explode if exposed to flames or sparks.

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

WARNING

Wiping the battery with a dry cloth can cause a static electricity spark, which can start a fire.

Wipe the battery with a damp cloth to avoid static electricity build up.

NOTICE

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

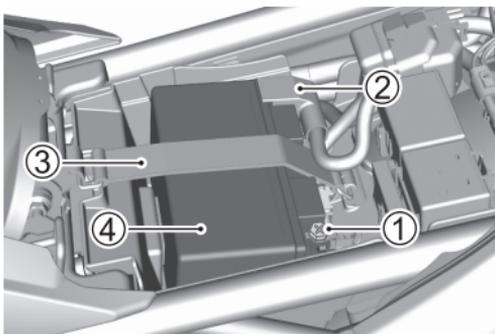
Never exceed the maximum charging rate for the battery. Consult a Suzuki dealer if anything is unclear.

REMOVING

To remove the battery, follow the procedure below:

1. Support the motorcycle on the side stand.
2. Set the ignition switch to OFF.
3. Remove the front and rear seat by referring to the SEAT section. (👉 2-206)
4. Disconnect the negative (-) terminal ①.
5. Disconnect the positive (+) terminal ②.
6. Remove the band ③.
7. Remove the battery ④ while pushing it to the right side of the motorcycle.

NOTE: When handling the battery, push the battery to the right side of the motorcycle to prevent the left corner of the battery from contacting the seat rail.



8. Wipe any white powder adhering to the terminal section away with warm water. If there is severe corrosion, buff it off with sandpaper.

NOTE:

- When removing battery cables, be sure to set the ignition switch to OFF and remove the negative (-) side first. When attaching battery cables, attach the positive (+) side first.
- Tighten so that there is no slackness in the terminal section, and attach the positive (+) terminal cover firmly.
- When replacing the battery, consult a Suzuki dealer.

INSTALLATION

To install the battery:

1. After cleaning, apply a thin layer of grease to the terminal section, install the battery in the reverse order of removal.
2. Connect the battery terminals securely and reinstall the cap.

NOTE: Be sure to reset the engine rpm indicator in the instrument panel when the battery terminals are reconnected.

NOTICE

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

Always attach the red lead to the (+) positive terminal and the black (or black with white tracer) lead to the (-) negative terminal.

SPARK PLUG

DESCRIPTION

For the spark plug check or replacement procedure, consult with your Suzuki dealer or a qualified mechanic.

AIR CLEANER

DESCRIPTION

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

Use the following procedure to remove the element and inspect it.

WARNING

Operating the engine without the air cleaner element in place can be hazardous. A flame can spit back from the engine to the air intake box without the air cleaner element to stop it. Severe engine damage can also occur if dirt enters the engine due to running the engine without the air cleaner element.

Never run the engine without the air cleaner element in place.

NOTICE

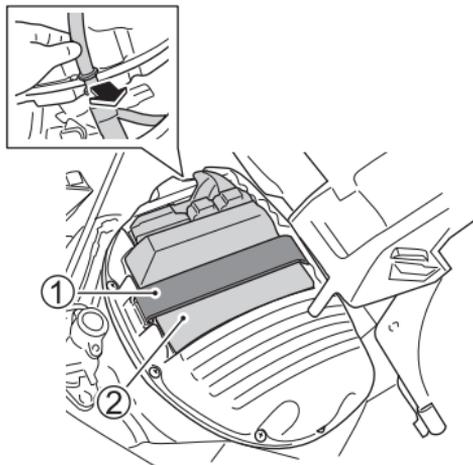
Failure to inspect the air cleaner element frequently if the vehicle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions, and engine damage may result.

Always inspect the air cleaner element after riding in severe conditions. Replace the element as necessary. If water gets in the air cleaner case, immediately inspect the air cleaner element and clean the inside of the case.

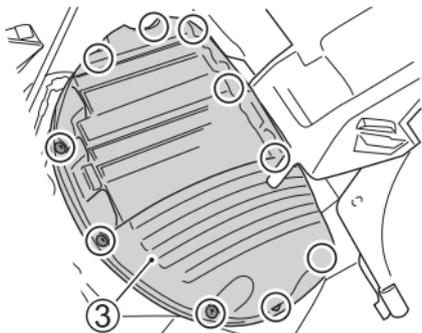
AIR CLEANER ELEMENT

Removing

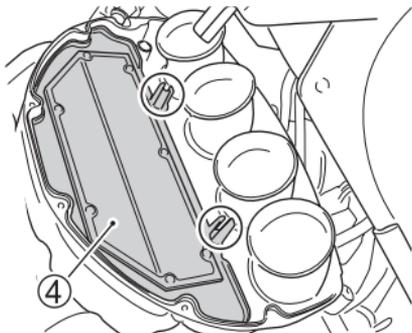
1. Lift up the fuel tank. See “FUEL TANK” on page 3-19.
2. Remove the band ①. Remove the ECM ② from the air cleaner.



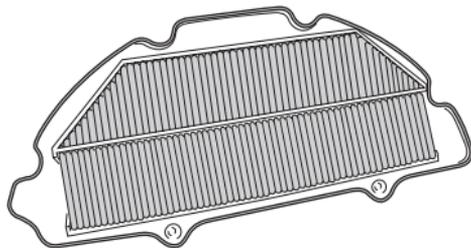
3. Remove the 10 screws and remove the air cleaner cap ③.



4. Remove the screws and air cleaner element ④.



5. Inspect the air cleaner element condition. Replace the air cleaner element periodically.



NOTICE

Compressed air can damage the air cleaner element.

Do not blow the air cleaner element with compressed air.

Installation

1. Reinstall the air cleaner element in reverse order of removal.

NOTICE

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

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

NOTICE

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.

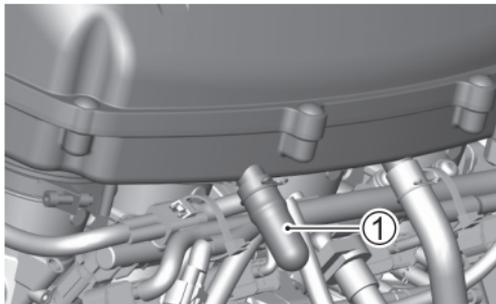
2. Reinstall the fuel tank.

NOTE: Check that the fuel tank drain hose and breather hose are not bent before reinstalling the fuel tank.

AIR CLEANER DRAIN PLUG CLEANING

Removing

Every year, check to see if water or oil has accumulated in the air cleaner drain tube attached to the bottom of the air cleaner box. If dirt or water has accumulated, remove the air cleaner drain tube ① and then remove any accumulated dirt and water.



Installation

Attach the air cleaner drain tube firmly.

ENGINE OIL

DESCRIPTION

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

NOTE: Before adding, draining, or replacing engine oil, read cautions on the engine oil container and instructions in this section.

SELECTING THE ENGINE OIL

Suzuki recommends the use of SUZUKI Genuine Oil or Equivalent Engine Oil.

< SUZUKI Genuine Oil >

Oil \ Standard	SAE	JASO
ECSTAR R9000	10W-40	MA
ECSTAR R7000	10W-40	MA
ECSTAR R5000	10W-40	MA

< Equivalent Engine Oil >

Equivalent Engine Oil means engine oil that meets the following standards.

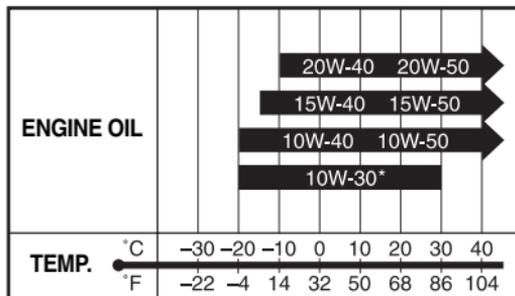
SAE	API	JASO
10W-40	SJ, SL, SM or SN	MA (MA1, MA2)

API: American Petroleum Institute

JASO: Japanese Automobile Standards Organization

SAE engine oil viscosity

If SAE 10W-40 engine oil is not available, select an alternative according to the following chart.



* USE ONLY SJ or SL.

NOTICE

Mixing oils of different makes and grades may alter the quality of the oil and cause a breakdown.

Do not mix oils or use low-quality oil.

Energy conserving

Suzuki does not recommend the use of “ENERGY CONSERVING” or “RESOURCE CONSERVING” oils. Some engine oils which have an API classification of SJ, SL, SM or SN have an “ENERGY CONSERVING” or “RESOURCE CONSERVING” indication in the API classification donut mark. These oils can negatively affect engine life and clutch performance.

API SJ, SL, SM or SN



Recommended

API SJ, SL or SM



API SN

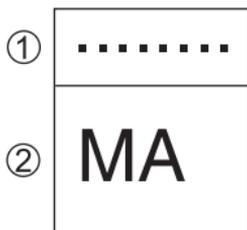


Not recommended

JASO T903

The JASO T903 standard is an index to select engine oils for 4-stroke motorcycle and ATV engines. Motorcycle and ATV engines lubricate clutch and transmission gears with engine oil. JASO T903 specifies performance requirements for motorcycle and ATV clutches and transmissions.

There are two classes, MA (MA1, MA2) and MB. For example, the oil container shows the MA classification as follows.



- ① Code number of oil sales company
- ② Oil classification

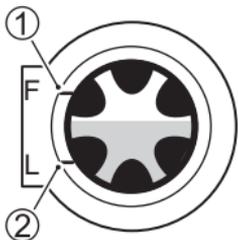
CHECKING THE ENGINE OIL LEVEL

Check the engine oil level as follows:

1. Place the motorcycle on level ground on the side stand.
2. Start the engine and allow it to idle for three minutes.
3. Stop the engine and wait three minutes.
4. Stand the motorcycle upright, and check whether the surface of the engine oil in the sight glass on the right side of the engine is between “F” (upper level) ① and “L” (lower level) ②.

If the oil is above the “F” (upper level) ① or below the “L” (lower level) ②, adjust the oil level to be between “F” and “L”.

- If the oil is below the “L” (lower level) ②, add additional oil.
- If the oil is above the “F” (upper level) ①, drain oil to adjust the level. Consult a Suzuki dealer for information on how to drain oil.



▲ CAUTION

The exhaust pipe or muffler and the engine become hot when the engine is running and after it has stopped. Touching them before they cool may cause burns.

When performing maintenance on nearby parts, wait until the exhaust pipe or muffler and engine have cooled down sufficiently to touch before starting maintenance.

NOTICE

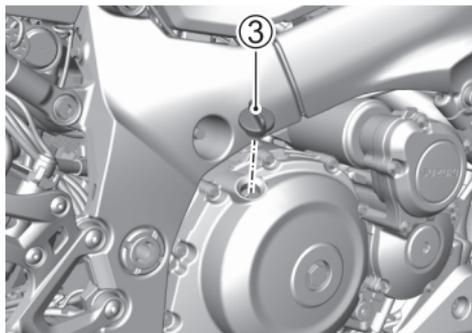
Operating the motorcycle with too little or too much oil can damage the engine.

Place the motorcycle on level ground. Check the oil level in the engine oil inspection window before each use of the vehicle. Be sure the engine oil level is always above the “L” (low) line and not higher than the “F” (full) line.

ADD THE ENGINE OIL

Follow the following procedure to add additional engine oil.

1. Idle the engine for three minutes in a flat area, and then stop the engine.
2. Wait three minutes, then remove the oil filler cap ③.



3. Hold the motorcycle upright, and add oil so that the surface of the engine oil is between “F” (upper level) ① and “L” (lower level) ②.
4. Attach the cap ③ firmly.

⚠ WARNING

Children and pets may be harmed by swallowing new or used oil.

Keep new and used oil and used oil filters away from children and pets.

⚠ WARNING

Repeated, prolonged contact with used engine oil has caused skin cancer in animal tests. Brief contact with oil may irritate skin.

To minimize your exposure to used oil, wear a long-sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil. Recycle or properly dispose of used oil and filters.

NOTICE

If any dirt enters from the oil filler opening, it may damage the engine.

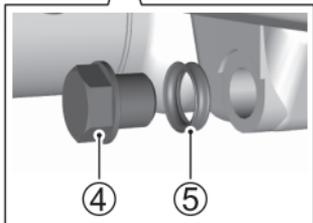
Check that there is no dust, mud, or foreign matter adhering to the oil container, and ensure that foreign material does not enter via the oil filler opening.

NOTE: Wipe up any spilled oil completely.

CHANGING THE ENGINE OIL AND FILTER

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

1. Place the motorcycle on the side stand.
2. Remove the oil filler cap ③.
3. Remove the drain plug ④ and gasket ⑤ from the bottom of the engine and drain the engine oil into a drain pan.



▲ CAUTION

Hot engine oil and exhaust pipes can burn you.

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

NOTICE

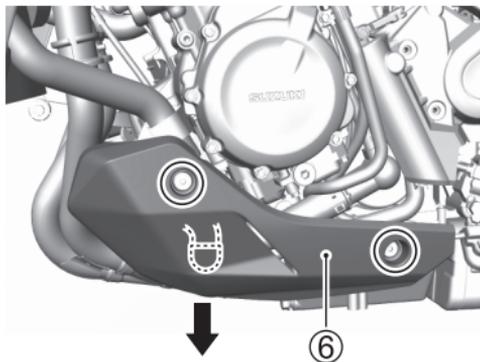
Turning the engine while draining the engine oil will cause a reduced coating of parts and adversely affect the engine.

Do not use the electric starter switch during engine oil replacement.

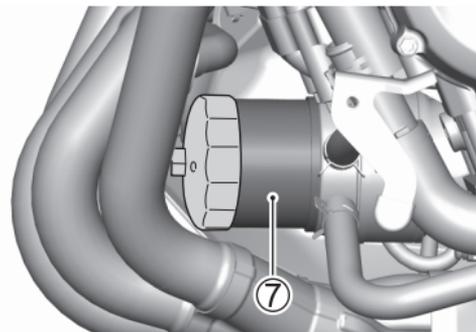
NOTE:

- *Recycle or properly dispose of used oil.*
- *Before starting the work, check that there is not any dust, mud, or foreign object inside the oil container or on the oil filter mounting surface.*

4. Remove the bolts and remove the left under cowling ⑥.

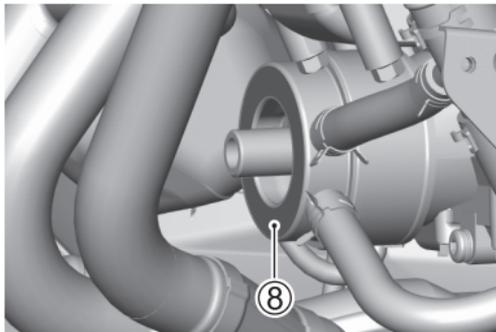


5. Turn the oil filter ⑦ counterclockwise and remove it with a Suzuki “cap type” oil filter wrench or a “strap type” filter wrench of the proper size.

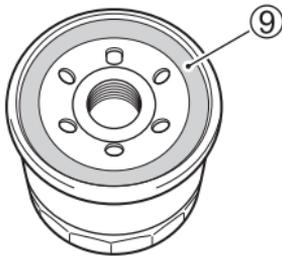


Available from Suzuki dealer
Oil filter wrench (Part No. 09915-40620)

6. Wipe off the mounting surface ⑧ on the engine where the new filter will be seated with a clean rag.



7. Smear a little engine oil around the rubber gasket ⑨ of the new oil filter.



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

NOTICE

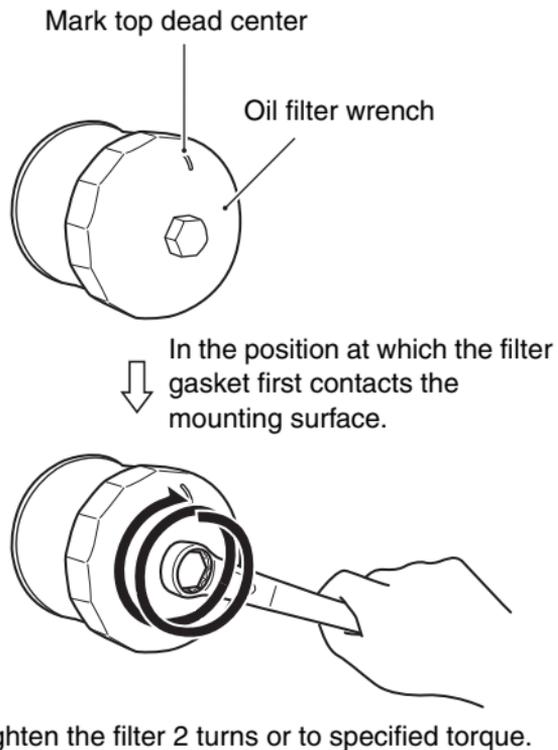
Failure to use an oil filter with the correct design and thread specifications can damage your motorcycle's engine.

Be sure to use a genuine Suzuki oil filter or an equivalent one designed for your motorcycle.

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

9. Mark the top dead center position on the “cap type” filter wrench or on the oil filter. Use an oil filter wrench to tighten the filter 2 turns or to specified torque.

Oil filter tightening torque:
20 N·m (2.0 kgf·m, 15.0 lbf·ft)



10. Replace the drain plug gasket ⑤ with a new one. Reinstall the drain plug ④ and gasket ⑤. Tighten the plug securely with a torque wrench. Pour 3200 ml (3.4/2.8 US/Imp. qt) of new engine oil through the filler hole and install the filler cap. Be sure to always use the specified engine oil described in the “SELECTING THE ENGINE OIL” section on page 3-34.

Drain plug tightening torque:
23 N·m (2.3 kgf·m, 17.0 lbf·ft)

NOTE: About 2800 ml (3.0/2.5 US/Imp. qt) of oil will be required when changing oil only.

NOTICE

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

Be sure to use the oil specified in the SELECTING THE ENGINE OIL section.

11. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for three minutes.
12. Turn the engine off and wait approximately three minutes. Recheck the oil level in the engine oil inspection window while holding the motorcycle upright. If it is lower than the “L” line, add oil until the oil level is between the “L” line and the “F” line. Inspect the area around the drain plug and oil filter for leaks.

NOTE: If you do not have a proper oil filter wrench, have your Suzuki dealer perform this service.

ENGINE COOLANT

DESCRIPTION

Coolant must be changed regularly. Replace it at appropriate intervals according to the maintenance schedule. Consult a Suzuki dealer regarding coolant replacement.

ABOUT THE ENGINE COOLANT

Engine coolant performs as a rust inhibitor and water pump lubricant as well as an anti-freeze solution. Therefore engine coolant should always be used even though the atmospheric temperature in your area does not go down to the freezing point.

Use "SUZUKI SUPER LONG LIFE COOLANT" or "SUZUKI LONG LIFE COOLANT". If "SUZUKI SUPER LONG LIFE COOLANT" and "SUZUKI LONG LIFE COOLANT" are not available, use a glycol-based antifreeze compatible with an aluminum radiator mixed with distilled water only at the ratio of 50:50.

Solution capacity (total): 2750 ml
(2.9/2.4 US/Imp. qt)

50%	Water	1375 ml (1.5/1.2 US/Imp. qt)
	Coolant	1375 ml (1.5/1.2 US/Imp. qt)

Suzuki super long life coolant (Blue)

“SUZUKI SUPER LONG LIFE COOLANT” is pre-mixed to the proper ratio. Add only “SUZUKI SUPER LONG LIFE COOLANT” if the coolant level drops. It is not necessary to dilute “SUZUKI SUPER LONG LIFE COOLANT” when replacing coolant.

WARNING

Making a mistake when handling coolant may negatively affect both your body and the motorcycle.

Before beginning, read the cautions written on the container carefully. Consult a Suzuki dealer if anything is unclear.

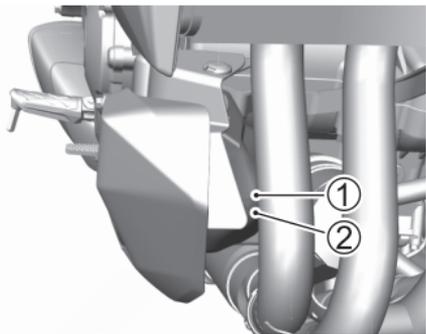
NOTE:

- *Before working with coolant, read cautions on the coolant container and instructions in this section.*
- *A 50% mixture will protect the cooling system from freezing at temperatures above -31°C (-24°F). If the motorcycle is to be exposed to temperature below -31°C (-24°F), this mixing ratio should be increased up to 55% ($-40^{\circ}\text{C}/-40^{\circ}\text{F}$) or 60% ($-55^{\circ}\text{C}/-67^{\circ}\text{F}$) coolant. The mixing ratio should not exceed 60% coolant.*

CHECKING THE COOLANT LEVEL

When the engine is cold, carry out an inspection according to the following procedure.

1. Park on a level surface using the side stand.
2. Hold the motorcycle upright, and check that the coolant level is between “F” (upper level) ① and “L” (lower level) ②.



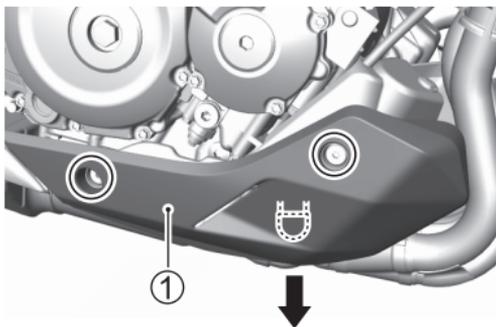
NOTE:

- *A marked decrease in coolant may indicate leaks in the radiator body or hoses. Have your motorcycle inspected by a Suzuki dealer.*
- *If the engine coolant reservoir is empty, check the radiator coolant level.*
- *Replenish with coolant. Do not use well water or natural water.*
- *Consult a Suzuki dealer regarding coolant replacement.*

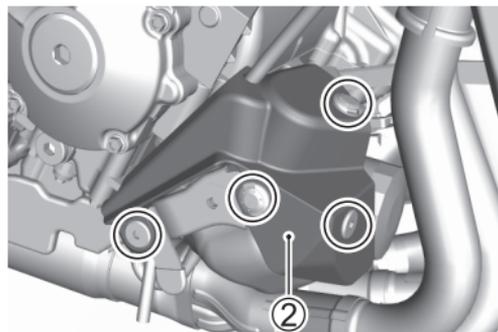
TO ADD SPECIFIED ENGINE COOLANT

To add specified engine coolant:

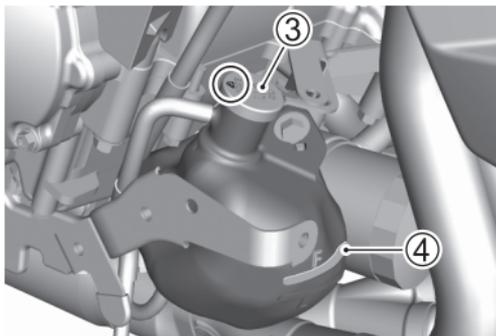
1. Place the motorcycle on the side stand.
2. Remove the bolts. Pull the right under cowling ① downward to unhook the hook. Remove overflow hose from the right under cowling.



3. Remove the bolts and fasteners. Remove the overflow hose from the under cover and remove the under cover ②.



4. Remove the filler cap ③.
5. Add specified engine coolant through the filler hole until it reaches the “F” line ④ with the motorcycle held upright. See “ENGINE COOLANT” on page 3-46.



NOTE:

- Adding only water will dilute the engine coolant and reduce its effectiveness.
- Add specified engine coolant. When installing the filler cap, face the triangle mark to the reservoir tank hose side.

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. The solution can be poisonous to animals.

Do not drink antifreeze or coolant solution. If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. Avoid inhaling mist or hot vapors; if inhaled, go to fresh air. If coolant gets in the eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

WARNING

Removing the radiator cap when the engine is hot may cause the coolant to spray out, causing burns.

Replenish coolant by removing the reservoir tank cap. Do not remove the radiator cap.

NOTICE

Spilled engine coolant can damage the painted surfaces of your motorcycle.

Be careful not to spill any fluid when filling the radiator. Wipe spilled engine coolant up immediately.

RADIATOR HOSE INSPECTION

Inspect the radiator hoses for cracks, damage or engine coolant leakage. If any issues are found, ask your Suzuki dealer to replace the radiator hose with a new one.

ENGINE IDLE SPEED

INSPECTION

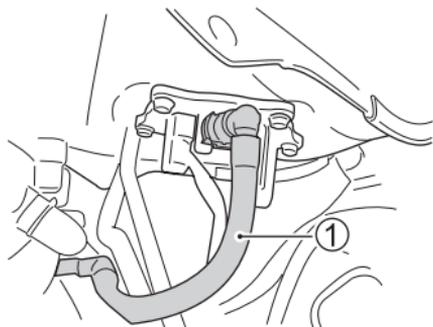
Inspect the engine idle speed. The engine idle speed should be 1050 – 1250 r/min when the engine is warm.

NOTE: If the engine idle speed is not within the specified range, ask your Suzuki dealer or a qualified mechanic to inspect and repair the motorcycle.

FUEL HOSE

INSPECTION

Inspect the fuel hose ① for damage and fuel leakage. If any issues are found, the fuel hose must be replaced.



DRIVE CHAIN

DESCRIPTION

This motorcycle has a master link type drive chain. We recommend that you take your motorcycle to an authorized Suzuki dealer 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 guidelines for inspecting and servicing the chain.

WARNING

Riding with the chain in poor condition or improperly adjusted can lead to a crash.

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

INSPECTING THE DRIVE CHAIN

When inspecting the chain, look for the following:

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

If you find anything wrong with the drive chain condition or adjustment, correct the problem if you know how.

If necessary, consult your authorized Suzuki dealer.

Damage to the drive chain means that the sprockets may also be damaged. Inspect the sprockets for the following:

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

If you find any of these issues with your sprockets, consult your Suzuki dealer.

WARNING

Improperly installing a replacement chain, or using a joint-clip type chain, can be hazardous. An incompletely riveted master link, or a joint-clip type master link, may come apart and cause a crash or severe engine damage.

Do not use a joint-clip type chain. Chain replacement requires a special riveting tool and a high-quality, non-joint-clip type chain. Ask an authorized Suzuki dealer or a qualified mechanic to perform this work.

DRIVE CHAIN CLEANING AND OILING

Clean and oil the drive chain using the following procedure.

1. Remove dirt and dust from the drive chain. Be careful not to damage the seal rings.
2. For cleaning, use a dedicated sealed chain cleaner or water or neutral detergent and a soft brush. Even a soft brush may harm the seals, so be careful not to damage the seal rings.

NOTICE

Cleaning the drive chain improperly can damage seal rings and ruin the drive chain.

- **Do not use a volatile solvent such as paint thinner, kerosene, or gasoline.**
- **Do not use a high pressure cleaner to clean the drive chain.**
- **Do not use a wire brush to clean the drive chain.**

3. Wipe off water and neutral detergent.
4. Lubricate with a motorcycle sealed drive chain lubricant or high viscosity oil (#80 – 90).

NOTICE

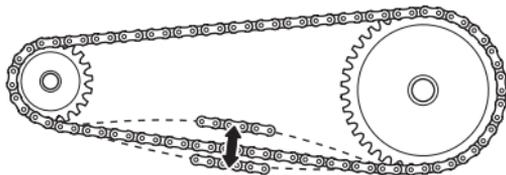
Some drive chain lubricant contains solvents and additives which could damage the seal rings in the drive chain.

Use sealed drive chain lubricant, which is specifically intended for use with sealed drive chains.

5. Lubricate both front and back plates of the drive chain.
6. Wipe off excess lubricant after lubricating all around the drive chain.

DRIVE CHAIN ADJUSTMENT

Inspect the drive chain slack before each use of the motorcycle. Place the motorcycle on the side stand. The drive chain should be adjusted for 20 – 30 mm (0.8 – 1.2 in) of slack, as shown.



20 – 30 mm
(0.8 – 1.2 in)

⚠ WARNING

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

Inspect and adjust the drive chain slack before each use.

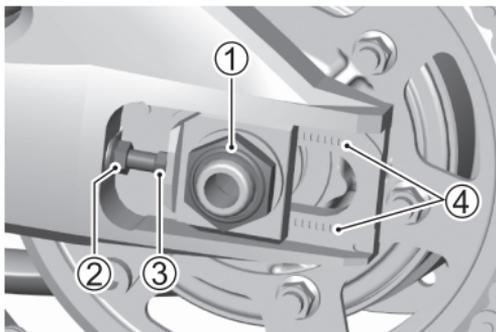
⚠ CAUTION

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

Wait until the exhaust pipe or muffler cools before adjusting the drive chain.

To adjust the drive chain, follow the procedure below:

1. Place the motorcycle on the side stand.
2. Loosen the axle nut ①.



3. Loosen the right and left lock nuts ②.
4. Turn the right and left adjuster bolts ③ until the chain has 20 – 30 mm (0.8 – 1.2 in) of slack halfway between the engine sprocket and rear sprocket.

5. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ④ on the swingarm 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.
6. Tighten the axle nut ① securely.
7. Recheck the chain slack after tightening and readjust if necessary.
8. Tighten the right and left lock nuts ②.

Rear axle nut tightening torque:
100 N·m (10.2 kgf-m, 74.0 lbf-ft)

Chain adjuster lock nut tightening torque:
22 N·m (2.2 kgf-m, 16.5 lbf-ft)

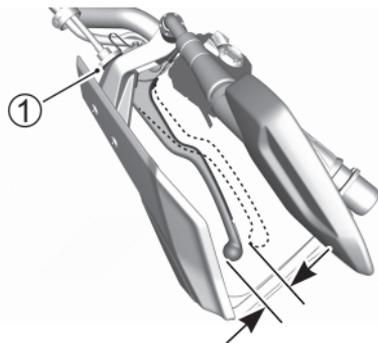
NOTE: Do not adjust the drive chain beyond the adjustable range ④. Replace the drive chain before the drive chain exceeds the limit.

CLUTCH

CLUTCH CABLE PLAY ADJUSTMENT

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 that the amount of clutch cable play is incorrect, adjust it in the following way:

Turn the clutch cable adjuster ① to provide the specified play.



10 – 15 mm
(0.4 – 0.6 in)

NOTE: In the case that the clutch cable play adjustment is not successfully performed using the above procedure, consult with your Suzuki dealer.

BRAKES

DESCRIPTION

This motorcycle has front and rear disc brakes.

⚠ WARNING

Failure to properly inspect and maintain your motorcycle's brake systems can increase your chance of a crash.

Be sure to inspect the brakes before each use according to the INSPECTION BEFORE RIDING section. Always maintain your brakes according to the MAINTENANCE SCHEDULE.

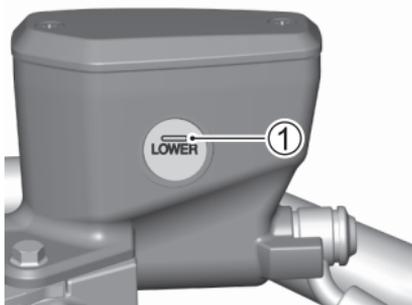
NOTE: Operating in mud, water, sand, or other extreme conditions can cause accelerated brake wear. If you operate your motorcycle under these conditions, the brakes must be inspected more often than recommended in the MAINTENANCE SCHEDULE.

BRAKE HOSE INSPECTION

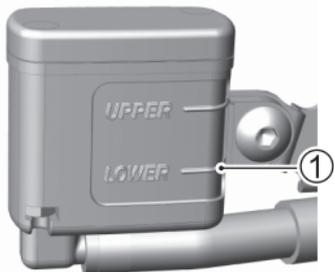
Inspect the brake hoses and hose joints for cracks, damage, or brake fluid leakage. If any issues are found, ask your Suzuki dealer to replace the brake hose with a new one.

BRAKE FLUID

Check the brake fluid level in both the front and rear brake fluid reservoirs. If the level in either reservoir is below the lower mark ①, inspect for brake pad wear and leaks.



FRONT



REAR

⚠ WARNING

Brake fluid will gradually absorb moisture through the brake hoses. Brake fluid with high water content lowers the boiling point and can cause brake system (including ABS) malfunction due to corrosion of brake components. Boiling brake fluid or brake system (including ABS) malfunction could result in a crash.

Replace the brake fluid every two years to maintain braking performance.

WARNING

A marked decrease in brake fluid may indicate leaks in the brake system. If there is insufficient brake fluid the brakes may not function fully, which may result in a crash.

Have your motorcycle inspected by a Suzuki dealer.

WARNING

The use of any fluid except DOT4 brake fluid from a sealed container can damage the brake system and lead to a crash.

Clean filler cap before removing. Use only DOT4 brake fluid from a sealed container. Never use or mix with different types of brake fluid.

WARNING

If dirt enters the reservoir tank it may cause the brake system to malfunction.

When adding brake fluid, clean around the filler cap before you open it.

WARNING

Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes. The solution can be poisonous to animals.

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

NOTICE

Spilled brake fluid can damage painted surfaces and plastic parts.

Be careful not to spill any fluid when filling the brake fluid reservoir. Wipe spilled fluid up immediately.

BRAKE PADS

Inspect the front and rear brake pads to see if they are worn down to the grooved wear limit line ①. If a front or rear pad is worn to the grooved wear limit line, both front or both rear pads must be replaced with new ones.

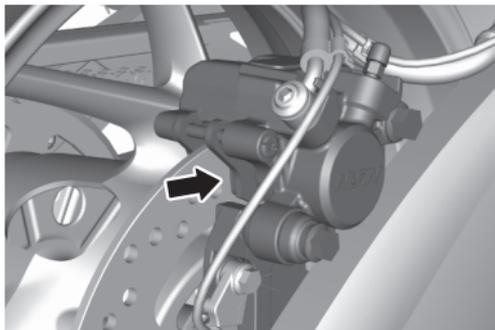
After replacing either the front or rear brake pads, the brake lever or pedal must be pumped several times. This will extend the pads to their proper position.

New brake pads work with different strength when applied, so ride carefully.

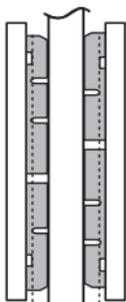
NOTE: Do not squeeze / depress the brake lever / pedal when the pads are not in their positions. It is difficult to push the pistons back and brake fluid leakage may result.



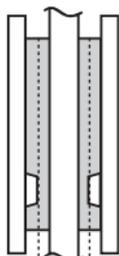
FRONT



REAR



FRONT



REAR

⚠ WARNING

Failure to inspect and maintain the brake pads and replace them when recommended can increase your chance of having a crash.

If you need to replace brake pads, have your Suzuki dealer do this work. Inspect and maintain the brake pads as recommended.

⚠ WARNING

Replacing only one of the two brake pads can result in uneven braking action and can increase your chance of having a crash.

Always replace both pads together.

⚠ WARNING

If you ride this motorcycle after brake system repair or brake pad replacement without pumping the brake lever / pedal, you may get poor braking performance, which could result in a crash.

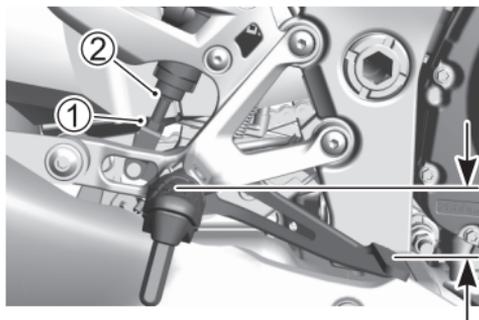
After brake system repair or brake pad replacement, pump the brake lever / pedal several times until brake pads are pressed against the brake discs and proper lever / pedal stroke and firm feel are restored.

REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal position must be properly adjusted at all times or the disc brake pads will rub against the disc causing damage to the pads and to the disc surface.

Adjust the brake pedal position in the following manner:

1. Loosen the lock nut ①, and turn the push rod ② to locate the pedal 50 – 60 mm (2.0 – 2.4 in) below the top face of the footrest.



50 – 60 mm
(2.0 – 2.4 in)

2. Retighten the lock nut ① to secure the push rod ② in the proper position.
3. Adjust the rear brake light switch.
(☞ 3-67)

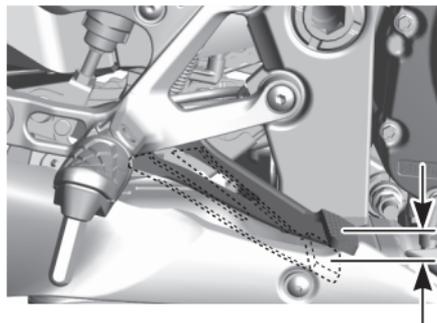
NOTICE

An incorrectly adjusted brake pedal may force brake pads to continuously rub against the disc, causing damage to the pads and disc.

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

REAR BRAKE LIGHT SWITCH

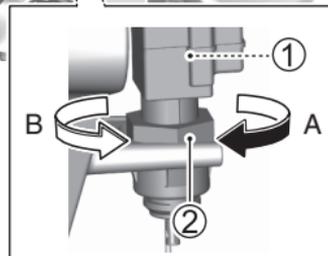
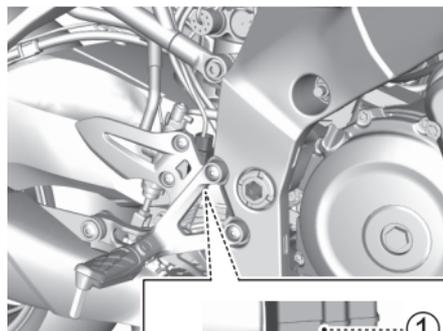
Check that the brake light lights when the rear brake pedal is depressed approximately 7 mm (0.28 in). Adjust the rear brake light switch if the light lights too early or late.



7 mm (0.28 in)

Fix the rear brake light switch body ① with your finger so that it does not rotate, and then rotate the nut ② to adjust it. Rotating the nut as shown in “A” makes the brake light lights earlier. Rotating as shown in “B” makes the light lights later. Make sure the brake light is off when the brake pedal is returned.

NOTE: The rear brake light switch is a riding assist system and should be adjusted so that the brake light comes on before the brakes begin to apply.



NOTICE

Rotating the rear brake light switch when making adjustments may cause the wiring to disconnect.

Rotate the adjuster so that the rear brake light switch body does not rotate.

GEARSHIFT LEVER

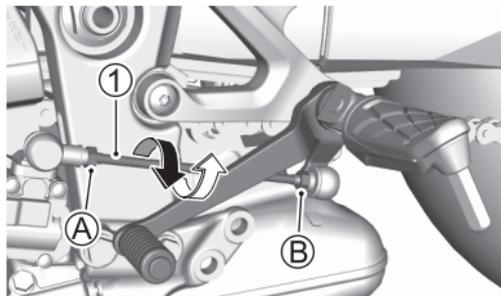
DESCRIPTION

If it is difficult to change gears when riding, the gearshift lever height may not be right for your body. We recommend adjusting the height to suit your body.

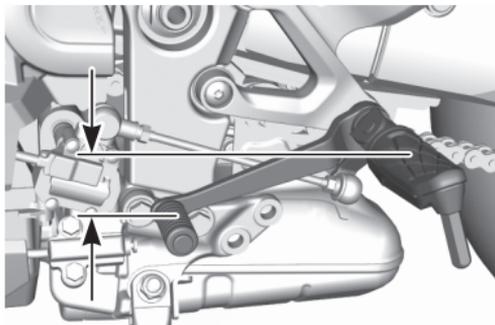
GEARSHIFT LEVER ADJUSTMENT

The height of the gearshift lever can be adjusted using the following procedure.

1. Rotate lock nut **A** and **B** forward (**↓**) to loosen them, and rotate the rod **①**.



2. Rotate the rod forward (**↓**) to lower the pedal position, and in the opposite direction (**↑**) to raise it.
3. Locate the gearshift lever 50 – 60 mm (2.0 – 2.4 in) below the top face of the footrest.



50 – 60 mm (2.0 – 2.4 in)

4. After adjusting, rotate lock nut ① and ② in the opposite direction of step 1 (↑) to tighten them.

NOTE: After adjusting, tighten the lock nuts firmly.

TIRES

DESCRIPTION

Check that there are no cracks or damage in the contact surface or sides of the tires. Additionally, check that there are no nails, stones, or other foreign bodies piercing or embedded in the tires.



Also, check that there is no unusual wear on the contact surface of the tires. Consult a Suzuki dealer regarding any unusual wear.



When changing tires, be sure to use the designated tires below.

	FRONT	REAR
SIZE	120/70ZR17M/C (58W)	190/50ZR17M/C (73W)
TYPE	DUNLOP Roadsport2 T	DUNLOP Roadsport2 W

⚠ WARNING

Using non-designated tires may negatively affect the safe operation of your motorcycle.

Be sure to use the designated tires.

WARNING

An improperly repaired, installed, or balanced tire can cause loss of control and a crash, or can wear out sooner.

- Ask your Suzuki dealer or a 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.

WARNING

The tires on your motorcycle form the crucial link between your motorcycle and the road. Failure to take the precautions below may result in a crash due to tire failure.

- Check tire condition and pressure before each ride, and adjust pressure if necessary.
- 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 the owner's manual carefully.

WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control, which could result in a crash.

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

NOTE: As new tires slip easily, do not lean the motorcycle too far. Keep the angle of lean gentle while breaking in the tires.

TIRE PRESSURE AND LOADING

For safe riding, read the owner's manual for information on tire pressures and selecting tires to use.

Tires heat up when the motorcycle is traveling, increasing the air pressure. Accordingly, use the tire gauge when the tires are cool, before riding, and check to see if the tires are at the specified pressure. Adjust to the appropriate pressure if the value is outside the specified range. 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 chart below.

Cold tire inflation pressure

TIRE \ LOAD	SOLO RIDING	DUAL RIDING
FRONT	250 kPa 2.50 kgf/cm ² 36 psi	250 kPa 2.50 kgf/cm ² 36 psi
REAR	290 kPa 2.90 kgf/cm ² 42 psi	290 kPa 2.90 kgf/cm ² 42 psi

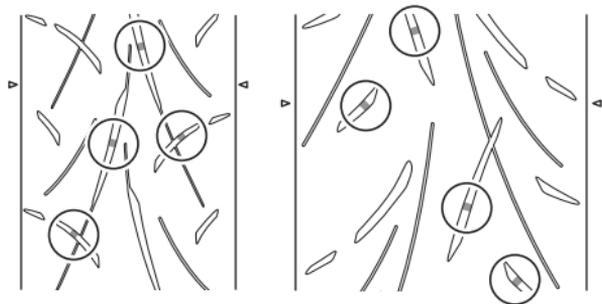
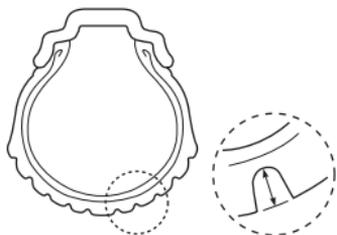
Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear. Over-inflated tires cause a smaller amount of tire to be in contact with the road, which can contribute to skidding and loss of control.

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

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

Check the condition of your tires 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. The “ Δ ” mark indicates the place where the wear bars are molded into the tire. When the wear bars contact the road, it indicates that the tire wear limit has been reached.



FRONT

REAR

⚠ WARNING

Failure to follow the instructions below for tubeless tires may result in a crash due to tire failure. Tubeless tires require different service procedures than tube tires.

- Tubeless tires require an air-tight seal between the tire bead and wheel rim. Special tire irons and rim protectors or a specialized tire mounting machine must be used for removing and installing tires to prevent tire or rim damage which could result in an air leak.
- Repair punctures in tubeless tires by removing the tire and applying an internal patch.

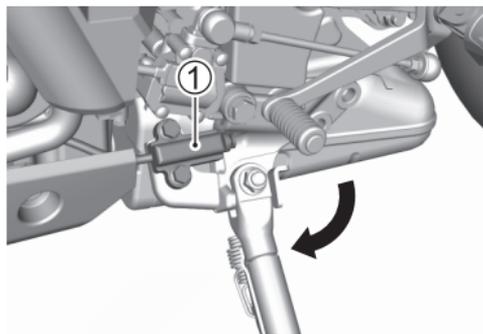
- Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering forces experienced by a motorcycle tire.
- After repairing a tire, do not exceed 80 km/h (50 mph) for the first 24 hours, and do not exceed 130 km/h (80 mph) thereafter. This is to avoid excessive heat build-up which could result in a tire repair failure and tire deflation.
- Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 6 mm (3/16 in). These punctures cannot be repaired adequately.

SIDE STAND / IGNITION INTERLOCK SYSTEM

INSPECTION

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

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



① Side stand / ignition interlock switch

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

WARNING

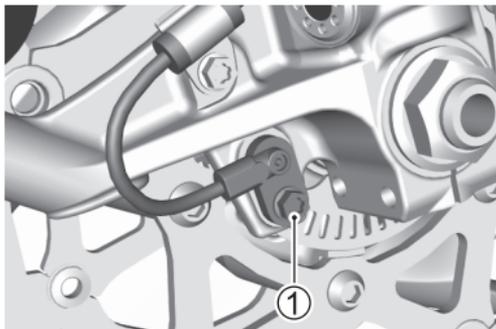
If the side stand / ignition interlock system is not working properly, it is possible to ride the motorcycle with the side stand in the down position. This may interfere with rider control during a left turn and could cause a crash.

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

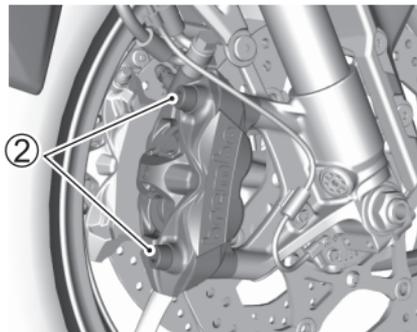
FRONT WHEEL

REMOVING

1. Place the motorcycle on the side stand.
2. Remove the front wheel speed sensor by removing the mounting bolt ①.

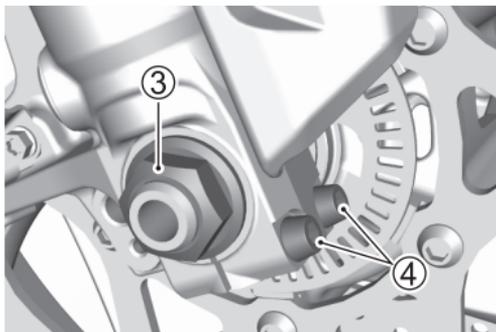


3. Remove both brake calipers from the front forks by removing the mounting bolts ② on each of the calipers.

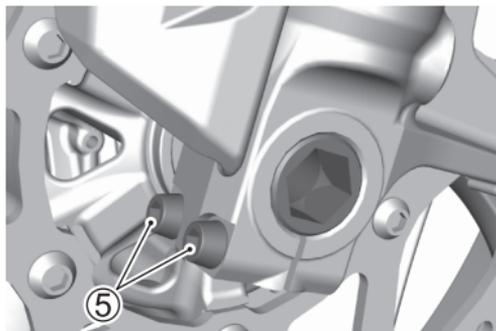


NOTE: Never squeeze the brake lever with the caliper removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result.

4. Remove the axle nut ③.
5. Loosen the axle holder bolts ④.



6. Loosen the axle holder bolts ⑤.



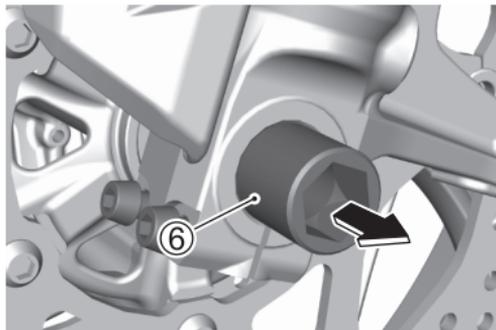
7. Place an accessory service stand or equivalent under the swingarm to help stabilize the rear end.
8. Carefully position a jack under the exhaust pipe and raise it until the front wheel is slightly off the ground.

NOTICE

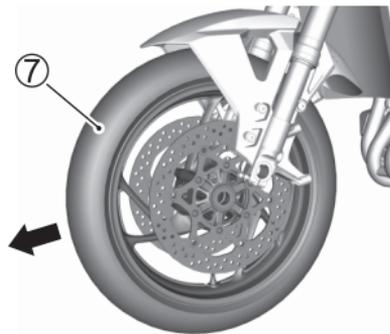
Improper jacking may cause damage to the fairing or oil filter.

Do not place the jack under the lower part of the fairing or the oil filter when jacking up the motorcycle.

9. Draw out the axle shaft ⑥.



10. Slide the front wheel forward ⑦.

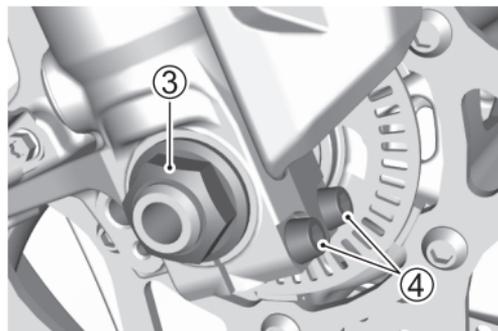


11. Put the new wheel in place and insert the axle shaft.

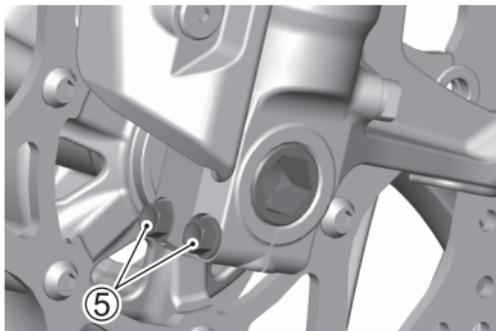
12. Remove the jack and service stand.

13. Hold the shaft and tighten the axle nut ③ to the specified torque.

14. Tighten the axle holder bolts ④ to the specified torque.



15. Move the steering up and down several times to seat the axle shaft.
16. Tighten the axle holder bolts ⑤ to the specified torque.



17. Reinstall the brake calipers and speed sensor.
18. After installing the wheel, apply the brake several times to restore the proper lever stroke.

Front axle nut tightening torque:
100 N·m (10.2 kgf-m, 74.0 lbf-ft)

Front axle holder bolt
tightening torque:
23 N·m (2.3 kgf-m, 17.0 lbf-ft)

Front brake caliper mounting bolt
tightening torque:
39 N·m (4.0 kgf-m, 29.0 lbf-ft)

Front wheel speed sensor mounting bolt
tightening torque:
10 N·m (1.0 kgf-m, 7.5 lbf-ft)

⚠ WARNING

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

Before riding, “pump” the brake lever repeatedly until brake pads are pressed against the brake discs and proper lever stroke and firm feel are restored. Also check that the wheel rotates freely.

⚠ WARNING

If the bolts and nuts are not properly tightened, the wheel can come off, causing a crash.

Be sure to tighten the bolts and nuts to the specified torque. If you do not have a torque wrench or do not know how to use one, ask your authorized Suzuki dealer to check the bolts and nuts.

WARNING

Installing the front wheel in the reverse direction can be hazardous. The tire for this motorcycle is directional. Therefore, the motorcycle may have unusual handling if the wheel is installed incorrectly.

Install the front wheel so that the tire rotates in the specified direction, as indicated by the arrow on the sidewall of the tire.

REAR WHEEL

REMOVING

CAUTION

A hot exhaust pipe or muffler can burn you.

Wait until the exhaust pipe or muffler cools before removing the axle nut.

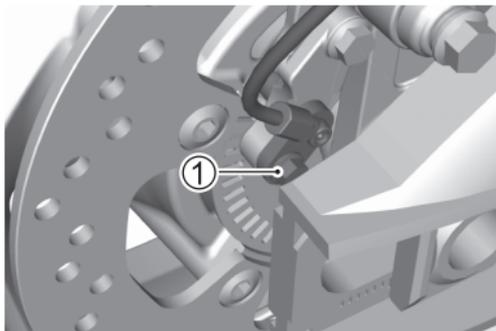
NOTICE

Removing the rear wheel without use of an accessory stand can result in your motorcycle falling over and being damaged.

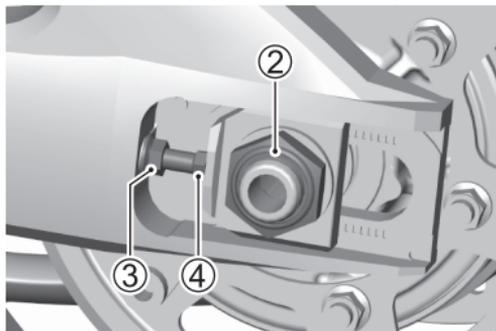
Do not attempt roadside removal of the rear wheel. Only remove the rear wheel at a properly equipped servicing facility using an accessory service stand.

1. Place the motorcycle on the side stand.
2. Remove the rear wheel speed sensor by removing the mounting bolt ①.

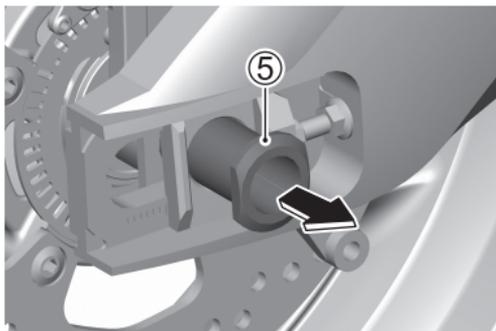
NOTE: If the swingarm interferes and the mounting bolt ① cannot be removed, adjust the position of the rear wheel. Refer to the **DRIVE CHAIN ADJUSTMENT** section (➡ 3-56).



3. Remove the axle nut ②.
4. Place an accessory service stand or an equivalent stand under the swingarm to lift the rear wheel slightly off the ground.
5. Loosen the right and left lock nuts ③. Turn the right and left chain adjuster bolts ④ clockwise.



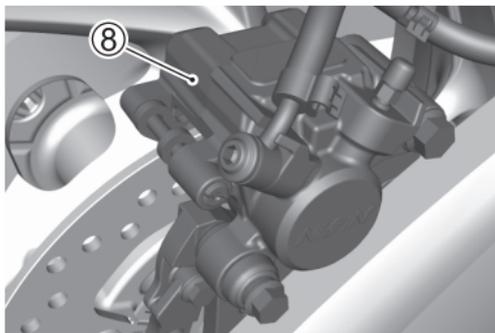
6. Draw out the axle shaft ⑤.



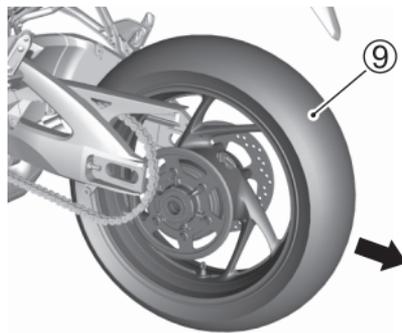
7. With the wheel moved forward, remove the chain ⑥ from the sprocket ⑦.



8. Remove the rear brake caliper assembly ⑧.



9. Pull the rear wheel assembly ⑨ rearward.



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

10. To replace the wheel, reverse the complete sequence listed.
11. Adjust the drive chain slack.
12. After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

Rear axle nut tightening torque:
100 N·m (10.2 kgf-m, 74.0 lbf-ft)

Chain adjuster lock nut tightening torque:
22 N·m (2.2 kgf-m, 16.5 lbf-ft)

Rear wheel speed sensor mounting bolt tightening torque:
10 N·m (1.0 kgf-m, 7.5 lbf-ft)

WARNING

Failure to adjust the drive chain and failure to torque bolts and nuts properly could lead to a crash.

- After installing the rear wheel, adjust the drive chain as described in the **DRIVE CHAIN ADJUSTMENT** section ( 3-56).
- Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized Suzuki dealer or a qualified mechanic do this.

WARNING

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

Before riding, “pump” the brake pedal repeatedly until brake pads are pressed against the brake discs and proper pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

LIGHTING SYSTEM

This motorcycle is equipped with LED lighting. Because LED lights have been integrated into light assemblies, replacement of only the LED lights is not available. If any of the LED lights cannot be turned on, consult with your Suzuki dealer.

HEADLIGHT BEAM

TO ADJUST THE BEAM

The headlight beam can be adjusted both up and down or right and left if necessary.

Low-beam up and down:

Turn the adjuster ① clockwise or counter-clockwise.

Low-beam right and left:

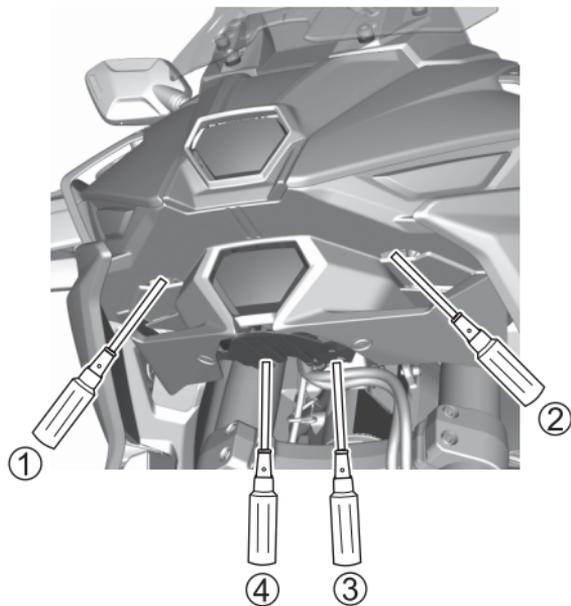
Turn the adjuster ② clockwise or counter-clockwise.

High-beam up and down:

Turn the adjuster ③ clockwise or counter-clockwise.

High-beam right and left:

Turn the adjuster ④ clockwise or counter-clockwise.



FUSES

DESCRIPTION

If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse. The electrical circuits on the motorcycle are protected from overload by fuses in the circuits.

WARNING

Replacing a fuse with a fuse that has an incorrect amperage rating or substitute, e.g. aluminum foil or wire, may cause serious damage to the electrical system and possibly fire. Always replace a blown fuse with a fuse of the same amperage rating.

If the new fuse blows in a short time, the electrical problem may not be fixed. Have your motorcycle inspected immediately by your Suzuki dealer.

NOTICE

Installing electrical items such as lights, gauges, etc., that are not suitable for the motorcycle may cause fuses to blow or may run down the battery.

Use genuine Suzuki parts when attaching electrical items.

NOTICE

Spraying water or wiping forcefully around fuses when washing the motorcycle may cause water to enter the wiring, causing corrosion or short circuiting.

Do not spray water or wipe forcefully in the area around fuses.

MAIN FUSE AND FUSES

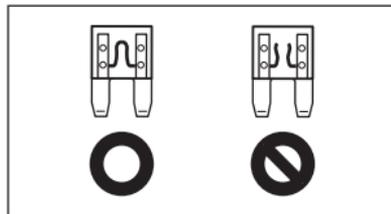
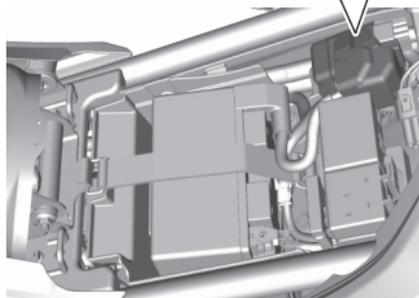
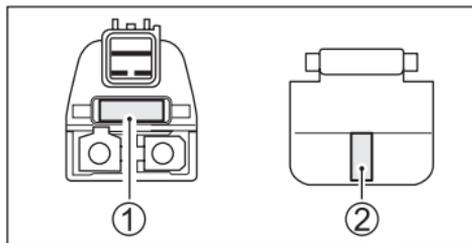
The main fuse and fuses are located under the front seat.

Inspect fuses using the following procedure.

1. Set the ignition switch to OFF.
2. Remove the front and rear seat by referring to the SEAT section. (☞ 2-206)

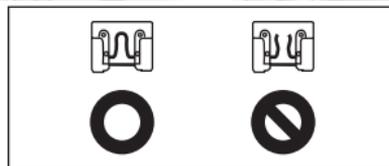
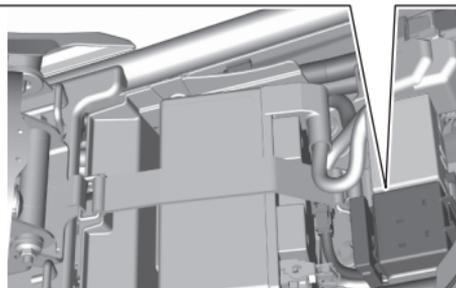
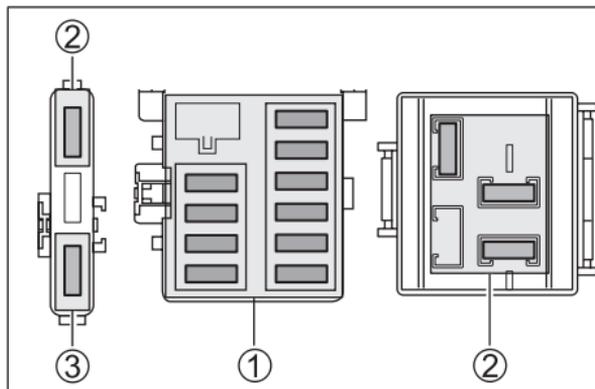
Main Fuse

1. Remove the starter relay box cover, pull out the fuse ①, and inspect it.
2. If a fuse is blown, check the reason, and when you have remedied it, replace with a spare fuse ② of the specified amperage. If you are unable to ascertain the reason, have your motorcycle inspected by a Suzuki dealer.



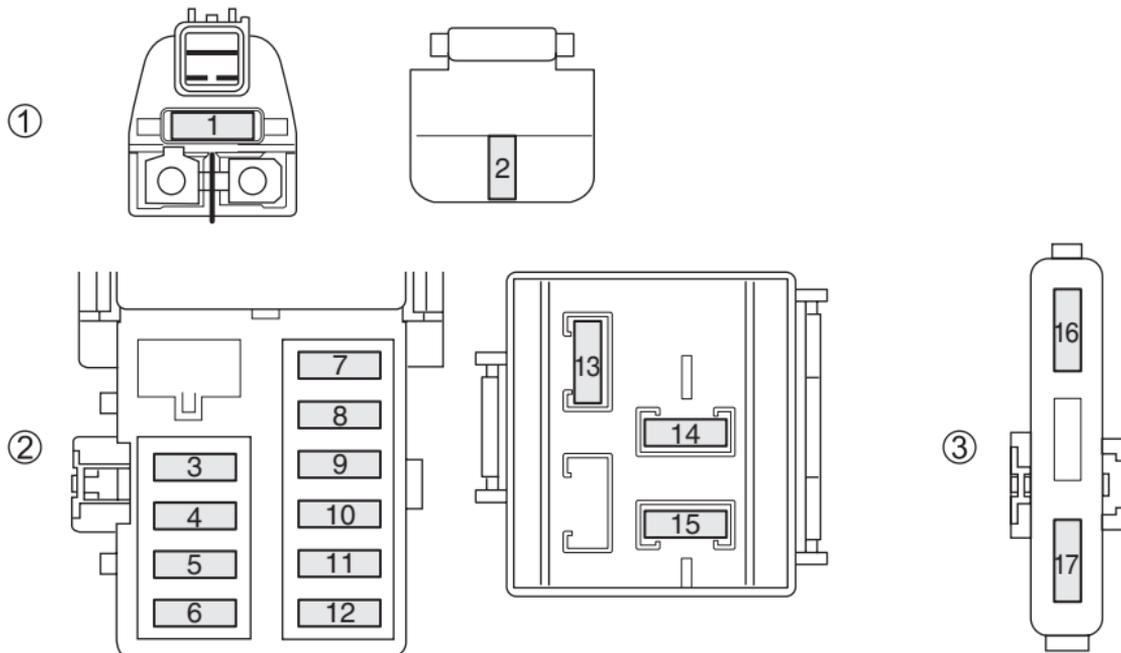
Fuses, SUS fuse

1. Open the fuse box cover, pull out the fuses ①, SUS fuse ③ and inspect them.
2. If a fuse is blown, check the reason, and when you have remedied it, replace with a spare fuse ② of the specified amperage. If you are unable to ascertain the reason that the fuse has blown, have your motorcycle inspected by a Suzuki dealer.



LIST

The following chart shows the main equipment that each fuse protects.



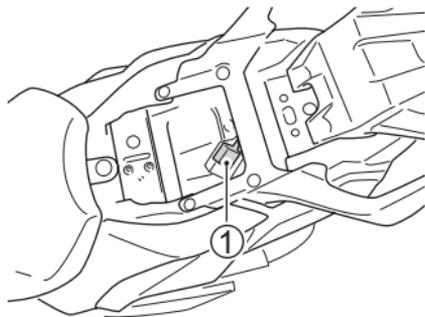
- ① Starter relay box
- ② Fuse box
- ③ Fuse box (SUS)

Position	Label	Capacity	Protection parts
1	MAIN	30 A	All electric circuits
2	SPARE	30 A	–
3	HEAD-LO	10 A	Head light (low-beam)
4	HEAD-HI	10 A	<ul style="list-style-type: none"> • Head light (high-beam) • Speedometer
5	ABS-MOTOR	20 A	ABS
6	ABS-VALVE	15 A	ABS
7	OPTION	10 A	<ul style="list-style-type: none"> • Option parts • Power source
8	IGNITION	10 A	<ul style="list-style-type: none"> • Cooling fan relay • Fuel pump relay • Solenoid • ECM • Side stand relay • Oxygen sensor • Immobilizer (if equipped) • ABS • Canister purge solenoid (if equipped)

Position	Label	Capacity	Protection parts
9	SIGNAL	10 A	<ul style="list-style-type: none"> • Position light • Brake light / Taillight • License plate light • Turn signal light • Speedometer • Horn
10	PARK	10 A	<ul style="list-style-type: none"> • Position light • Taillight • License plate light
11	FAN	15 A	Cooling fan motor
12	FUEL	10 A	<ul style="list-style-type: none"> • Speedometer • Fuel pump • ECM
13	SPARE	10 A	–
14	SPARE	20 A	–
15	SPARE	15 A	–
16	SPARE	20 A	–
17	SUS	20 A	SUS

DIAGNOSTIC CONNECTOR

The diagnostic connector ① is located under the rear seat.



NOTE: The diagnostic connector is used by a Suzuki dealer or a qualified service mechanic.





TROUBLESHOOTING

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(ENGINE COOLANT TEMPERATURE WARNING INDICATOR LIGHT COMES ON)	4-3
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(OIL PRESSURE WARNING INDICATOR LIGHT COMES ON)	4-5
INDICATOR DISPLAYS	4-7
MOTORCYCLE CONDITION	4-8

TROUBLESHOOTING

DESCRIPTION

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

Consult your Suzuki dealer if your motorcycle is experiencing any issues or you notice something seems wrong.

NOTICE

Making unsuitable repairs or adjustments may damage your motorcycle. In some cases, damage may not be covered by the warranty.

Consult a Suzuki dealer if anything is unclear.

ENGINE DOES NOT START

Perform the following checks.

- Make sure you are using the correct starting procedure.
See “STARTING PROCEDURE” on page 2-187.
- Make sure the fuel tank has fuel.
See “REFUELING PROCEDURE” on page 2-193.
- Check if the malfunction indicator light comes on.
See “MALFUNCTION INDICATOR LIGHT” on page 2-24.
- Check if the immobilizer indicator light comes on.
See “IMMOBILIZER (if equipped)” on page 2-180.
- Check for loose battery terminals.
See “BATTERY” on page 3-24.
- Are any fuses blown?
See “FUSES” on page 3-92.

Consult your Suzuki dealer if you notice any failures or issues.

IN CASE OF OVERHEATING (ENGINE COOLANT TEMPERATURE WARNING INDICATOR LIGHT COMES ON)

NOTE: Overheating is a state in which all of the following conditions are satisfied.

- Engine coolant temperature indicator ① blinks with the HI display.
- Engine coolant temperature warning indicator light ② turns on.



If the engine coolant temperature warning indicator light comes on, stop the motorcycle in a safe place, perform the following checks, and take any necessary action.

1. Turn the ignition switch to the "OFF" position to stop the engine.
2. Turn the ignition switch to the "ON" position to start the radiator fan and cool the engine.

If the radiator fan does not operate, do not start the engine. Consult your Suzuki dealer.

3. Once the engine has sufficiently cooled, check the coolant level and check hoses and such for leaks.
 - a. If you find any leaks, do not start the engine. Consult your Suzuki dealer.
 - b. Replenish the coolant if the coolant level is low and there are no leaks. If you have to use water instead of coolant, consult your Suzuki dealer as soon as possible to have the coolant checked and replaced.
4. If no issues are found, the motorcycle can be ridden once the engine coolant temperature warning indicator light goes off. Consult your Suzuki dealer for inspection as soon as possible.

NOTICE

Riding while the motorcycle is overheating can cause serious damage to the engine.

Do not ride the motorcycle if the engine coolant temperature warning indicator light comes on.

WHEN THE OIL PRESSURE WARNING INDICATOR IS DISPLAYED WHILE RIDING (OIL PRESSURE WARNING INDICATOR LIGHT COMES ON)

If the oil pressure warning indicator light ① comes on, stop the motorcycle in a safe place, perform the following checks, and take any necessary action.



1. Turn the ignition switch to the “OFF” position to stop the engine.
2. Check the engine oil level. See “CHECKING THE ENGINE OIL LEVEL” on page 3-37.
Replenish engine oil if the level is insufficient.
3. Start the engine.
 - a. You can ride the motorcycle once the oil pressure warning indicator light goes off.
 - b. If the oil pressure warning indicator light do not go off, stop the engine and consult your Suzuki dealer.
4. The engine may be damaged if the oil level has decreased. Consult your Suzuki dealer for inspection.

NOTICE

Riding with low engine oil pressure may cause serious damage to the engine.

Do not ride the motorcycle if the oil pressure warning indicator light comes on.

INDICATOR DISPLAYS

Consult a Suzuki dealer if the state of the indicator displays is as follows.

- The malfunction indicator light (on page 2-24) comes on or blinks
 - The “FI” warning displays appear (on page 2-54)
 - The “CHECK” displays (on page 2-54) do not go out
 - The ABS indicator light (on page 2-29) does not reset or come on again after resetting to its default state
 - The neutral indicator light does not come on when the gear position indicator is in the “N” position (on page 2-24)
 - The neutral indicator light comes on while the gear position indicator is displaying 1, 2, 3, 4, 5, or 6
 - The TC indicator (on page 2-22) comes on
- The service reminder indicator (on page 2-39) comes on
 - The engine coolant temperature warning indicator light is lit and does not turn off when the engine is cold (on page 2-33)
 - The oil pressure warning indicator light comes on when the amount of engine oil is appropriate

MOTORCYCLE CONDITION

Consult a Suzuki dealer if the state of the motorcycle is as follows.

- The engine does not start
- If the motorcycle has fallen over or been involved in an accident
- The motorcycle makes an unusual noise, or leaks fluid
- Engine performance drops off or is poor
- There is a marked decrease in brake fluid, or you need to replace the brake fluid or pads
- Brake performance is poor
- There is a marked decrease in coolant, or you need to replace the coolant
- You cannot ascertain why a fuse has blown
- The tires are extremely worn or you need to replace them



STORAGE PROCEDURE AND MOTORCYCLE CLEANING

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PROCEDURE FOR RETURNING TO SERVICE	5-5
CORROSION PREVENTION	5-5
MOTORCYCLE CLEANING	5-7
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STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

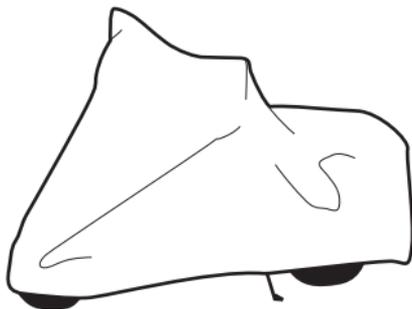
DESCRIPTION

When you do not intend to ride the motorcycle for a long time, it is important to perform maintenance before storage. Perform the maintenance shown below.

NOTE: Suzuki recommends that you trust this maintenance work to your Suzuki dealer.

MOTORCYCLE

Place the motorcycle on the side stand on a firm, flat surface where it will not fall over. For motorcycles equipped with a center stand, use the center stand for parking. Wash the motorcycle before storing, dry it, and then cover it with a body cover.



NOTE: Apply the body cover after the engine, exhaust pipe and muffler have cooled.

FUEL

1. Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
2. Run the engine for a few minutes until the stabilized gasoline fills the fuel injection system.

ENGINE

1. Drain the engine oil completely and refill the crankcase with fresh engine oil all the way up to the filler hole.
2. Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

NOTE: For the inside engine protection method, consult with your Suzuki dealer.

BATTERY

1. Remove the battery from the motorcycle by referring to the BATTERY section.
2. Clean the outside of the battery with a mild soap and remove corrosion from the terminals and wiring harness.
3. Store the battery in a room above freezing.

NOTE: Batteries lose electricity and self-discharge slowly, so remove the battery from the motorcycle, charge fully, and then store in a dark place in a room with good ventilation. When storing with the battery mounted on the motorcycle, disconnect the (-) terminal.

TIRES

Adjust tire pressure to the recommended pressure, and raise so that the front and rear wheels are off the ground.

NOTE: Consult a Suzuki dealer for information on how to raise the front and rear wheels off the ground.

EXTERNAL

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

MAINTENANCE DURING STORAGE

Once a month, recharge the battery. Refer to the BATTERY section for instructions. If you cannot charge the battery, consult your authorized Suzuki dealer.

PROCEDURE FOR RETURNING TO SERVICE

HOW TO RETURN TO SERVICE

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

CORROSION PREVENTION

IMPORTANT INFORMATION ABOUT CORROSION

Perform maintenance to prevent the motorcycle from rusting and extend its life.

The following can cause corrosion.

- Sea air, unpaved roads, road salt, moisture and accumulation of chemical substances.
- Damage to metal parts or painted surfaces caused by minor crashes, or by being struck by sand or stones, or other debris.

HOW TO HELP PREVENT CORROSION

- Wash your motorcycle frequently, at least once a month. Keep your motorcycle as clean and dry as possible.
 - Remove foreign material deposits. Foreign material such as road salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage your motorcycle's finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer's directions when using these special cleaners.
 - Repair finish damage as soon as possible. Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.
- Store your motorcycle in a dry, well-ventilated area. If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.
 - Cover your motorcycle. Exposure to mid-day sun can cause the colors in paint, plastic parts, and instrument faces to fade. Covering your motorcycle with a high-quality, "breathable" motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

NOTE:

- *Wax all areas of the motorcycle before storage. This prevents rusting.*
- *Clean the motorcycle with cool water immediately after riding on road salt or riding along the coast. Be sure to use cool water because warm water can accelerate corrosion.*

MOTORCYCLE CLEANING

WASHING THE MOTORCYCLE

Washing the motorcycle helps to extend its life and keeps it in pristine condition. Waxing will also provide you with the opportunity to find any abnormalities and to prevent malfunctions. Wash the motorcycle when it is cold.

1. Remove dirt and mud from the motorcycle with cool 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 neutral detergent using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

3. Once the dirt has been completely removed, rinse off the detergent with plenty of water.

NOTE: The detergent used to wash the motorcycle can negatively affect plastic parts if the detergent is not fully rinsed off. Make sure to fully rinse off all detergent with plenty of water after washing the motorcycle.

4. After rinsing, wipe off the motorcycle with a wet chamois 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.

NOTE: The headlight lens can be fogged after washing the motorcycle or riding in the rain. Headlight fogging will be cleared gradually when the headlight is turned on. When clearing the headlight lens fogging, run the engine to avoid battery discharge.

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

- Ignition switch
- Spark plugs
- Fuel tank cap
- Fuel injection system
- Brake master cylinders

NOTICE

If water gets into the exhaust pipe, muffler, air cleaner, or electrical parts during cleaning, it may cause failure to start or rust.

Be careful not to get water into the above parts during cleaning.

NOTICE

Applying high pressure water to the radiator can damage the cooling fins.

Be careful when washing around the radiator.

NOTICE

High pressure washers such as those found at coin-operated car washes have enough pressure to damage the parts of your motorcycle. It may cause rust, corrosion, and increased wear. Parts cleaner can also damage motorcycle parts.

Do not use high pressure washers to clean your motorcycle. Do not use parts cleaner on the throttle body and fuel injection sensors.

NOTICE

Cleaning your motorcycle with any alkaline or strong acid cleaner, gasoline, brake fluid, or any other solvent will damage the motorcycle parts.

Make sure to fully rinse off all detergent with plenty of water after washing the motorcycle.

WHEELS

Aluminum wheels can be adversely affected by stains such as salt. To maintain the beauty of wheels, in addition to regular cleaning, wash them with cold water as soon as possible after riding along the coast or riding on roads sprayed with antifreeze.

1. Soak a sponge in neutral detergent and wash off any dirt.
2. Wash with sufficient cool water, then wipe off the water with a dry cloth.

NOTE: Aluminum wheels scratch easily, so do not rub or brush with polishing powder, hard brushes, or metal brushes.

PLASTIC PARTS

Plastic parts such as the headlight lens, speedometer display, windshield, and fairings, are easy to damage. When such parts are cleaned, wash them using water, after cleaning them using neutral detergent or soapy water, and wipe them with a soft cloth.

WARNING

Placing objects in the space behind the fairings can interfere with steering and can cause loss of control.

Do not carry any objects in the space behind the fairings.

NOTICE

Foreign substances can scratch or damage plastic parts such as the headlight lens, speedometer display, and windshield.

Do not allow the following substances to get on the plastic parts mentioned above;

- Wax compound
- Chemical supplies such as oil film removing agents or repellents
- Acidic or alkaline detergent
- Brake fluid, gasoline, alcohol or organic solvent, etc.

EXHAUST PIPES

Stainless steel exhaust pipes may be subject to burn marks caused by oil and other dirt.

- Using kitchen cleaner for stainless steel, wipe dirt off with a cloth or sponge, rinse with sufficient water, and then wipe dry with a dry cloth.
- When burn marks occur, scrub with a fine compound and then wipe off the dirt.

NOTE: Although exhaust heat may cause the exhaust pipe to change color, this will not cause functional problems.

NOTICE

The exhaust pipe or muffler and the engine become hot when the engine is running and stay hot after it has stopped. Touching them at this time may cause burns.

Do not touch the exhaust pipe or muffler or engine until they have cooled.

WAXING THE MOTORCYCLE

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

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

SPECIAL CARE FOR MATTE FINISH PAINT

Do not use polishing compounds or waxes that contain polishing compounds on surfaces which have a matte finish. Doing so will change the appearance of the matte finish.

Solid-type waxes may be difficult to remove from surfaces with a matte finish.

Only use cleaners and paint protection products that are specifically designed for matte finishes.

Friction while riding and excessive rubbing or polishing of a surface with a matte finish, will change its appearance.

INSPECTION AFTER CLEANING

DESCRIPTION

After drying the motorcycle, apply grease. To help extend your motorcycle's life, lubricate it according to the "LUBRICATION POINTS" section.

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

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 a crash.

Test your brakes after washing the motorcycle, while riding at slow speed, and in a safe location. If necessary, apply the brakes several times to let friction dry out the linings.

CONSUMER INFORMATION

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ON-BOARD MOTORCYCLE COMPUTER DATA INFORMATION	6-4
SERIAL NUMBER LOCATION	6-6

CONSUMER INFORMATION

CATALYTIC CONVERTER

DESCRIPTION

The exhaust system on this motorcycle contains a catalytic converter. This catalytic converter works to reduce the volume of toxic substances output in exhaust gases.

Inappropriate adjustment, low fuel level, or improper operation may cause incomplete combustion (misfiring), resulting in the temperature of the catalytic converter rising to extreme levels. Take care, as this may damage the catalytic converter or other related parts.

Although the catalytic converter does not require any special inspections or maintenance, please perform specified engine inspections and maintenance.

NOTICE

Improper motorcycle operation can cause catalyst or other motorcycle damage.

To avoid damage to the catalyst or other related components, you should take the following precautions:

- While the motorcycle is in motion, do not operate the ignition switch or engine stop switch, or turn off the engine, except in an emergency.
- Do not try to start the engine by pushing the motorcycle or by coasting down a hill.
- Do not start the engine with the spark plug wire removed during diagnostic testing.

- Do not idle the engine unnecessarily or for long periods.
- Do not use all of the gasoline in the fuel tank.
- If engine performance deteriorates or is poor, have your motorcycle inspected at a Suzuki dealer.

ON-BOARD MOTORCYCLE COMPUTER DATA INFORMATION

DESCRIPTION

Your motorcycle is equipped with on-board computer systems, which monitor and control several aspects of motorcycle performance, including the following:

DATA TYPES

- Engine condition, such as engine speed.
- Transmission condition, such as gear position.
- Operating status, such as accelerator, brakes (including ABS), gear position.
- Information related to computer system failures of all kinds.

NOTE:

- *Data recorded differs depending on vehicle type.*
- *Voice data is not recorded.*
- *Depending on the conditions of use, data may not be recorded in some cases.*

DISCLOSURE OF DATA

Suzuki Motor Corporation and third parties contracted by Suzuki Motor Corporation may acquire and use data recorded by on-board computers to diagnose vehicle faults, conduct research, and development, and improve quality.

Suzuki Motor Corporation and third parties contracted by Suzuki Motor Corporation will not disclose or provide the information acquired to a third party other than in the following cases.

- When the user of the vehicle has consented.
- When required or allowed to do so based on laws and ordinances, a court injunction, or other legal force.
- When providing data that has been processed so that users and vehicles cannot be identified, for use by research institutes, etc., in statistical processing, etc.

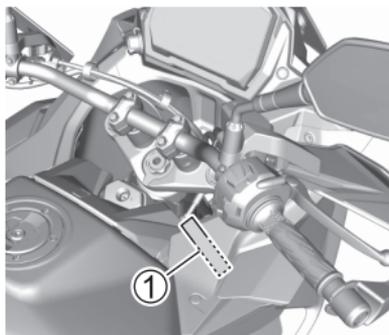
SERIAL NUMBER LOCATION

DESCRIPTION

Record the frame and engine serial numbers in the next page for use in procedures such as creating vehicle registration documents. You also need these numbers to help your dealer when you order parts.

FRAME NUMBER

The frame number ① is stamped on the steering head as shown in the illustration.

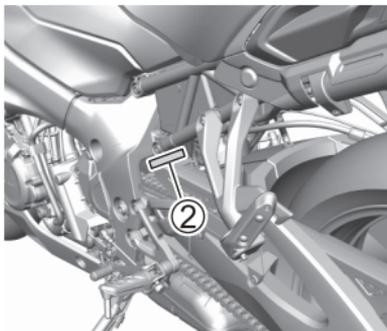


Write down the frame number here for your future reference.

Frame number:

ENGINE SERIAL NUMBER

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



Write down the engine serial number here for your future reference.

Engine serial number:

KEY NUMBER

This motorcycle comes with two keys and an alphanumeric key number printed on a plate.

NOTE:

- *In addition to standard key functions, the keys of this motorcycle also have immobilizer functions.*
- *Damaging or losing these keys will cause you to incur significant expense, so please handle them with care.*
- *Please store the spare key carefully.*

SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	2150 mm (84.6 in)
Overall width	925 mm (36.4 in)
Overall height	1350 mm (53.1 in)
	1290 mm (50.8 in) ... with option
Wheelbase	1470 mm (57.9 in)
Ground clearance	155 mm (6.1 in)
Curb mass	232 kg (511 lbs)

ENGINE

Type	Four-stroke, liquid-cooled, DOHC
Number of cylinders	4
Bore	73.4 mm (2.890 in)
Stroke	59.0 mm (2.323 in)
Displacement	999 cm ³ (61.0 cu. in)
Compression ratio	12.2 : 1
Fuel system	Fuel injection
Air cleaner	Paper element
Starter system	Electric
Lubrication system	Wet sump

DRIVE TRAIN

Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down, 5-up
Primary reduction ratio	1.553 (73/47)
Gear ratios, Low	2.562 (41/16)
2nd.....	2.052 (39/19)
3rd	1.714 (36/21)
4th.....	1.500 (36/24)
5th.....	1.360 (34/25)
Top.....	1.269 (33/26)
Final reduction ratio.....	2.588 (44/17)
Drive chain	RK 525GSH, 116 links

CHASSIS

Front suspension	Telescopic, cylindrical coil, oil damped
Rear suspension	Swing arm, cylindrical coil, oil damped
Front fork stroke	150 mm (5.9 in)
Rear wheel travel.....	150 mm (5.9 in)
Caster.....	25° 30'
Trail.....	97 mm (3.8 in)
Steering angle	31° (right and left)
Turning radius.....	3.2 m (10.5 ft)
Front brake	Double disc
Rear brake.....	Single disc
Front tire size.....	120/70ZR17M/C (58W), tubeless
Rear tire size	190/50ZR17M/C (73W), tubeless

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK CR9EIA-9 or DENSO IU27D
Battery	12V 31.0kC (8.6Ah)/10 HR
Generator	Three-phase A.C. generator
Main fuse	30A
Fuse	10/10/10/10/10/10/15/10A
ABS fuse	20/15A
SUS fuse	20A
Headlight	LED
Position light	LED
Brake light / Taillight.....	LED
Turn signal light	LED
License plate light.....	LED
Instrument panel light	LED
Neutral indicator light.....	LED
Hi beam indicator light.....	LED
Turn signal indicator light.....	LED
Engine coolant temperature warning indicator light	LED
Oil pressure warning indicator light	LED
Malfunction indicator light.....	LED
Traction control indicator light.....	LED
ABS indicator light	LED
Engine rpm indicator light (MAIN/SUB)	LED
Immobilizer indicator light (if equipped).....	LED
Master warning indicator light.....	LED

CAPACITIES

Fuel tank.....	19.0 L (5.0/4.2 US/Imp. gal)
Engine oil, oil change	2800 ml (3.0/2.5 US/Imp. qt)
With filter change.....	3200 ml (3.4/2.8 US/Imp. qt)
Coolant.....	2750 ml (2.9/2.4 US/Imp. qt)

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The Instrument Panel in this model contains open source software.
The license can be found at the following link.

https://www.globalsuzuki.com/motorcycle/ipc/oss/oss_48KA_00.pdf



Instrument Panel

Technical information

Frequency range	2400 – 2483.5 MHz
WLAN antenna	Internal chip antenna
Output power	+15 dBm
Gain	2.1 dBi
BT Phone antenna	Internal chip antenna
Output power	+4 dBm
Gain	1.0 dBi
BT Headset antenna	Internal chip antenna
Output power	+4 dBm
Gain	2.9 dBi

•Safe distance to use is over 0.2m

•The device has an operational range between -20 and 60 °C,
the wireless connectivity (Bluetooth and WLAN) are derated above 60°C to protect the modules.

[English]

Hereby, Robert Bosch GmbH declares that the radio equipment type 6.5inchCluster is in compliance with the relevant statutory requirements.
The full text of the Declaration of Conformity is available at the following internet address: <https://eu-doc.bosch.com/>

[Austria]

Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp 6.5inchCluster der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://eu-doc.bosch.com/>

[Belgium]

Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type 6.5inchCluster est conforme à la directive 2014/53/UE.
Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: <https://eu-doc.bosch.com/>

[Bulgaria]

С настоящото Robert Bosch GmbH декларира, че този тип радиосъоръжение 6.5inchCluster е в съответствие с Директива 2014/53/ЕС.
Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: <https://eu-doc.bosch.com/>

[Cyprus]

Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός 6.5inchCluster πληροί την οδηγία 2014/53/ΕΕ.
Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: <https://eu-doc.bosch.com/>

[Czech Republic]

Tímto Robert Bosch GmbH prohlašuje, že typ rádiového zařízení 6.5inchCluster je v souladu se směrnicí 2014/53/EU.
Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: <https://eu-doc.bosch.com/>

[Germany]

Hiermit erklärt Robert Bosch GmbH, dass der Funkanlagentyp 6.5inchCluster der Richtlinie 2014/53/EU entspricht.
Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: <https://eu-doc.bosch.com/>

<p>[Denmark] Hermed erklærer Robert Bosch GmbH, at radioudstyrstypen 6.5inchCluster er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: https://eu-doc.bosch.com/</p>
<p>[Estonia] Käesolevaga deklareerib Robert Bosch GmbH, et käesolev raadioseadme tüüp 6.5inchCluster vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: https://eu-doc.bosch.com/</p>
<p>[Spain] Por la presente, Robert Bosch GmbH declara que el tipo de equipo radioeléctrico 6.5inchCluster es conforme con la Directiva 2014/53/UE. El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: https://eu-doc.bosch.com/</p>
<p>[Finland] Robert Bosch GmbH vakuuttaa, että radiolaitetyyppi 6.5inchCluster on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: https://eu-doc.bosch.com/</p>
<p>[France] Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type 6.5inchCluster est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: https://eu-doc.bosch.com/</p>
<p>[Greece] Με την παρούσα ο/η Robert Bosch GmbH, δηλώνει ότι ο ραδιοεξοπλισμός 6.5inchCluster πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: https://eu-doc.bosch.com/</p>
<p>[Croatia] Robert Bosch GmbH ovime izjavljuje da je radijska oprema tipa 6.5inchCluster u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: https://eu-doc.bosch.com/</p>
<p>[Hungary] Robert Bosch GmbH igazolja, hogy a 6.5inchCluster típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: https://eu-doc.bosch.com/</p>
<p>[Ireland] Hereby, Robert Bosch GmbH declares that the radio equipment type 6.5inchCluster is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: https://eu-doc.bosch.com/</p>
<p>[Italy] Il fabbricante, Robert Bosch GmbH, dichiara che il tipo di apparecchiatura radio 6.5inchCluster è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: https://eu-doc.bosch.com/</p>
<p>[Lithuania] Aš, Robert Bosch GmbH, patvirtinu, kad radijo įrenginių tipas 6.5inchCluster atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos teksto prieinamas šiuo interneto adresu: https://eu-doc.bosch.com/</p>
<p>[Luxembourg] Le soussigné, Robert Bosch GmbH, déclare que l'équipement radioélectrique du type 6.5inchCluster est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: https://eu-doc.bosch.com/</p>

<p>[Latvia] Ar šo Robert Bosch GmbH deklarē, ka radioiekārta 6.5inchCluster atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: https://eu-doc.bosch.com/</p>
<p>[Malta] B'dan, Robert Bosch GmbH, niddikjara li dan it-tip ta' tagħmir tar-radju 6.5inchCluster huwa konformi mad-Direttiva 2014/53/UE. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: https://eu-doc.bosch.com/</p>
<p>[Netherlands] Hierbij verklaar ik, Robert Bosch GmbH, dat het type radioapparatuur 6.5inchCluster conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: https://eu-doc.bosch.com/</p>
<p>[Poland] Robert Bosch GmbH niniejszym oświadcza, że typ urządzenia radiowego 6.5inchCluster jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: https://eu-doc.bosch.com/</p>
<p>[Portugal] O(a) abaixo assinado(a) Robert Bosch GmbH declara que o presente tipo de equipamento de rádio 6.5inchCluster está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: https://eu-doc.bosch.com/</p>
<p>[Romania] Prin prezenta, Robert Bosch GmbH declară că tipul de echipamente radio 6.5inchCluster este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: https://eu-doc.bosch.com/</p>
<p>[Sweden] Härmed försäkrar Robert Bosch GmbH att denna typ av radioutrustning 6.5inchCluster överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: https://eu-doc.bosch.com/</p>
<p>[Slovenia] Robert Bosch GmbH potrjuje, da je tip radijske opreme 6.5inchCluster skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: https://eu-doc.bosch.com/</p>
<p>[Slovakia] Robert Bosch GmbH týmto vyhlasuje, že rádiové zariadenie typu 6.5inchCluster je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: https://eu-doc.bosch.com/</p>
<p>[Moldovia] Prin prezenta, Robert Bosch GmbH declară că tipul de echipamente radio 6.5inchCluster este în conformitate cu Reglementarea tehnică „Punerea la dispoziție pe piață a echipamentelor radio” . Textul integral al declarației de conformitate este disponibil la următoarea adresă de Internet: https://eu-doc.bosch.com/</p>
<p>[Turkey] İşbu belge; Bosch GmbH telsiz ekipmanı tipinin 6.5inchCluster 2014/53/AB sayılı Direktif'e uygun olduğunu beyan eder. AB uygunluk beyanının tam metni aşağıdaki internet adresinde mevcuttur: https://eu-doc.bosch.com/</p>
<p>[United Kingdom] Hereby, Robert Bosch GmbH declares that the radio equipment type 6.5inchCluster is in compliance with the relevant statutory requirements. The full text of the Declaration of Conformity is available at the following internet address: https://eu-doc.bosch.com/</p>



This device complies with Part 15 of the FCC Rules.

Operation is subject to the following two conditions:

- (1) this device may not cause harmful interference, and
- (2) this device must accept any interference received, including interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

Radiofrequency radiation exposure Information:

This equipment complies with FCC radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body. This transmitter must not be co-located or operating in conjunction with any other antenna or transmitter.

IPC FCC ID : 2AUXS-6P5CLUSTER

This device contains licence-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's licence-exempt RSS(s). Operation is subject to the following two conditions:

- (1) This device may not cause interference.
- (2) This device must accept any interference, including interference that may cause undesired operation of the device.

L'émetteur/récepteur exempt de licence contenu dans le présent appareil est conforme aux CNR d'Innovation, Sciences et Développement économique Canada applicables aux appareils radio exempts de licence. L'exploitation est autorisée aux deux conditions suivantes:

- (1) L'appareil ne doit pas produire de brouillage;
- (2) L'appareil doit accepter tout brouillage radioélectrique subi, même si le brouillage est susceptible d'en compromettre le fonctionnement.

RF Exposure Information:

This equipment complies with Canada radiation exposure limits set forth for an uncontrolled environment. This equipment should be installed and operated with minimum distance of 20 cm between the radiator and your body.

Déclaration d'exposition aux radiations:

Cet équipement est conforme aux limites d'exposition aux rayonnements IC établies pour un environnement non contrôlé. Cet équipement doit être installé et utilisé avec un minimum de 20 cm de distance entre la source de rayonnement et votre corps.

IPC IC ID : 25847-6P5CLUSTER

Este equipamento não tem direito à proteção contra interferência prejudicial e não pode causar interferência em sistemas devidamente autorizados.

Para maiores informações, consulte o site da ANATEL www.anatel.gov.br

Este produto está homologado pela Anatel, de acordo com os procedimentos regulamentados pela Resolução nº 242/2000 e atende aos requisitos técnicos aplicados.



本製品は、電波法と電気通信事業法に基づく適合証明を受けております。
本製品の改造は禁止されています。(適合証明番号などが無効となります。)

La operación de este equipo está sujeta a las siguientes dos condiciones:

- (1) es posible que este equipo o dispositivo no cause interferencia perjudicial y
- (2) este equipo o dispositivo debe aceptar cualquier interferencia, incluyendo la que pueda causar su operación no deseada.



CONATEL

NR: 2021-02-I-0072



해당 무선설비는 전파혼신 가능성이 있으므로 인명안전과 관련된 서비스는 할 수 없습니다



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6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan

DECLARATION of CONFORMITY

[EN] English	Hereby, ASAHI DENSO.,LTD. declares that the radio equipment type [SZ137] is in compliance with Radio Equipment Regulations 2017 (S.I. 2017/1206). The full text of the declaration of conformity is available at the following internet address: http://en.ad-asahidenso.co.jp/euro-compliance/
-----------------	--

Importers name	Registered trade name or registered trade mark	TEL FAX	Postal address
SUZUKI GB PLC	SUZUKI GB PLC	44-1908-336600 44-1908-336704	STEINBECK CRESCENT, SNELSHALL WEST, MILTON KEYNES MK4 4AE, U.K.



6-2-1 Somejidaí, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan

DECLARATION of CONFORMITY

[EN] English	<p>Hereby, ASAHI DENSO CO., LTD. declares that the radio equipment type [SZ137] is in compliance with Directive 2014/53/EU.</p> <p>The full text of the EU declaration of conformity is available at the following internet address: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[BG] Bulgarian	<p>С настоящото ASAHI DENSO CO., LTD. декларира, че този тип радиосъоръжение [SZ137] е в съответствие с Директива 2014/53/ЕО.</p> <p>Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[CS] Czech	<p>Tímto ASAHI DENSO CO., LTD. prohlašuje, že typ rádiového zařízení [SZ137] je v souladu se směrnici 2014/53/EU.</p> <p>Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[DA] Danish	<p>Hermed erklærer ASAHI DENSO CO., LTD., at radioudstyrtypen [SZ137] er i overensstemmelse med direktiv 2014/53/EU.</p> <p>EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[DE] German	<p>Hiermit erklärt ASAHI DENSO CO., LTD., dass der Funkkagengtyp [SZ137] der Richtlinie 2014/53/EU entspricht.</p> <p>Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[ET] Estonian	<p>Käesolevaga deklareerib ASAHI DENSO CO., LTD, et käesolevat raadioseadme tüüp [SZ137] vastab direktiivi 2014/53/EL nõuetele.</p> <p>ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmise internetiaadressil: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[EL] Greek	<p>Με την παρούσα οη ASAHI DENSO CO., LTD, δηλώνει ότι ο ραδιοεξοπλισμός [SZ137] πληροί την οδηγία 2014/53/ΕΕ.</p> <p>Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[ES] Spanish	<p>Por la presente, ASAHI DENSO CO., LTD. declara que el tipo de equipo radioeléctrico [SZ137] es conforme con la Directiva 2014/53/UE.</p> <p>El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[FR] French	<p>Le soussigné, ASAHI DENSO CO., LTD, déclare que l'équipement radioélectrique du type [SZ137] est conforme à la directive 2014/53/UE.</p> <p>Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[IT] Italian	<p>Il fabbricante, ASAHI DENSO CO., LTD., dichiara che il tipo di apparecchiatura radio [SZ137] è conforme alla direttiva 2014/53/UE.</p> <p>Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://en.ad-asahidensho.co.jp/euro-compliance/</p>
[LV] Latvian	<p>Ar šo ASAHI DENSO CO., LTD. deklarē, ka radioiekārtā [SZ137] atbilst Direktīvai 2014/53/ES.</p> <p>Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://en.ad-asahidensho.co.jp/euro-compliance/</p>



6-2-1 Somejidei, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan

[LT] Lithuanian	AS, ASAHI DENSO CO., LTD., patvirtinu, kad radijo įrenginių tipas [SZ137] atitinka Direktyvą 2014/53/ES. Visas ES atitiktas deklaracijos tekstas priimamas šiuo interneto adresu: http://en.ad-asahidenso.co.jp/euro-compliance/
[HR] Croatian	ASAHI DENSO CO., LTD. ovime izjavljuju da je radijska oprema tipa [SZ137] u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://en.ad-asahidenso.co.jp/euro-compliance/
[HU] Hungarian	ASAHI DENSO CO., LTD. igazolja, hogy a [SZ137] típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőseégi nyilatkozat teljes szövege elérhető a következő internetes címen: http://en.ad-asahidenso.co.jp/euro-compliance/
[MT] Maltese	Bdan, ASAHI DENSO CO., LTD., niddikjara li dan il-tip ta' tagħmir tar-radju [SZ137] huwa konformi ma'd-Direttiva 2014/53/UE. It-test kollu tad-dikjarazzjoni ta' konformità ta'-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://en.ad-asahidenso.co.jp/euro-compliance/
[NL] Dutch	Hierbij verklaar ik, ASAHI DENSO CO., LTD., dat het type radioapparatuur [SZ137] conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: http://en.ad-asahidenso.co.jp/euro-compliance/
[PL] Polish	ASAHI DENSO CO., LTD. niniejszym oświadczam, że typ urządzeń radiowego [SZ137] jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://en.ad-asahidenso.co.jp/euro-compliance/
[PT] Portuguese	O(a) abaixo assinado(a) ASAHI DENSO CO., LTD. declara que o presente tipo de equipamento de rádio [SZ137] está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://en.ad-asahidenso.co.jp/euro-compliance/
[RO] Romanian	Prin prezenta, ASAHI DENSO CO., LTD. declară că tipul de echipamente radio [SZ137] este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://en.ad-asahidenso.co.jp/euro-compliance/
[SK] Slovak	ASAHI DENSO CO., LTD. týmto vyhlasuje, že rádiové zariadenie typu [SZ137] je v súlade so smernicou 2014/53/EU. Uplné EU vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://en.ad-asahidenso.co.jp/euro-compliance/
[SL] Slovenian	ASAHI DENSO CO., LTD. porjčuje, da je tip radijske opreme [SZ137] skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://en.ad-asahidenso.co.jp/euro-compliance/
[FI] Finnish	ASAHI DENSO CO., LTD. vakuuttaa, että radiolaitetyyppi [SZ137] on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://en.ad-asahidenso.co.jp/euro-compliance/
[SV] Swedish	Härmed försäkras ASAHI DENSO CO., LTD. att denna typ av radioutrustning [SZ137] överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: http://en.ad-asahidenso.co.jp/euro-compliance/

Note) Frequency band(s) in which the radio equipment operates : 119-135 KHz operating at 134.2KHz

Maximum radio frequency power transmitted in the frequency band(s) : 38.9 dBmV/m @ 10m

Country	Importers name	Registered trade name or registered trade mark	TEL FAX	Postal address
GERMANY	SUZUKI DEUTSCHLAND GMBH	SUZUKI DEUTSCHLAND GMBH	49-6251-5700-380 49-6251-5700-389	SUZUKI-ALLEE 7, 64625 BENSHEIM, GERMANY
FRANCE	SUZUKI FRANCE S.A.S.	SUZUKI FRANCE S.A.S.	33-1-3482-1400 33-1-3482-8076	8, AVENUE DES FRERES LUMIERE, 78190 TRAPPES, FRANCE
ITALY	SUZUKI ITALIA S.P.A.	SUZUKI ITALIA S.P.A.	39-011-9213713 39-011-9213748	C.SO FRATELLI KENNEDY 12 10070 ROBASSOMERO (TO) ITALY
SPAIN	SUZUKI MOTOR IBERICA S.A.U	SUZUKI MOTOR IBERICA S.A.U	34-91-151-9500 34-91-151-9599	CALLE CARLOS SAINZ 35-POLIGONO, CIUDAD DEL AUTOMOVIL, 28914, LEGANES, MADRID SPAIN
AUSTRIA	SUZUKI AUSTRIA AUTOMOBIL HANDELS GESELLSCHAFT M.B.H.	SUZUKI AUSTRIA AUTOMOBIL HANDELS GESELLSCHAFT M.B.H.	43-662-2155-353 43-662-2155-900	MUNCHNER BUNDESSTRASSE 160 A-5020 SALZBURG, AUSTRIA
HUNGARY	MAGYAR SUZUKI CORPORATION LTD.	MAGYAR SUZUKI CORPORATION LTD.	36-23-803-990 36-23-803-951	H-2040 BUDAORS KELETI UTCA 2, HUNGARY
FINLAND	SUZUKI DEUTSCHLAND GMBH, FINNISH BRANCH	SUZUKI DEUTSCHLAND GMBH, FINNISH BRANCH	358 10 321 2000	RAJAMAANKAARI 5, FI-02970, ESPOO, FINLAND
POLAND	SUZUKI MOTOR POLAND SP. Z O.O.	SUZUKI MOTOR POLAND SP. Z O.O.	48-22-329-4104 48-22-329-4150	UL. POLCZYNSKA 10, 01-378 WARSAW, POLAND
NETHERLANDS	B.V. NIMAG	B.V. NIMAG	31-347-349-749 31-347-349-700	LANGE DREEF 12 4130 EB VIANEN THE NETHERLANDS
SWEDEN	KGK MOTOR AB	KGK MOTOR AB	46-892-3000 46-892-3345	HAMMARBACKEN 8, SE-191 81 SOLLENTUNA, SWEDEN
DENMARK	C. REINHARDT A/S	C. REINHARDT A/S	45-4483-0910 45-4468-0399	INDUSTRI-PARKEN 21, DK-2750 BALLERUP, DENMARK
SWITZERLAND	SUZUKI AUTOMOBILE SCHWEIZ AG	SUZUKI AUTOMOBILE SCHWEIZ AG	41-62-788-87-90 41-62-788-87-91	EMIL-FREY-STRASSE, 5745 SAFENWIL, SWITZERLAND
BELGIUM	MOTEO TWO WHEELS BELUX N.V.	MOTEO TWO WHEELS BELUX N.V.	32-3-4500411 32-3-4500440	SATENROZEN 8, B-2550 KONTICH, BELGIUM
PORTUGAL	MOTEO PORTUGAL, S.A.	MOTEO PORTUGAL, S.A.	351-234-300760 351-234-300761	R. JOAO FRANCISCO DO CASAL APARTADO 3072 3801-101 AVEIRO, PORTUGAL
NORWAY	ERLING SANDE AS	ERLING SANDE AS	47-32-98-93-00 47-31-30-92-09	DRAPEN 12, DRAMMEN, NORWAY
GREECE	SFAKIANAKIS S.A.	SFAKIANAKIS S.A.	30-210-349-9000 30-210-347-6191	5-7, SIDIROKASTROU STR & PIDNAS STR, 118 55 ATHENS, GREECE
CYPRUS	A.TRICOMITIS MOTORS LIMITED	A.TRICOMITIS MOTORS LIMITED	357-24-819700 357-24-637727	P. O. BOX 40459, 35 SPYROU KYPRIANOU, TRICOMITIS BUILDING, LARNACA, 6013 CY, CYPRUS
IRELAND	PRIORY CYCLE & MOTORCYCLE MANUFACTURING LTD.	PRIORY CYCLE & MOTORCYCLE MANUFACTURING LTD.	353-1-8307300 353-1-8307380	75-77 BOYNE ROAD, DUBLIN INDUSTRIAL ESTATE DUBLIN 11, IRELAND
ICELAND	SUZUKI UMBODID EHF	SUZUKI UMBODID EHF	354-568-5100 354-588-8211	SKEIFAN 17, 108 REYKJAVIK, ICELAND
MALTA	INDUSTRIAL MOTORS LTD.	INDUSTRIAL MOTORS LTD.	356-20-160000	1, ANTONIO BOSIO STREET MSDA, MSD1341 MALTA



ASAHI DENSO CO.,LTD

6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka, 434-0046 JAPAN

Importers name : AUTO International

Model No. SZ137

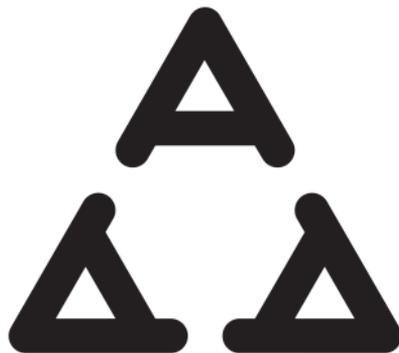
Frequency Range : 119-135kHz operating at 134.2kHz

RF Power Output : 38.9dBuV/m [@10m]

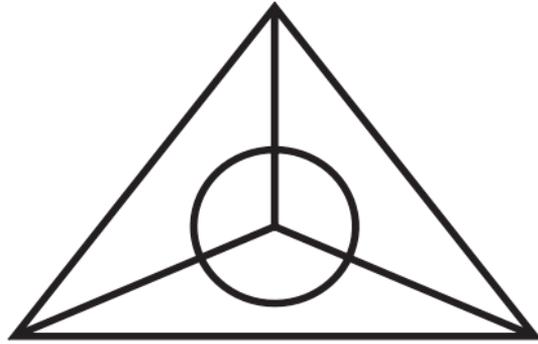
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מספר זיהוי היבואן: 510979388

"חל איסור לבצע פעולות במכשיר שיש בהן כדי לשנות את תכונותיו האלחוטיות של המכשיר, ובכלל זה שינויי תוכנה, החלפת אנטנה מקורית או הוספת אפשרות לחיבור לאנטנה חיצונית, בלא קבלת אישור משרד התקשורת, בשל החשש להפרעות אלחוטיות."



H005 19



MCMC

HIDF15000047

Продукты	Контроллер иммобилайзера
Модель	SZ137U
Производитель	ASAHI DENSO CO.,LTD. AD
Страна происхождения	Япония
Адрес	6-2-1 Somejidai, Hamakita-ku, Shizuoka 434-0046, Япония
Телефон	(+81)53-586-7383
Факс	(+81)53-584-1589

Дата производства указана на этикетке продукта.

Импортеры	ООО «СУЗУКИ МОТОР РУС»
Телефон	+7 (495) 780-9071
Факс	+7 (495) 780-9072
Адрес	129323, Россия, Москва, ул. Снежная, 26



The manufacturer Name ASAHI DENSO CO.,LTD

Address of the manufacturer 6-2-1 Somejidai, Hamakita-ku,
Hamamatsu, Shizuoka, 434-0046 Japan

Brand Name SUZUKI

Product Description Immobilizer

Model Name SZ137

TRC type approval's number. TRC/36/6515/2020

AGRÉÉ PAR L'ANRT MAROC

Numéro d'agrément :MR 21935 ANRT 2019

Date d'agrément :27/12/2019

低功率電波輻射性電機管理辦法

第十二條

經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。

第十四條

低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。

前項合法通信，指依電信法規定作業之無線電通信。

低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

ประเทศไทย

เครื่อง โทรคมนาคมและอุปกรณ์นี้
มีความสอดคล้องตามข้อกำหนดของ
กทช.



제품명 : 미약 전계강도 무선기기

모델명 : SZ137

인증번호 : R-R-AD1-SZ137

제조사/인증사 : ASAHI DENSO CO., LTD.

제조국 : JAPAN

TDRA

هيئة تنظيم الاتصالات
والحكومة الرقمية

TELECOMMUNICATIONS AND DIGITAL
GOVERNMENT REGULATORY AUTHORITY

TDRA - UNITED ARAB Emirates

Mode Dealer ID Name: DA83368/19

TARTTE: ER73541/19

Model Name: SZ137

Product Type: Short range devices / Low power Devices



Inmovilizador SUZUKI Modelo SZ137

CNC COMISIÓN NACIONAL
DE COMUNICACIONES

H- 27269