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 MOTORCYCLE INDIA PVT LTD

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.



TABLE OF CONTENTS

SAFETY INFORMATION	1
CONTROLS, EQUIPMENT AND ADJUSTMENTS	2
INSPECTION AND MAINTENANCE	3
TROUBLESHOOTING	4
STORAGE PROCEDURE AND MOTORCYCLE CLEANING	5
CONSUMER INFORMATION	6
SPECIFICATIONS	
INDEX	

SAFETY INFORMATION

1

SAFETY GUIDELINES 1-2
RIDING PRECAUTIONS 1-13
ABOUT THE BRAKES 1-18
FUEL GUIDELINES 1-22
ACCESSORY USE AND MOTORCYCLE LOADING 1-24
MODIFICATION 1-28

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 left 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 1-4.
- 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.
- 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.
- 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 tyres can be overloaded. Read the "ACCESSORY USE AND MOTORCYCLE LOADING" section on page 1-24.

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. 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.

⚠ WARNING

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.

⚠ 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 taillight 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 taillight 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 tyres 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 tyres 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
- Drive belt slipping
- 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 tyre pressures and suspension; please refer to the Tyre Pressure and Loading section and the Suspension section for more details.

- TYRE PRESSURE AND LOADING: (☞ 3-59)
- SUSPENSION ADJUSTMENT: (☞ 2-54)
- LOADING LIMIT: (☞ 1-26)

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 exhaust pipe or 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 5,000 r/min
Up to	1600 km (1000 miles)	Below 7,500 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 tyres

New tyres 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 tyres could cause tyre slip and loss of control.

Use extra care when riding on new tyres. Perform proper break-in of the tyres 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 by shifting to a lower gear. 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

If you use the brakes continuously on long downhill roads, the brakes may overheat, reducing their effectiveness.

Use engine braking on long downhill roads and avoid using the brakes continuously.

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 2-30.

- 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 disk 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.

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.

The ABS may not function properly if the tyres are replaced with non-specified tyres. To ensure that the ABS functions correctly, use only the specified tyres on the front and rear. Refer to “TYRES” on page 3-56.

⚠ 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.

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

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

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

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

⚠ 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 unleaded gasoline with an octane rating of 91 or higher (Research method).

Fuel used: Unleaded gasoline
Fuel tank capacity: 12.0 L (3.2/2.6 US/ Imp. gal)

NOTE:

- *The engine of this model is designed to use unleaded gasoline.*
- *If the engine develops some trouble like 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

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. Make sure this gasoline-ethanol blend has octane ratings no lower than those recommended for gasoline.

Use the recommended gasoline.

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

The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for Suzuki to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly. Use extreme caution when selecting and installing the accessories on your motorcycle and consult your Suzuki dealer if you have any questions.

Additionally, when attaching accessories, ensure that they are within the load capacity. For information on the load capacity, see “LOADING” on page 1-26.

⚠ 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. All parts and accessories added to the motorcycle should be genuine Suzuki parts designed for use on this motorcycle. 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.: 345 kg
  at the tyre pressure (cold)
  Front: 150 kPa (1.50 kgf/cm^2, 22 psi)
  Rear: 200 kPa (2.00 kgf/cm^2, 29 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 tyres are properly inflated to the specified tyre pressure for your loading conditions. Refer to “TYRE PRESSURE AND LOADING” on page 3-59.
- 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 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.

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.

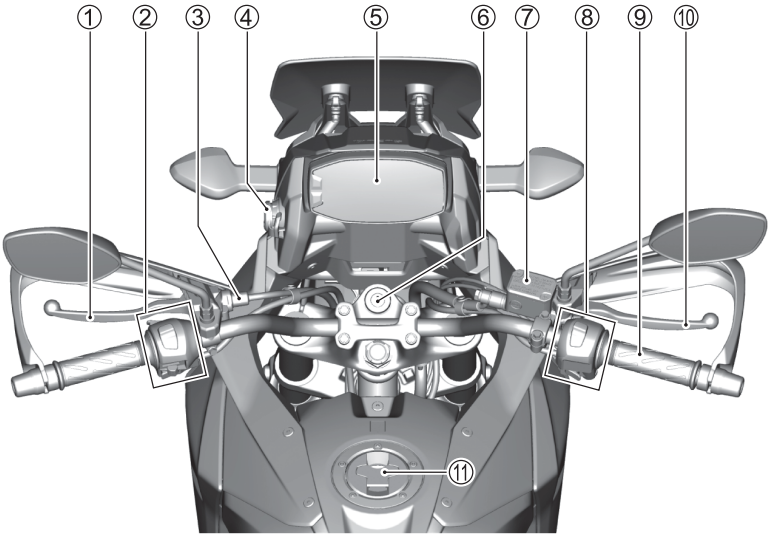
CONTROLS, EQUIPMENT AND ADJUSTMENTS

NAMES OF PARTS AND LAYOUT DIAGRAM (PICTURE INDEX) 2-2
INSTRUMENT PANEL 2-14
IGNITION SWITCH 2-30
HANDLEBAR SWITCHES 2-33
STARTING THE ENGINE 2-36
REFUELING 2-42
SHIFTING GEARS 2-45
BRAKE LEVER 2-48
REAR BRAKE PEDAL 2-48
CLUTCH LEVER 2-49
SEAT 2-49
STANDS 2-53
SUSPENSION ADJUSTMENT 2-54
USB SOCKET 2-56
REAR CARRIER 2-57

NAMES OF PARTS AND LAYOUT DIAGRAM (PICTURE INDEX)

LOCATION OF PARTS

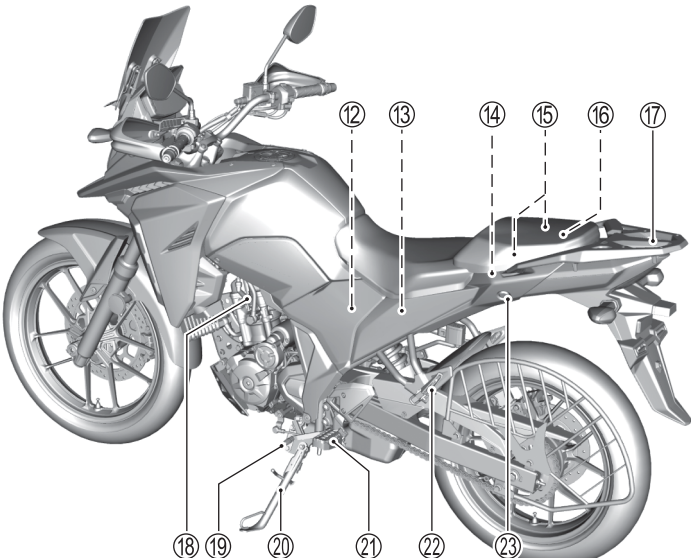
Around the Handle



Around the Handle

① Clutch lever (☞ 2-49)
② Left handlebar switches (☞ 2-8)
③ Clutch cable (☞ 3-39)
④ USB socket (☞ 2-56)
⑤ Instrument panel (☞ 2-14)
⑥ Ignition switch (☞ 2-30)
⑦ Front brake fluid reservoir (☞ 3-48)
⑧ Right handlebar switches (☞ 2-8)
⑨ Throttle grip (☞ 3-38)
⑩ Brake lever (☞ 2-48)
⑪ Fuel tank cap (☞ 2-42)

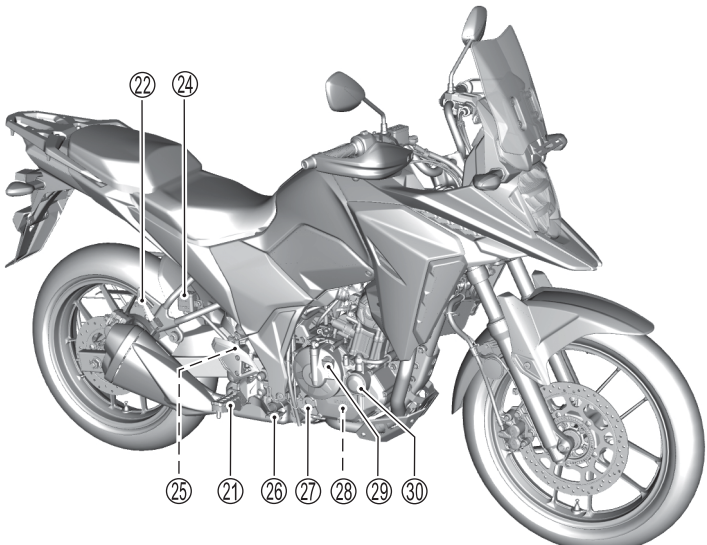
Left Side View



Left Side View

⑫ Battery (☞ 3-16)
⑬ Air cleaner (☞ 3-23)
⑭ Fuses (☞ 3-75)
⑮ Helmet holder (☞ 2-52)
⑯ Tools (☞ 3-10)
⑰ Rear carrier (☞ 2-57)
⑱ Spark plug (☞ 3-20)
⑲ Gearshift lever (☞ 2-45) (☞ 3-55)
⑳ Side stand (☞ 2-53)
㉑ Footrests
㉒ Passenger footrests
㉓ Seat lock (☞ 2-52)

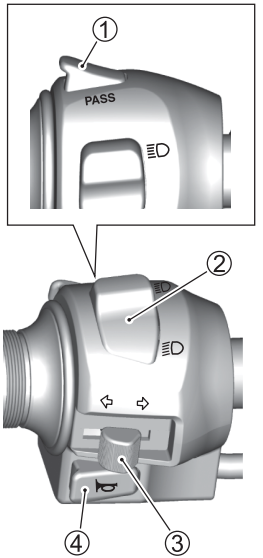
Right Side View



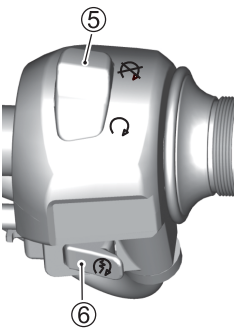
Right Side View

㉔ Rear brake fluid reservoir (☞ 3-48)
㉕ Rear brake light switch (☞ 3-53)
㉖ Rear brake pedal (☞ 2-48) (☞ 3-52)
㉗ Engine oil inspection window (☞ 3-28)
㉘ Engine oil drain plug (☞ 3-33)
㉙ Engine oil filler cap (☞ 3-32)
㉚ Engine oil filter (☞ 3-33)

HANDLEBAR SWITCHES



LEFT HANDLEBAR



RIGHT HANDLEBAR

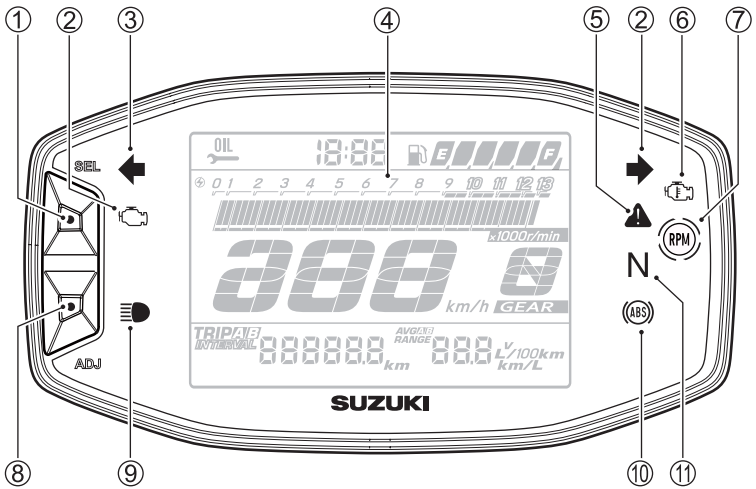
LEFT HANDLEBAR

① Headlight flasher switch (☞ 2-33)
② Dimmer switch (☞ 2-33)
③ Turn signal light switch (☞ 2-34)
④ Horn switch (☞ 2-34)

RIGHT HANDLEBAR

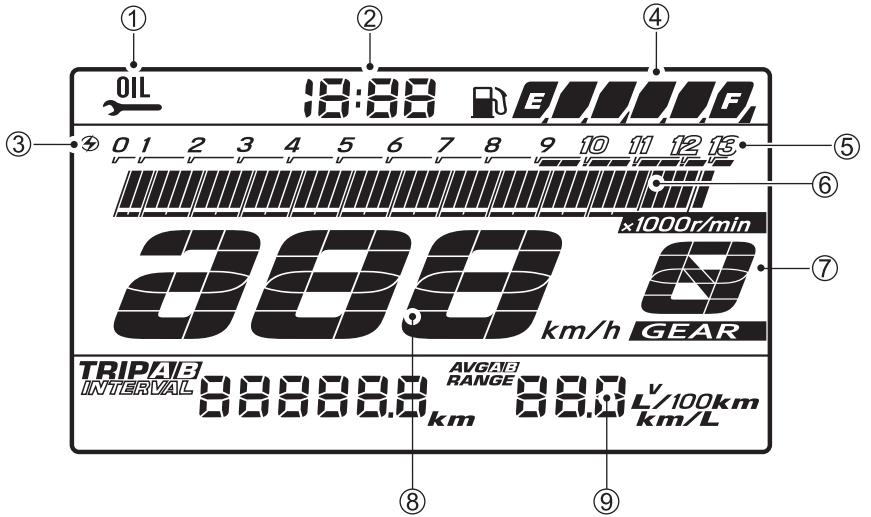
⑤ Engine stop switch (☞ 2-34)
⑥ Electric starter switch (☞ 2-35)

WARNING AND INDICATOR LIGHTS



① SEL button
② Malfunction indicator light (☞ 2-15)
③ Turn signal indicator light (☞ 2-16)
④ LCD(☞ 2-12)
⑤ Master warning indicator light (☞ 2-15)
⑥ Engine temperature indicator light (☞ 2-17)
⑦ Engine rpm indicator light (☞ 2-17)
⑧ ADJ button
⑨ High beam indicator light (☞ 2-19)
⑩ ABS indicator light (☞ 2-19)
⑪ Neutral indicator light (☞ 2-21)

LCD


①
②
④
OIL
18:88
E
F
③
0 1 2 3 4 5 6 7 8 9 10 11 12 13
⑤
⑥
×1000r/min
⑦
km/h
GEAR
TRIP A B
INTERVAL
km
AVG A B
RANGE
L/100km
km/L
⑧
⑨

① Oil change indicator (☞ 2-21)
② Clock (☞ 2-23)
③ Engine rpm indicator (☞ 2-17)
④ Fuel level indicator (☞ 2-24)
⑤ Red zone (☞ 2-25)
⑥ Tachometer (☞ 2-25)
⑦ Gear position indicator (☞ 2-26)
⑧ Speedometer (☞ 2-25)
⑨ Odometer/Trip meter/Average fuel consumption meter/Instantaneous fuel consumption meter/Voltmeter (☞ 2-26)

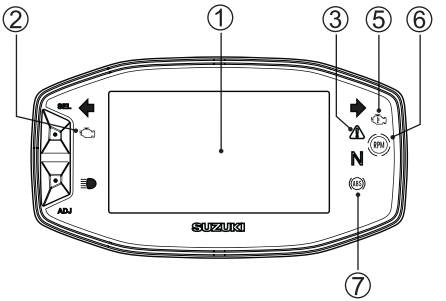
INSTRUMENT PANEL

INITIAL METER DISPLAY

When you turn the ignition switch to ON, the meter will act as follows.

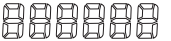
- All LCD ① segments appear and then show the normal display.
- The following indicator lights come on for about 3 seconds.
  - Malfunction indicator light ②
  - Master warning indicator light ③
  - Engine rpm indicator light ⑥
  - Engine temperature indicator light ⑤
- The following indicator lights come on.
  - ABS indicator light ⑦

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



MALFUNCTION INDICATOR LIGHT “  ” / MASTER WARNING INDICATOR “  ”

If a failure occurs in the motorcycle, the malfunction indicator light “  ” or master warning indicator light “  ” comes on. Also, the odometer display indicates “FI” and “to” every 2 seconds.

	Malfunction indicator light 	Master warning indicator 	Odometer display 
Engine system failure (Exhaust gas related)	Come on	–	
Engine system failure (Non exhaust gas related)	–	Come on	
Motorcycle tip over	–	Come on	
Controller communication failure	–	–	

NOTE:

- *If the malfunction indicator light or master warning indicator is lit, consult your Suzuki Dealer immediately.*
- *When the odometer display indicates “CHEC”, check the following items;*
  - *Make sure that the ignition fuse is not blown.*
  - *Make sure that the lead wire couplers are connected.*

NOTICE

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

If you ride the motorcycle under this situation, ride at slow speed without opening the throttle largely and then have your motorcycle inspected immediately by your Suzuki dealer.

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 bulb filament or circuit failure, the indicator light blinks more quickly to notify the rider of a problem.

ENGINE TEMPERATURE INDICATOR LIGHT "  "

The engine temperature indicator light comes on for about 3 seconds when the ignition switch is turned to the "ON" positions. When the engine temperature gets too much high, the engine temperature indicator light comes on.

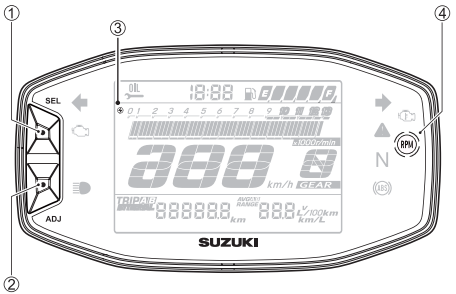
NOTICE

Riding the motorcycle with the engine temperature indicator lit can cause serious engine damage due to overheating.

If the engine temperature indicator light comes on, stop the engine to let it cool. Do not run the engine until the engine temperature indicator light goes off.

ENGINE RPM INDICATOR LIGHT "  "

When engine speed reaches the set value, the engine RPM indicator light comes on or blinks to indicate when to upshift. Methods of lighting and engine speed settings can be changed.



① SEL button
② ADJ button
③ Engine rpm indicator
④ Engine rpm indicator light

LIGHT/BLINK/NO LIGHT Mode Selection

1. To enter the selection mode, turn on the ignition switch, set the meter to volt meter and press and hold the ADJ button① for more than 2 seconds to change the mode.
2. Push the ADJ button ② to change the lighting mode. The mode changes as follows:
   LIGHT → BLINK → NO LIGHT → LIGHT.
   The engine rpm indicator light ④ comes on steady in the LIGHT mode and blinks in the BLINK mode. The engine rpm indicator "⚡" ③ comes on when the LIGHT or BLINK mode is selected.
3. Push the SEL button ① to fix the selected mode. Change to preset rpm selection when you select the LIGHT mode or BLINK mode.
4. While in the mode selection, if the motorcycle reaches speed of more than 10 km/h or the ignition switch is turned to "OFF" position, the mode selection is canceled.

Preset RPM Selection

1. Enter the LIGHT mode or BLINK mode.
2. Push the ADJ button ② to change the preset rpm from 4000 r/min to 10000 r/min in steps of 500 r/min.
3. Push the SEL button ① to fix the selected setting.

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

Never change the display while riding. Keep both hands on the handlebars.

HIGH BEAM INDICATOR LIGHT "≡D"

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

ABS INDICATOR LIGHT "(ABS)"

- This indicator normally comes on when the ignition switch is turned "ON" and turns off after the motorcycle speed exceeds 5 km/h.
- 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

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.**

⚠ 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.

NOTE:

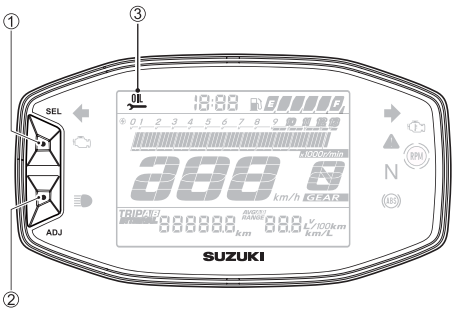
- *If the ABS indicator light turns off after you start the motorcycle but before you begin riding, check the ABS indicator light function by turning the ignition switch off and on. If the ABS indicator light does not come on when the ignition switch is turned on, you should have the system checked by 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.*

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.

OIL CHANGE INDICATOR " OIL **"**

The oil change indicator comes on to remind you to change the engine oil. The indicator comes on at initial 1000 km and preset intervals thereafter. The preset interval is adjustable between 500 km and 5000 km in 500 km steps. Reset the indicator after changing the engine oil to turn off the indicator.



① SEL button
② ADJ button
③ Oil change indicator

To reset the oil change indicator:

1. Turn off the ignition switch.
2. Press and hold the SEL button ① and turn the ignition switch to the “ON” position and hold the SEL button ① for 4 seconds.
3. The oil change counter will reset and the OIL CHANGE indicator blinks 3 times and goes off.

To preset the oil change interval:

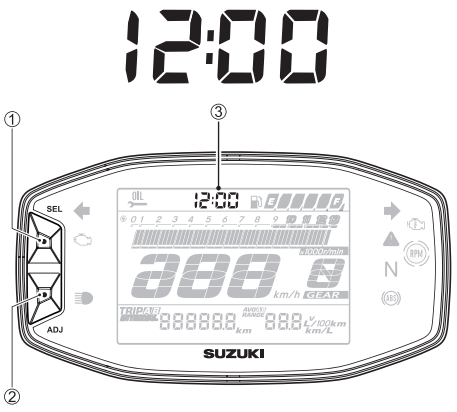
1. Set the meter to odometer, then press and hold the SEL button ② for 2 seconds until the INTERVAL and OIL CHANGE indicators blink.
2. Push the SEL button ① to decrease the interval from 5000 km to 500 km in 500 km steps. Push the ADJ button ② to increase the interval from 500 km to 5000 km in 500 km steps.
3. Press and hold the SEL button ① and the ADJ button ② for 2 seconds to exit the preset.

NOTE:

- *Reset the indicator after initial oil replacement.*
- *The indicator can be reset even if the odometer does not reach 1000 km.*
- *Reset the indicator after oil replacement even if the indicator is not displayed.*
- *Preset interval change does not reset the indicator.*
- *The preset interval is factory adjusted to 5000 km.*

CLOCK

The time is displayed using a 12-hour. Time is shown when the ignition switch is in the "ON" position.



① SEL button
② ADJ button
③ Clock

Follow the procedure below to adjust the clock.

1. Press and hold the SEL button ① and ADJ button ② simultaneously for 2 seconds until the hour and minute display blinks.
2. Adjust the hour display by pushing the SEL button ①.
3. Adjust the minute display by pushing the ADJ button ②.
4. Press and hold the SEL button ① and ADJ button ② simultaneously for 2 seconds to return to the clock mode.

NOTE:

- *When the button is pressed and held, display will increase continuously.*
- *The clock can be adjusted when the ignition switch is in the "ON" position.*
- *This clock is powered by the battery of the motorcycle. If your motorcycle is to be left unused more than two months, remove the battery from the motorcycle.*

FUEL LEVEL INDICATOR "⛽"

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

- The fuel level indicator displays all 6 segments when the fuel tank is full.
- The mark ① blinks when the fuel level drops below 2.8 L.
- The mark and segment blink when the fuel drops below 1.2 L.



Fuel tank	Approximately 1.2 L	Approximately 2.8 L	Full
Segments	Blink 		
⛽ mark	Blink 	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.*
- *If the fuel mark blinks, fill the fuel tank immediately. Also, the last segment of the fuel level indicator blinks when the fuel tank is almost empty.*

SPEEDOMETER

The speedometer indicates the road speed in kilometers per hour.

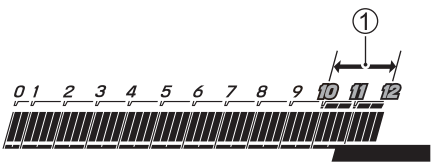


TACHOMETER

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.



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 “CHEC” in the multifunction display area, the gear position indicator does not indicate a number but indicates “–”.



ODOMETER / TRIP METER / AVERAGE FUEL CONSUMPTION METER / INSTANTANEOUS FUEL CONSUMPTION METER / VOLTMETER

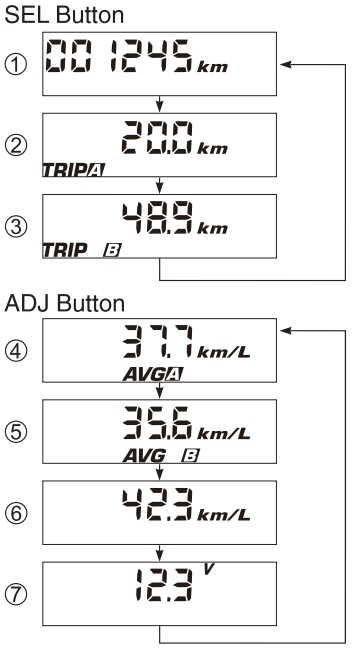
The display has 7 functions; odometer, 2 trip meters, 2 average fuel consumption meter, instantaneous fuel consumption meter and voltmeter.

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

① Odometer
② Trip meter A
③ Trip meter B

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

④ Average fuel consumption meter A
⑤ Average fuel consumption meter B
⑥ Instantaneous fuel consumption meter
⑦ Voltmeter



Odometer ①

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 ②③

- There are 2 modes, TRIP A, and TRIP B. The display range is 0.0 - 9999.9. When 9999.9 is exceeded, the display returns to 0.0.
- To reset a meter to zero, press and hold the SEL switch for 2 seconds while the display indicates the trip meter A or B, you want to reset. When you reset the trip meter A or B, the fuel consumption meter will also be reset.
- When the average fuel consumption meter is reset, the average fuel consumption is displayed as – –.– until a set distance has been traveled.

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

Average Fuel Consumption Meter ④⑤

- To change between "km/L" and "L/100 km" set the meter to average fuel consumption and hold the ADJ button for 2 seconds.
- This meter displays the fuel consumption for the distance traveled for both TRIP A and TRIP B. Displays are in the following ranges.
  - km/L display range: 0.1 - 99.9
  - L/100 km display range: 1.0 - 99.9
- To reset average fuel consumption, reset the trip meter. When the trip meter is displaying 0.0, average fuel consumption is displayed as – –.–.

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

Instantaneous Fuel Consumption Meter

- To change between “km/L” and “L/100 km” set the meter to average fuel consumption and hold the ADJ button for 2 seconds.
- The instantaneous fuel consumption meter displays the fuel consumption value only when the motorcycle is moving. However, when the motorcycle is stopping, the fuel consumption meter displays “– – . –”. This meter ranges from 0.1 to 99.9 (km/L) or from 1.0 to 99.9 (L/100 km).

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

Voltmeter ①

The voltmeter displays the battery voltage within the range of 10.0 to 16.0V.

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.*

IGNITION SWITCH

POSITIONS

There are 3 positions for the ignition switch; ON, OFF and LOCK.



⚠ WARNING

Operating the key while the motorcycle is moving may result in a crash or may cause damage to the engine and the catalytic converter.

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.*

⚠ WARNING

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

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

HANDLEBAR SWITCHES

HEADLIGHT FLASHER SWITCH

Press the switch to flash the headlight high beam when the dimmer switch is in “Low-beam” position.

DIMMER SWITCH/

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

High-beam “≣D”

The headlight high beam turns on. The high beam indicator light also comes on.

Low-beam “≣D”

The headlight low beam turns on.

NOTICE

The heat of the headlight may melt the lens or damage objects.

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.

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

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.

HORN SWITCH "📯"
While the switch is pressed, the horn sounds.

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 "⚡"

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

For details, see "STARTING THE ENGINE" on page 2-36

NOTE:

- *The engine cannot start when the engine stop switch is in the "⊗" position.*
- *The motorcycle is equipped with SUZUKI EASY START SYSTEM, 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.*

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. Squeeze the clutch lever.
6. With the throttle grip closed, press the electric starter switch "". See "SUZUKI EASY START SYSTEM" on page 2-38.
7. Before riding, make sure that the side stand is fully up. See "SIDE STAND/ IGNITION INTERLOCK SYSTEM" on page 2-40.

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 2-38.

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

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 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 master warning 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 while squeezing the clutch lever. 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.

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 2-40.

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, 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, run the engine for a period of several tens of seconds to several minutes 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.

Run the engine for a period of several tens of seconds to several minutes to warm it up before beginning travel.

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 stow 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.*

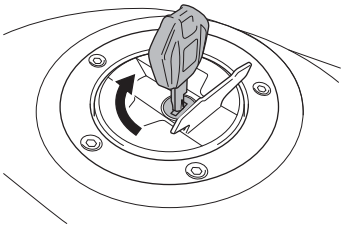


REFUELING

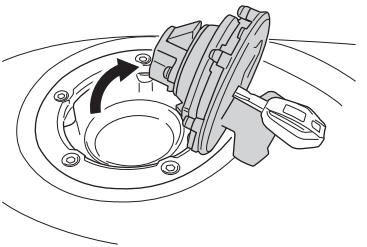
REFUELING PROCEDURE

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.

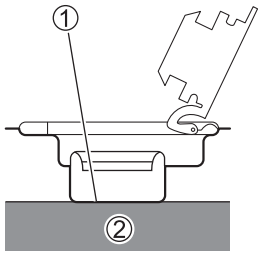


3. Open the cap.



4. Refill with gasoline.
   Since gasoline may leak from the cap, do not fill any higher than the lower edge ① of the inlet.

   Specified fuel: Unleaded gasoline
   Fuel tank capacity: 12L



②Fuel

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

Gasoline is very flammable and may cause fires if handled incorrectly.

- **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

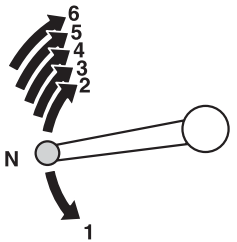
Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle.

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.

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, stow the side stand.
2. Squeeze the clutch lever 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 in 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.**

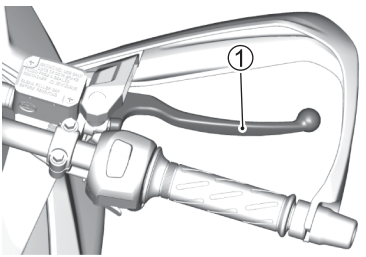
NOTE:

- *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.*

BRAKE LEVER

DESCRIPTION

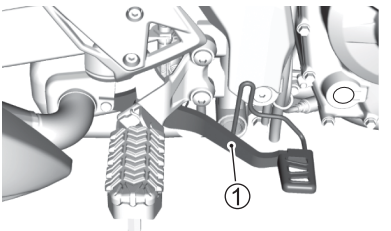
Apply the front brake by squeezing the front brake lever ① towards the grip.
The brake light will come on when the lever is squeezed.



REAR BRAKE PEDAL

DESCRIPTION

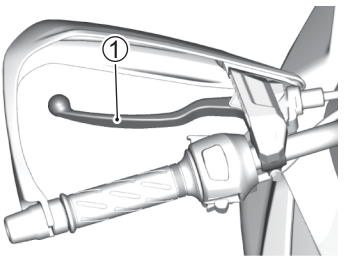
Stepping on the rear brake pedal ① applies the rear brake. The brake light comes on at the same time.
For details on rear brake pedal adjustment, see page 3-52.



CLUTCH LEVER

DESCRIPTION

The clutch lever ① is used for disengaging the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.
For details on the clutch lever play, see page 3-39.

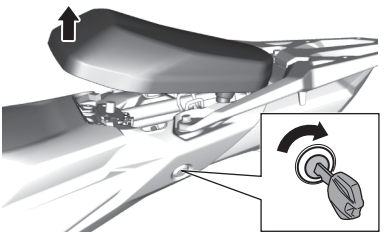


SEAT

REAR SEAT AND SEAT LOCK

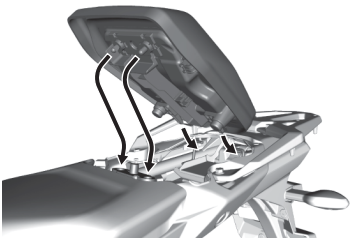
Removal

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

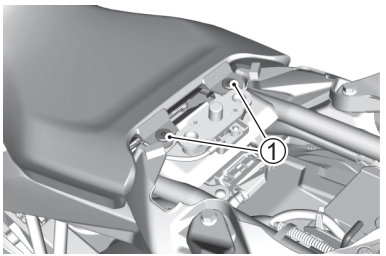
If the seat is not attached correctly it may move, interfering with riding.

Lock the seat firmly in the correct position.

FRONT SEAT

Removal

1. Remove the rear seat. (☞ 2-49)
2. Remove the bolts 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 bolts 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.

HELMET HOLDERS

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



⚠ WARNING

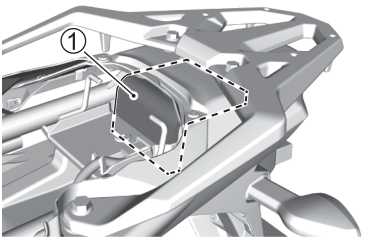
Riding with a helmet fastened to the helmet holder can interfere with rider control.

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

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.



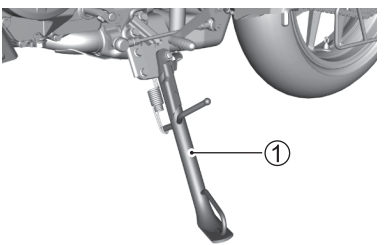
STANDS

The stands are used when parking the motorcycle. This motorcycle is equipped with a side stand.

SIDE STAND①

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 2-40.



⚠ 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 tyres in place.

SUSPENSION ADJUSTMENT

DESCRIPTION

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

NOTICE

Turning adjusters by force can damage the suspensions.

Do not turn adjusters beyond their natural limits.

REAR SUSPENSION

NOTICE

Forcing the adjuster to turn may damage the suspension.

Do not rotate the adjuster beyond the limit.

NOTICE

Adjusting the rear shock absorber while it is dirty may cause sand to enter the adjuster, or make the oil leak by damaging the oil seal.

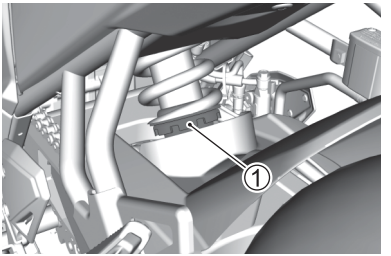
Wash the adjuster before adjusting it to remove sand and other dirt sufficiently.

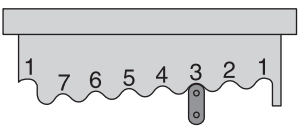
Spring Pre-load Adjustment

The rear suspension spring pre-load is adjustable to compensate for rider, load, riding style and road conditions. The spring pre-load is adjustable to 7 positions. To change the spring pre-load setting, place the motorcycle on the side stand. Twist the spring tension ring ① to the desired position with the adjustable wrench. Position 1 provides the softest spring tension and position 7 provides the stiffest. This motorcycles is delivered from the factory with its adjuster set on position 3.

Available from Suzuki dealer

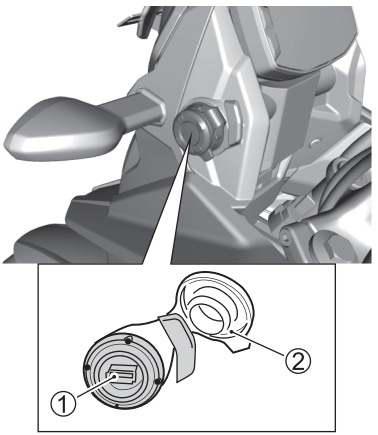
- ADJUSTABLE WRENCH (Part No. 09910-60621)





USB SOCKET

A USB socket ① is provided at the left side of the Instrument panel. It can provide up to 5.0 V output voltage and 2 A maximum current.



②Cap

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.*

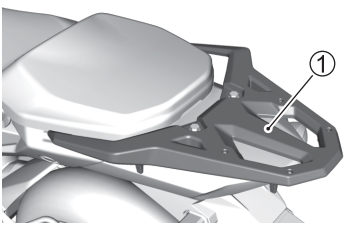
REAR CARRIER

The rear carrier ① load capacity is 6 kg (13 lbs).

⚠ WARNING

Operating the motorcycle overloaded will decrease riding stability and can lead to loss of control.

Do not load the motorcycle more than load capacity.





INSPECTION AND MAINTENANCE

DESCRIPTION 3-2
INSPECTION BEFORE RIDING 3-8
FASTENER 3-10
TOOLS 3-10
LUBRICATION 3-11
FRAME COVER 3-13
BATTERY 3-16
SPARK PLUG 3-20
AIR CLEANER 3-23
ENGINE OIL 3-28
ENGINE IDLE SPEED 3-37
THROTTLE CABLE 3-38
CLUTCH 3-39
FUEL HOSE 3-41
DRIVE CHAIN 3-42
BRAKES 3-47
GEARSHIFT LEVER 3-55
TYRES 3-56
SIDE STAND/IGNITION INTERLOCK SYSTEM 3-62
FRONT WHEEL 3-63
REAR WHEEL 3-67
LIGHT BULB 3-71
HEADLIGHT BEAM 3-73
FUSES 3-74
DIAGNOSTIC CONNECTOR 3-76

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 that 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, 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
	km	1000	5000	10000	15000
Air cleaner element (☞ 3-23)		–	I	I	R
* Exhaust pipe bolts and muffler mounting bolts		T	–	T	–
* Valve clearance		I	I	I	I
Spark plug (☞ 3-20)		–	I	R	I
Fuel hose (☞ 3-41)		–	I	I	I
		*Replace every 4 years			
* Evaporative emission control system		–	–	I	–
Engine oil (☞ 3-28)		R	R	R	R
Engine oil filter (☞ 3-28)		R	–	R	–
Throttle cable play (☞ 3-38)		I	I	I	I
Clutch cable play (☞ 3-39)		–	I	I	I
Drive chain (☞ 3-42)		I	I	I	I
		Clean and lubricate every 1000 km			
* Brakes (☞ 3-47)		I	I	I	I
Brake fluid (☞ 3-48)		–	I	I	I
		*Replace every 2 years			
Brake hose (☞ 3-47)		–	I	I	I
		*Replace every 4 years			
Tyres (☞ 3-56)		–	I	I	I

Item \ Interval	months	2	12	24	36
	km	1000	5000	10000	15000
* Steering		I	–	I	–
* Front forks		–	–	I	–
* Rear suspension (☞ 2-54)		–	–	I	–
* Chassis bolts and nuts		T	T	T	T
Lubrication (☞ 3-11)		Lubricate every 1000 km			

NOTE: I= 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 tyres or improper or uneven tyre pressure, you may lose control of the motorcycle. This will increase your risk of a crash.

Always use tyres of the size and type specified in this owner's manual. Always maintain proper tyre 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.

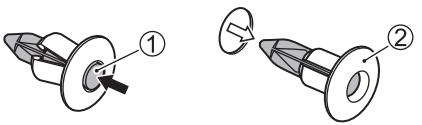
Shut the engine off when performing maintenance checks, except when checking the lights, engine stop switch, and throttle.

WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No play or looseness
Throttle (☞ 3-38)	• Correct play in the throttle cable • Smooth operation and positive return of the throttle grip to the closed position
Clutch (☞ 2-49, 3-39)	• Correct lever play • Smooth and progressive action
Brakes (☞ 2-48, 2-48, 3-47)	• 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 (☞ 2-54)	• Smooth movement • No oil leakage
Fuel (☞ 2-24)	Enough fuel for the planned distance of operation
Drive chain (☞ 3-42)	• Correct tension or slack • Adequate lubrication • No excessive wear or damage
tyres (☞ 3-56)	• Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 3-28)	Correct level
Lighting (☞ 2-14, 2-33)	Operation of all lights and indicators
Horn (☞ 2-34)	Correct function
Engine stop switch (☞ 2-34)	Correct function
Side stand/Ignition interlock system (☞ 2-40)	Proper operation
Windshield	Good visibility

FASTENER

REMOVING

1. Depress the head of clip center piece ①.
2. Pull out the fastener ②.



INSTALLATION

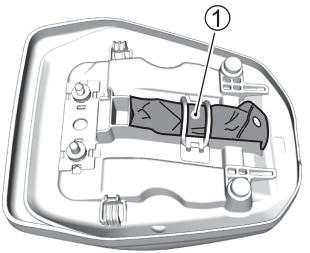
1. Let the center piece stick out toward the head so that the claws ③ closes.
2. Insert the fastener into the installation hole.

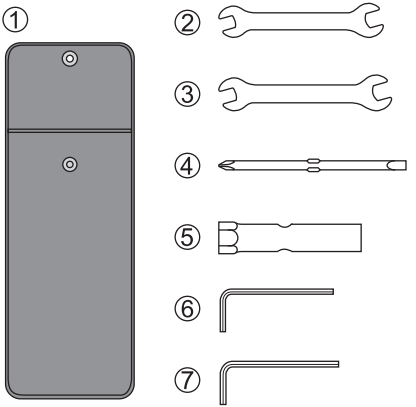


TOOLS

LIST

A tool kit ① is supplied and located under the rear seat.





① Tool bag
② Open end wrench (10 mm × 12 mm)
③ Open end wrench (14 mm × 17 mm)
④ Screwdriver (+, –)
⑤ Socket wrench (16 mm)
⑥ Hexagon wrench (4 mm)
⑦Hexagon wrench (5 mm)

LUBRICATION

LUBRICATION POINTS

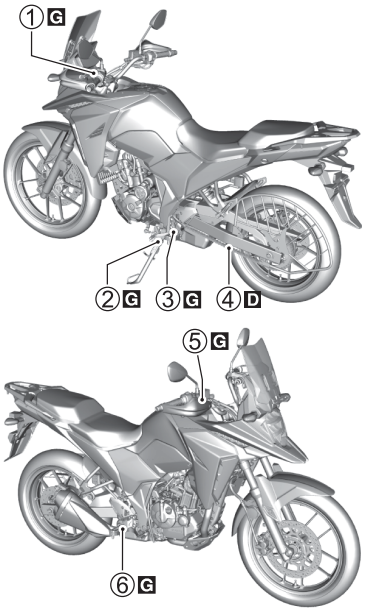
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is good practice to lubricate the motorcycle after a long rough ride and after getting it wet it in the rain or after washing it.

NOTICE

Lubricating electrical switches can damage the switches.

Do not apply grease or oil to electrical switches.

Major lubrication points are indicated below.



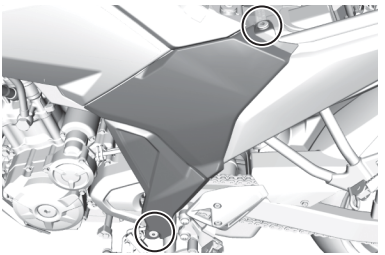
G..... Grease
D..... Drive chain lubricant

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

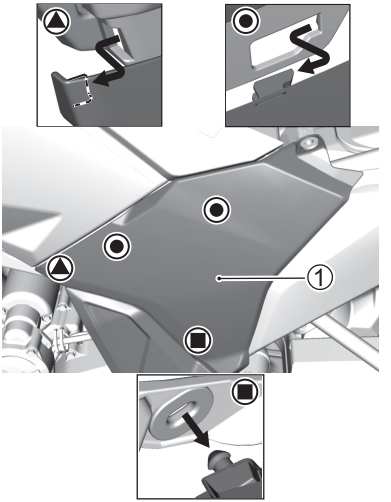
FRAME COVER

LEFT FRAME COVER REMOVING

1. Support the motorcycle on the side stand.
2. Remove the front and rear seat. See “SEAT” on page 2-49.
3. Remove the bolts.



4. Unhook the hooks and remove the frame cover ①.

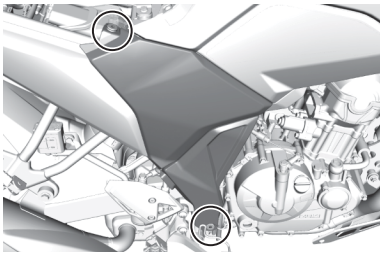


INSTALLATION

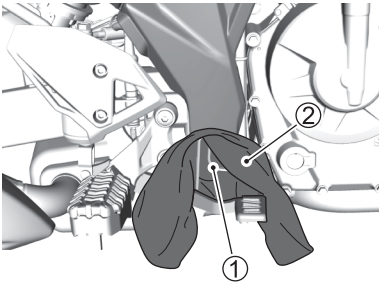
Reinstall the left frame cover in reverse order of removal.

RIGHT FRAME COVER REMOVING

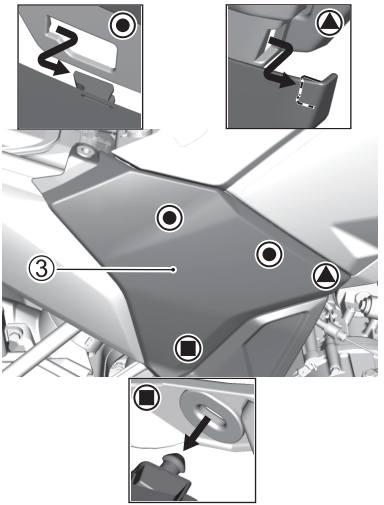
1. Support the motorcycle on the side stand.
2. Remove the front and rear seat. See “SEAT” on page 2-49.
3. Remove the bolts.



4. Cover the guard bar ① of rear brake pedal with a cloth ②.



5. Unhook the hooks and remove the frame cover ③.



INSTALLATION

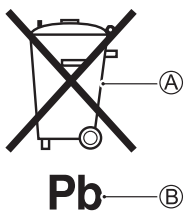
Reinstall the left frame cover in reverse order of removal.

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 Ⓐ located on the battery label indicates that a used battery should be collected separately from ordinary household waste.
The chemical symbol of "Pb" Ⓑ 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

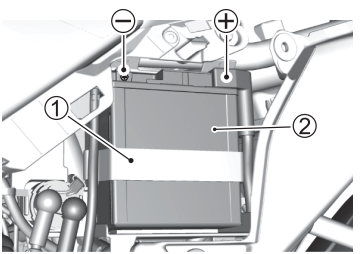
Exceeding the maximum charging rate for the battery can shorten its life.

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. See "SEAT" on page 2-49.
4. Remove the left frame cover. See "LEFT FRAME COVER REMOVING" on page 3-13.
5. Disconnect the negative (-) terminal.
6. Disconnect the positive (+) terminal.
7. Remove the battery band ①.
8. Remove the battery ②.



9. 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.

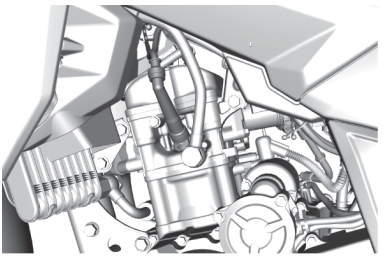
Always attach the red lead to the (+) positive terminal and the black (or black with white tracer) lead to the (–) negative terminal.

SPARK PLUG

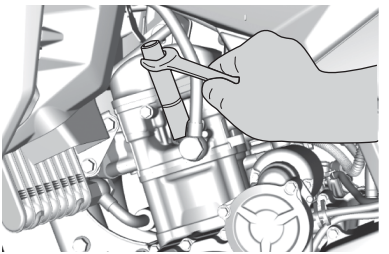
REMOVING

To remove the spark plug, follow the procedure below:

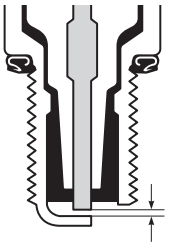
1. Pull off the spark plug cap.



2. Remove the spark plug with a spark plug wrench.



NOTICE
Dirt can damage the moving engine parts your motorcycle if it enters an open spark plug hole. **Cover the spark plug hole while the spark plug is out of the hole.**



Adjust the spark plug gap to 0.8 – 0.9 mm by using a spark plug gap thickness gauge. The spark plug should be replaced periodically.

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

NOTICE

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

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

Plug Replacement Guide

NGK	REMARKS
MR8E-9	Standard

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

INSTALLATION

NOTICE

Improper installation of the spark plug can damage your motorcycle. An overly-tight or cross-threaded spark plug will damage the aluminum threads of the cylinder head.

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

NOTICE

Dirt can damage the moving engine parts your motorcycle if it enters an open spark plug hole.

Cover the spark plug hole while the spark plug is out of the hole.

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

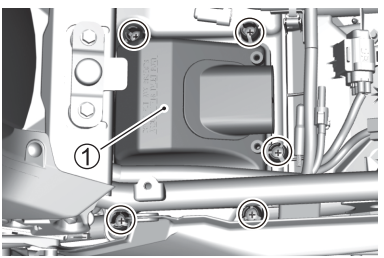
Failure to inspect the air cleaner element frequently if the vehicle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions, and engine damage may result.

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 clean the element and the inside of the case.

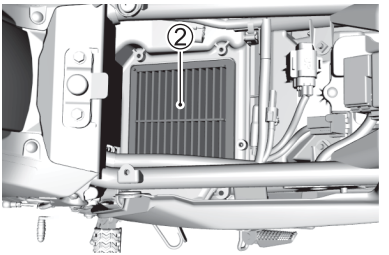
AIR CLEANER ELEMENT

Removing

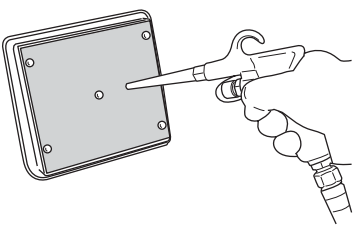
1. Support the motorcycle on the side stand.
2. Remove the front and rear seat. See “SEAT” on page 2-49.
3. Remove the left frame cover. See “LEFT FRAME COVER REMOVING” on page 3-13.
4. Remove the screws. Remove the air cleaner cap ①.



5. Remove the air cleaner element ②.



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



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

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

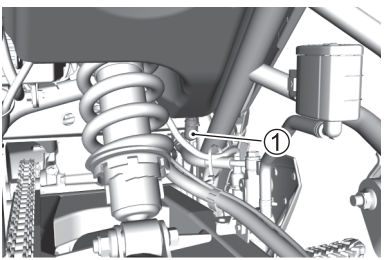
Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.

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 >

Standard / Oil	SAE	JASO
ECSTAR R9000	10W-40	MA
ECSTAR R7000	10W-40	MA
ECSTAR R5000	10W-40	MA

< Equivalent Engine Oil >

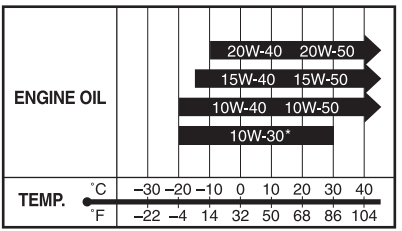
Equivalent Engine Oil means engine oil that meets the following standards.

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

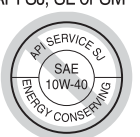
Suzuki does not recommend the use of "ENERGY CONSERVING" or "RESOURCE CONSERVING" oils. Some engine oils which have an API classification of SJ, SL, SM or SN have an "ENERGY CONSERVING" or "RESOURCE CONSERVING" indication in the API classification donut mark. These oils can negatively affect engine life and clutch performance.

API SJ, SL, SM or SN



Recommended

API SJ, SL or SM



API SN

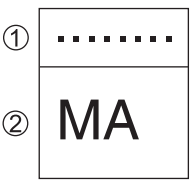


Not recommended

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.



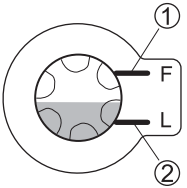
① Code number of oil sales company
② Oil classification

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, 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, muffler and engine have cooled down sufficiently to touch before starting maintenance.

NOTICE

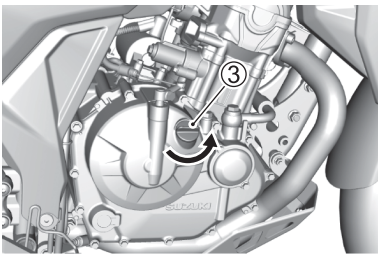
Operating the motorcycle with too little or too much oil can damage the engine.

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.

NOTE: Wipe up any spilled oil completely.

⚠ 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

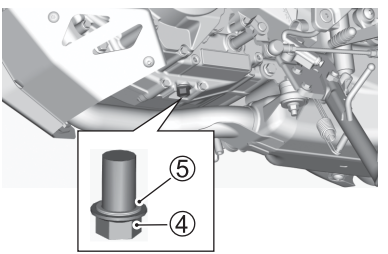
If any dirt enters from the oil filler opening, it may damage the engine.

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.

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 with 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

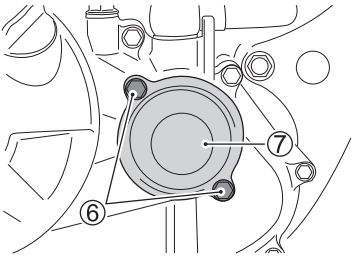
Turning the engine while draining the engine oil will cause a reduced coating of parts and adversely affect the engine.

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 two bolts ⑥ holding the oil filter cap ⑦ in place.



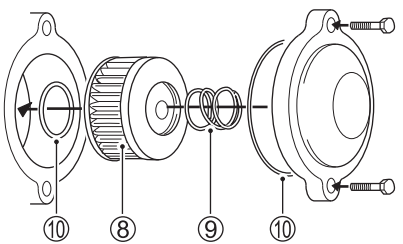
5. Replace the engine oil filter ⑧ with a new one.
6. Before installing the oil filter cap, be sure to check that the oil filter spring ⑨ and the “O” rings ⑩ are installed correctly.

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.

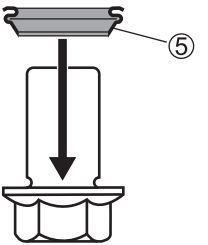
NOTE: Use new "O" rings each time the engine oil filter element is replaced.



7. Tighten the oil filter cap bolts securely but do not overtighten them.

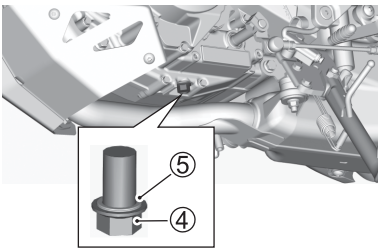
Oil filter cap bolt tightening torque:
10 N·m (1.0 kgf-m)

8. Replace the drain plug gasket ⑤ with a new one.



9. Reinstall the drain plug ④ with gasket ⑤. Tighten the plug securely with a torque wrench.

Drain plug tightening torque:
21 N·m (2.1 kgf-m)



10. Pour1200 ml 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 3-28.

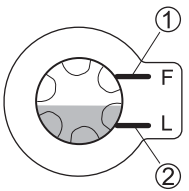
NOTE: Approximately 1180 ml of oil will be required when changing oil only without replacing the oil filter.

NOTICE

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

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 ②, add oil until the oil level is between the “L” line and the “F” line ①. Inspect the area around the drain plug and oil filter for leaks.



ENGINE IDLE SPEED

INSPECTION

Inspect the engine idle speed. The engine idle speed should be 1500 ± 100 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.

THROTTLE CABLE

THROTTLE CABLE PLAY

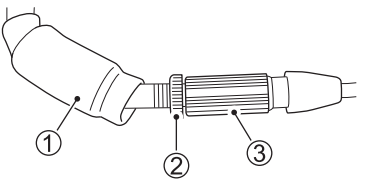
⚠ WARNING

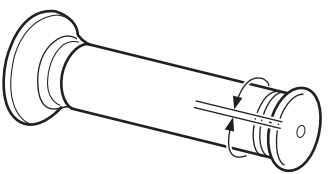
Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebars. This can lead to loss of control and an accident.

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

To adjust the cable play:

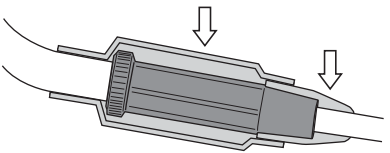
1. Remove the boot ①.
2. Loosen the lock nut ②.
3. Turn the adjuster ③ so that the throttle grip has 2.0 – 4.0 mm play.
4. Tighten the lock nut ②.
5. Reinstall the boot ①.





THROTTLE CABLE BOOTS

The throttle cable has boots. Check that the boots are fit securely. Do not apply water directly to the boots when washing. Wipe off dirt from the boots with a wet cloth when the boots are dirty.



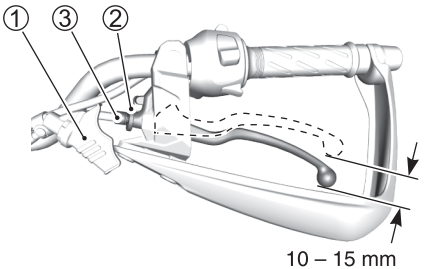
CLUTCH

CLUTCH LEVER PLAY

The play of the clutch lever should be 10 – 15 mm (0.4 – 0.6 in) as measured at the clutch lever end. If you find the play of the clutch incorrect, adjust it in the following way.

Minor Adjustment

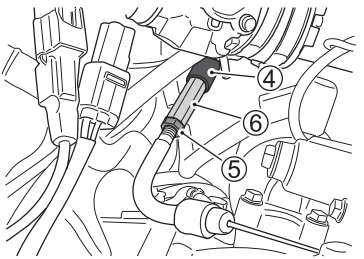
1. Slide the boot ①.
2. Loosen the clutch cable adjuster lock nut ②.
3. Turn the clutch cable adjuster ③ to provide the specified play.
4. Tighten the lock nut ②.
5. Reinstall the boot ①.



Major Adjustment

1. Slide the boot ④.
2. Loosen the clutch cable adjuster lock nut ⑤.
3. Turn the clutch cable adjuster ⑥ to provide the specified play.
4. Tighten the lock nut ⑤.
5. Reinstall the boot ④.

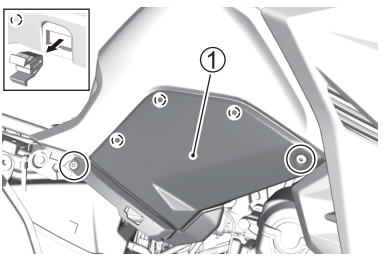
NOTE: Any maintenance of the clutch other than the clutch cable play adjustment should be performed by your Suzuki dealer.



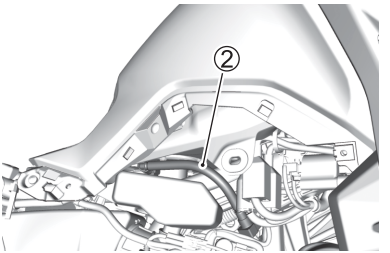
FUEL HOSE

INSPECTION

1. Remove the front and rear seat. See “SEAT” on page 2-49.
2. Remove the right frame cover. See “RIGHT FRAME COVER REMOVING” on page 3-14.Remove the right frame cover.
3. Remove the bolts and fastener.
4. Unhook the hooks and remove the right frame front cover ①.



5. Inspect the fuel hose ② for damage and fuel leakage. If any issues are found, the fuel hose must be replaced.



DRIVE CHAIN

DESCRIPTION

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

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 sprocket, 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

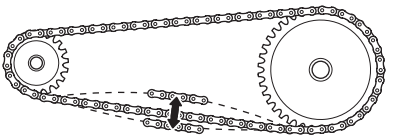
Some drive chain lubricant contains solvents and additives which could damage the seal rings in the drive chain.

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.

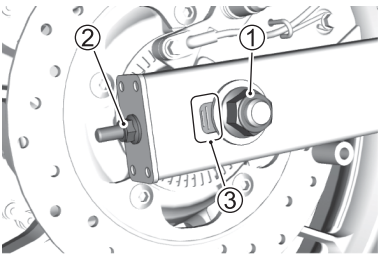
To adjust the drive chain, follow the procedure below:

1. Place the motorcycle on the side stand.
2. Loosen the axle nut ①.
3. Loosen the right and left chain adjuster nuts ②.
4. Adjust the slack in the drive chain by turning the right and left chain adjuster nuts ②. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ③ on the swingarm and notches on each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.

5. Tighten the axle nut ① securely after aligning and adjusting the slack in the drive chain to 20 – 30 mm.

Rear axle nut tightening torque:
65 N·m (6.5 kgf-m)

6. Tighten the right and left chain adjuster nuts ② securely.



7. Recheck the chain slack after tightening and readjust if necessary.

NOTE: Do not adjust the drive chain beyond the adjustable range ③. Replace the drive chain before the drive chain exceeds the limit.

BRAKES

DESCRIPTION

This motorcycle has front and rear disk 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.

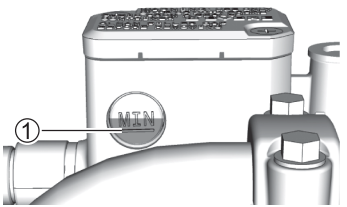
NOTE: Operating in mud, water, sand, or other extreme conditions can cause accelerated brake wear. If you operate your motorcycle under these conditions, the brakes must be inspected more often than recommended in the MAINTENANCE SCHEDULE.

BRAKE HOSE INSPECTION

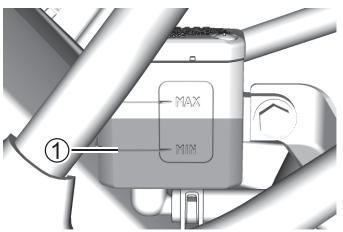
Inspect the brake hoses and hose joints for cracks, damage, or brake fluid leakage. If any issues are found, ask your Suzuki dealer to replace the brake hose with a new one.

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.

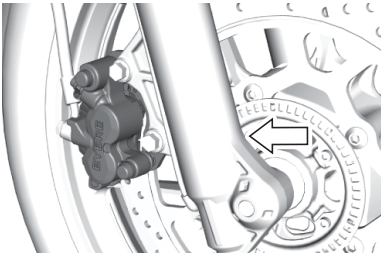
Be careful not to spill any fluid when filling the brake fluid reservoir. Wipe spilled fluid up immediately.

BRAKE PADS

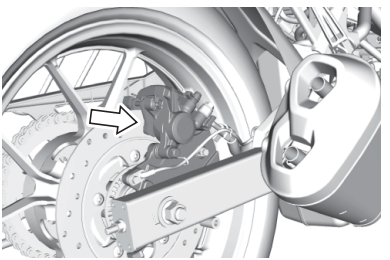
Inspect the front and rear brake pads to see if they are worn down to the grooved wear limit line ①. If a front or rear pad is worn to the grooved wear limit line, both front or both rear pads must be replaced with new ones.

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.

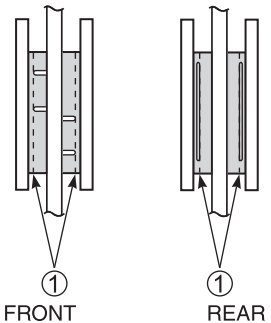
NOTE: Do not squeeze/depress the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back and brake fluid leakage may result.



FRONT



REAR



⚠ 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.

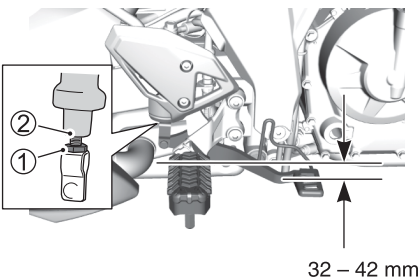
After brake system repair or brake pad replacement, pump the brake lever/pedal several times until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored.

REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal position must be properly adjusted at all times or the disk brake pads will rub against the disk causing damage to the pads and to the disk 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 32 – 42mm below the top face of the footrest.



2. Retighten the lock nut ① to secure the push rod ② in the proper position.

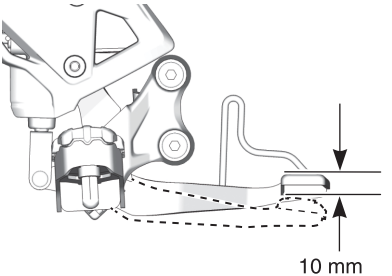
NOTICE

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

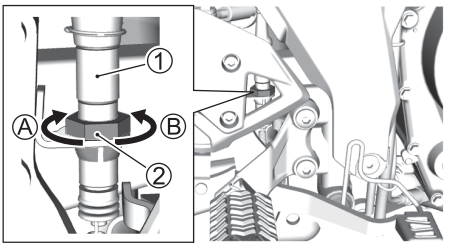
Follow the steps in this section to adjust the brake pedal properly.

REAR BRAKE LIGHT SWITCH

Check that the brake light lights when the rear brake pedal is depressed approximately 10 mm. Adjust the rear brake light switch if the light lights too early or late.



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 Ⓐ makes the brake light lights earlier. Rotating as shown in Ⓑ makes the light lights later.



NOTICE

Rotating the rear brake light switch body when making adjustments may cause the wiring to disconnect.

Rotate the nut so that the rear brake light switch body does not rotate.

GEARSHIFT LEVER

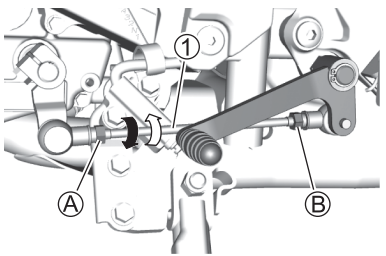
DESCRIPTION

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.

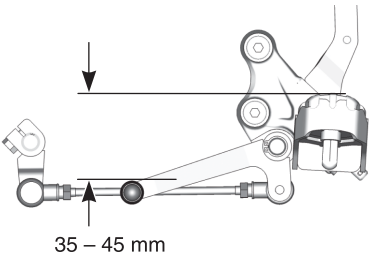
GEARSHIFT LEVER ADJUSTMENT

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 35 – 45mm below the top face of the footrest.



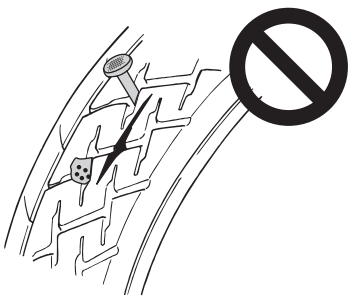
4. After adjusting, rotate lock nut A and B in the opposite direction of step1 (⇧) to tighten them.

NOTE: After adjusting, tighten the lock nuts firmly.

TYRES

DESCRIPTION

Check that there are no cracks or damage in the contact surface or sides of the tyres. Additionally, check that there are no nails, stones, or other foreign bodies piercing or embedded in the tyres.



Also, check that there is no unusual wear on the contact surface of the tyres. Consult a Suzuki dealer regarding any unusual wear.



When changing tyres, be sure to use the designated tyres below.

	FRONT	REAR
SIZE	100/90-19M/C 57S	140/70-17M/C 66S
TYPE	MRF MOGRIP METEOR-FM2	MRF MOGRIP METEOR-M

⚠ WARNING

Using non-designated tyres may negatively affect the safe operation of your motorcycle.

Be sure to use the designated tyres.

⚠ WARNING

An improperly repaired, installed, or balanced tyre can cause loss of control and a crash, or can wear out sooner.

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

⚠ WARNING

The tyres 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 tyre failure.

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

⚠ WARNING

Failure to perform break-in of the tyres could cause tyre slip and loss of control, which could result in a crash.

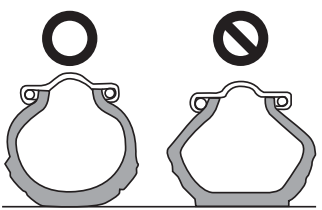
Use extra care when riding on new tyres. Perform proper break-in of the tyres referring to the BREAK-IN section of this manual and avoid hard acceleration, hard cornering, and hard braking for the first 100 miles (160 km).

NOTE: As new tyres slip easily, do not lean the motorcycle too far. Keep the angle of lean gentle while breaking in the tyres.

TYRE PRESSURE AND LOADING

For safe riding, read the owner's manual for information on tyre pressures and selecting tyres to use.

Tyres heat up when the motorcycle is traveling, increasing the air pressure. Accordingly, use the tyre gauge when the tyres are cool, before riding, and check to see if the tyres are at the specified pressure. Adjust to the appropriate pressure if the value is outside the specified range. Overloading your tyres can lead to tyre failure and loss of vehicle control.



Check tyre pressure each day before you ride, and be sure the pressure is correct for the vehicle load according to the chart below.

Cold tyre inflation pressure

LOAD / TYRE	SOLO RIDING	DUAL RIDING
FRONT	150 kPa 1.50 kgf/cm^2 22 psi	150 kPa 1.50 kgf/cm^2 22 psi
REAR	200 kPa 2.00 kgf/cm^2 29 psi	200 kPa 2.00 kgf/cm^2 29 psi

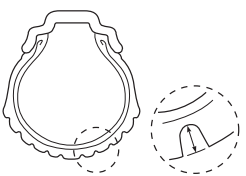
Under-inflated tyres make smooth cornering difficult, and can result in rapid tyre wear. Over-inflated tyres cause a smaller amount of tyre to be in contact with the road, which can contribute to skidding and loss of control.

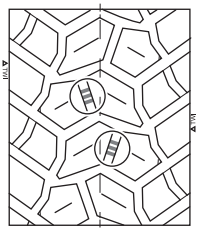
NOTE: When you detect drops in tyre pressure, check the tyre for nails or other punctures, or a damaged wheel rim. Tubeless tyres sometimes lose pressure gradually when punctured.

TYRE CONDITION AND TYPE

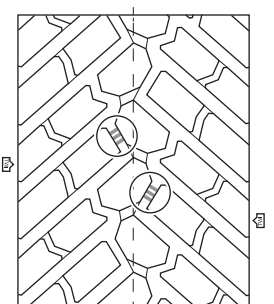
Tyre condition and tyre type affect motorcycle performance. Cuts or cracks in the tyres can lead to tyre failure and loss of motorcycle control. Worn tyres are susceptible to puncture failures and subsequent loss of motorcycle control. Tyre wear also affects the tyre profile, changing motorcycle handling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

Check the condition of your tyres each day before you ride. Replace tyres if tyres 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 " △ " mark indicates the place where the wear bars are molded into the tyre. When the wear bars contact the road, it indicates that the tyre wear limit has been reached.





FRONT



REAR

⚠ WARNING

Failure to follow the instructions below for tubeless tyres may result in a crash due to tyre failure. Tubeless tyres require different service procedures than tube tyres.

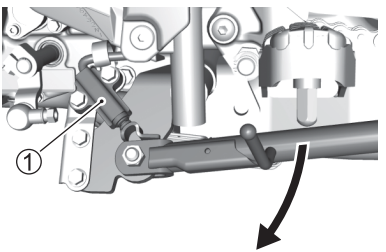
- Tubeless tyres require an air-tight seal between the tyre bead and wheel rim. Special tyre irons and rim protectors or a specialized tyre mounting machine must be used for removing and installing tyres to prevent tyre or rim damage which could result in an air leak.
- Repair punctures in tubeless tyres by removing the tyre 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 tyre.
- After repairing a tyre, 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 tyre repair failure and tyre deflation.
- Replace the tyre 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, hold the clutch in, 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

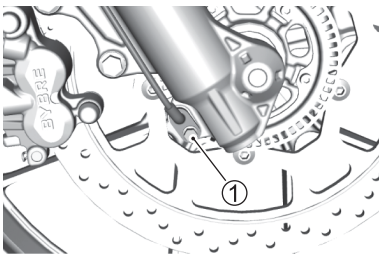
If the side stand/ignition interlock system is not working properly, it is possible to ride the motorcycle with the side stand in the down position. This may interfere with rider control during a left turn and could cause a crash.

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.

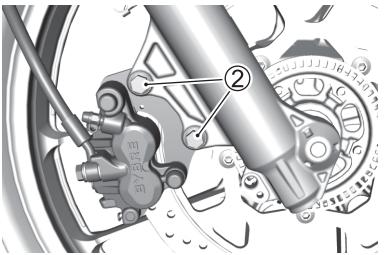
FRONT WHEEL

REMOVING

1. Place the motorcycle on the side stand.
2. Remove the front wheel speed sensor by removing the mounting bolt ①.

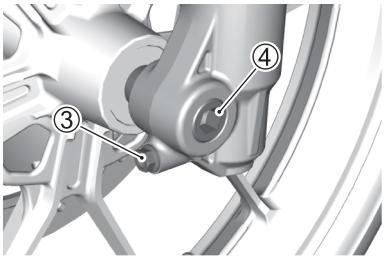


3. Remove both brake calipers from the front forks by removing the mounting bolts ② on each of the calipers.



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.

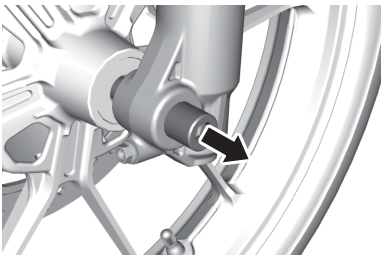
4. Loosen the axle holder bolts ③.
5. Loosen the axle shaft ④ temporarily.



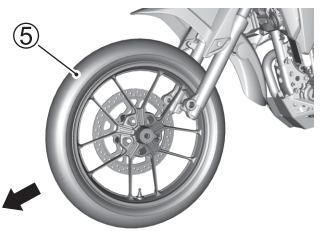
NOTE: A special tool is necessary to loosen the axle shaft ④. The special tool is available at your Suzuki dealer.

6. Place an accessory service stand or equivalent under the swingarm to help stabilize the rear end.
   Carefully position a jack under the exhaust pipe and raise it until the front wheel is slightly off the ground.

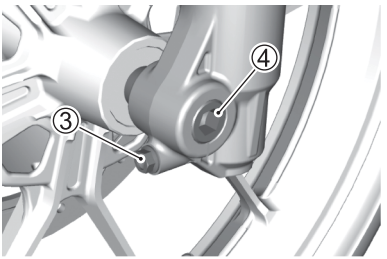
7. Turn the axle shaft counterclockwise and draw it out.



8. Slide the front wheel forward ⑤.



9. Put the new wheel in place and insert the axle shaft.
10. Tighten the axle holder bolts ④ to the specified torque.
11. Move the steering up and down several times to seat the axle shaft.
12. Tighten the axle holder bolts ③ to the specified torque.



13. Reinstall the brake calipers and speed sensor.
14. After installing the wheel, apply the brake several times to restore the proper lever stroke.

Front axle nut tightening torque:
65 N·m (6.5 kgf-m)

Front axle holder bolt tightening torque:
23 N·m (2.3 kgf-m)

Front brake caliper mounting bolt tightening torque:
26 N·m (2.6 kgf-m)

Front wheel speed sensor mounting bolt tightening torque:
10 N·m (1.0 kgf-m)

⚠ 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 disks 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 tyre 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 tyre rotates in the specified direction, as indicated by the arrow on the sidewall of the tyre.

REAR WHEEL

REMOVING

⚠ CAUTION

A hot exhaust pipe or muffler can burn you.

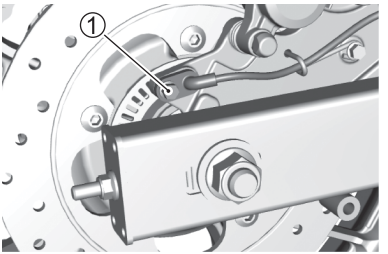
Wait until the exhaust pipe or muffler cools before removing the axle nut.

NOTICE

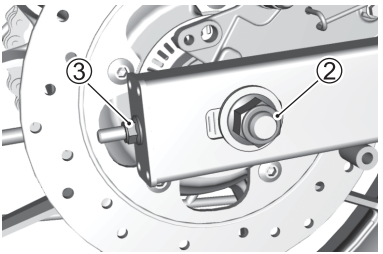
Removing the rear wheel without use of an accessory stand can result in your motorcycle falling over and being damaged.

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.

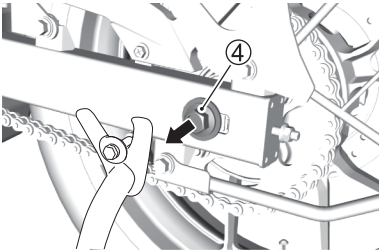
1. Place the motorcycle on the side stand.
2. Remove the rear wheel speed sensor by removing the mounting bolt ①.



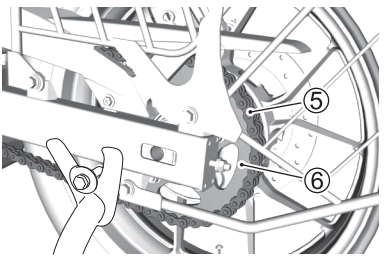
3. Remove the axle nut ②.
4. Place an accessory service stand or an equivalent stand under the swingarm to lift the rear wheel slightly off the ground.
5. Loosen the right and left chain adjuster nuts ③.



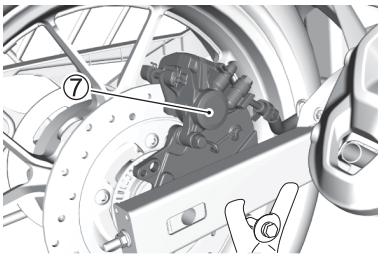
6. Draw out the axle shaft ④.



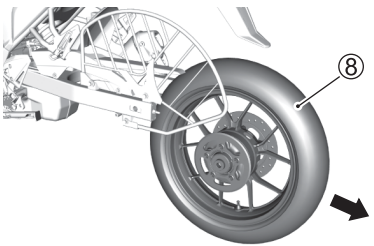
7. With the wheel moved forward, remove the chain ⑤ from the sprocket ⑥.



8. Remove the rear brake caliper assembly ⑦.



9. Pull the rear wheel assembly ⑧ 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:
65 N·m (16.5 kgf-m,)

Rear wheel speed sensor mounting bolt tightening torque:10 N·m (1.0 kgf-m)

⚠ 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 (☞ 3-44).**
- **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 disks and proper pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

LIGHT BULB

REPLACEMENT

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

Headlight	LED
Position light	LED
Front turn signal light	12V 10W × 2
Rear turn signal light	12V 10W × 2
Brake light/Taillight	LED
License plate light	LED

NOTE: 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.

NOTICE

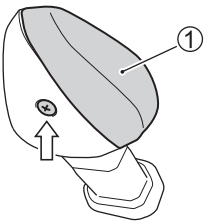
Failure to use a light bulb with the correct wattage rating can overload the electrical system of your motorcycle or cause the bulb to burn out sooner.

Use only the light bulbs shown in the chart as replacement bulbs.

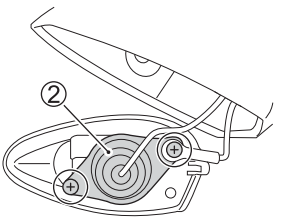
Turn signal light

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

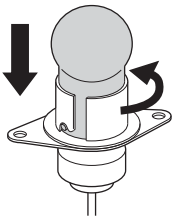
1. Remove the screw and take off the lens ①.



2. Remove the screws and take off the socket ②.



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



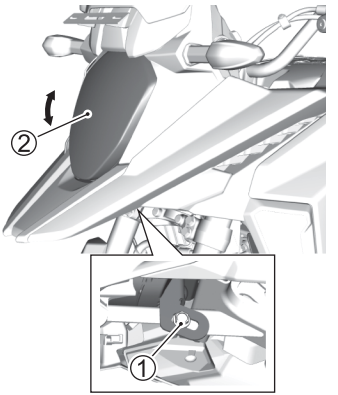
4. To fit the replacement bulb, push it in and twist it to the right while pushing.

NOTICE
Overtightening the screws when reinstalling the lens may cause the lens to crack. **Tighten the screws only until they are snug.**

HEADLIGHT BEAM

DESCRIPTION
The headlight beam can be adjusted up and down if necessary.

TO ADJUST THE BEAM UP AND DOWN
Loosen the headlight beam adjuster bolt ①. To adjust the beam, move the headlight ② upward or downward. After adjustment, tighten the headlight beam adjustment bolt.



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.

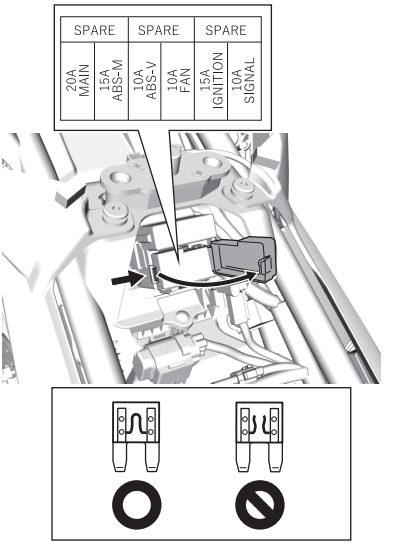
Do not spray water or wipe forcefully in the area around fuses.

FUSES

The fuses are located under the front seat.

Inspect fuses using the following procedure.

1. Set the ignition switch to OFF.
2. Remove the front seat. See “SEAT” on page 2-49.
3. Open the fuse box cover, pull out the fuses, and inspect them.
4. If a fuse is blown, check the reason, and when you have remedied it, replace with a spare fuse 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.



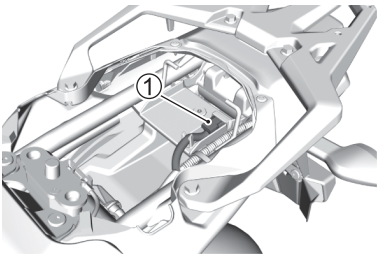
LIST

The following chart shows the main equipment that each fuse protects.

Label	Capacity	Protection parts
MAIN	20A	All electric circuits
ABS-M	15A	ABS
ABS-V	10A	ABS
FAN	10A	Cooling fan motor
IGNITION	15A	• Fuel pump • ECM • Fan relay • Starter relay • Ignition coil • Solenoid • Oxygen sensor
SIGNAL	10A	• USB socket • Speedometer • Headlight • Position light • Brake light/Taillight • License plate light • Turn signal light
SPARE	20A	-
SPARE	15A	-
SPARE	10A	-

DIAGNOSTIC CONNECTOR

The diagnostic connector ① is located under the seat.



NOTE: The diagnostic connector is used by a Suzuki dealer or a qualified service mechanic.

TROUBLESHOOTING

DESCRIPTION 4-2
ENGINE DOES NOT START 4-2
IN CASE OF OVERHEATING (ENGINE TEMPERATURE INDICATOR LIGHT COME ON) 4-3
INDICATOR DISPLAYS 4-4
MOTORCYCLE CONDITION 4-4

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

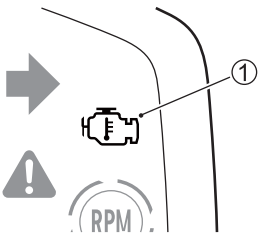
Perform the following checks.

- Make sure you are using the correct starting procedure.
  See “STARTING PROCEDURE” on page 2-36.
- Make sure the fuel tank has fuel.
  See “REFUELING PROCEDURE” on page 2-42.
- Check if the malfunction indicator light comes on.
  See “MALFUNCTION INDICATOR LIGHT” on page 2-15.
- Check for loose battery terminals.
  See “BATTERY” on page 3-16.
- Are any fuses blown?
  See “FUSES” on page 3-74.

Consult your Suzuki dealer if you notice any failures/issues.

IN CASE OF OVERHEATING (ENGINE TEMPERATURE INDICATOR LIGHT COME ON)

Overheating is a state in which the engine temperature has increased to over a specified value and the engine temperature indicator light ① is lit.



If the engine temperature indicator light come 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. Stop the engine for a while and let it cool down.
3. Start the engine, and if the engine temperature indicator light is off, the motorcycle can run. 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 temperature indicator light come on.

INDICATOR DISPLAYS

Consult a Suzuki dealer if the state of the indicator displays is as follows.

- The malfunction indicator light (on page 2-15) comes on or blinks
- The master warning indicator light (on page 2-15) comes on
- The engine temperature indicator light (on page 2-17) comes on
- The FI warning displays appear (on page 2-15)
- The “CHEC” displays (on page 2-15) do not go out
- The ABS indicator light (on page 2-19) 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 2-21)
- The neutral indicator light comes on while the gear position indicator is displaying 1, 2, 3, 4, 5, or 6

MOTORCYCLE CONDITION

Consult a Suzuki dealer if the state of the motorcycle is as follows.

- The engine does not start
- You fall
- 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 engine oil, or you need to replace the engine oil
- You cannot ascertain why a fuse has blown
- The tyres are extremely worn or you need to replace them

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE 5-2
PROCEDURE FOR RETURNING TO SERVICE 5-5
CORROSION PREVENTION 5-5
MOTORCYCLE CLEANING 5-7
INSPECTION AFTER CLEANING 5-13

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

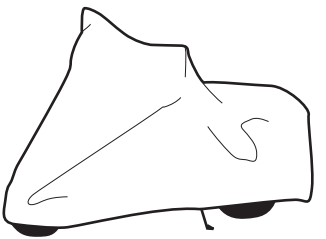
DESCRIPTION

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 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.

TYRES

Adjust tyre 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 midday 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.

⚠ WARNING

Misplacing an object between the fairing and the handlebars could adversely affect operation of the handlebars.

When cleaning the motorcycle, do not place anything between the fairing and the handlebars.

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*
- *Throttle cable boots*
- *Steering head tube upper and lower*

NOTICE

If water gets into the exhaust pipe, mufflers, 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 oil cooler can damage the cooling fins.

Be careful when washing around the oil cooler.

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 do not hold up well to dirt from salt. To preserve aluminum wheels in pristine condition, clean them regularly (approximately once per week).

1. Soak a sponge in neutral detergent and wash off any dirt.
2. Wash with sufficient 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, 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, 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.

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

CATALYTIC CONVERTER 6-2
ON-BOARD MOTORCYCLE COMPUTER DATA INFORMATION 6-3
SERIAL NUMBER LOCATION 6-5

CATALYTIC CONVERTER

DESCRIPTION

The muffler on this motorcycle contains a catalytic converter. This catalytic converter works to reduce the volume of toxic substances output in exhaust gases.

Inappropriate adjustment or erroneous handling 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.

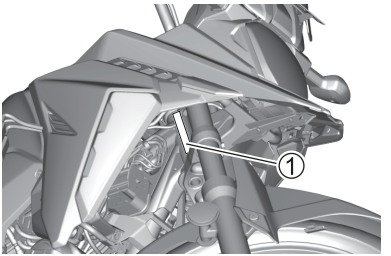
Suzuki Motor Corporation and third parties contracted by Suzuki Motor Corporation will not disclose or provide the information acquired to a third party other than in the following cases.

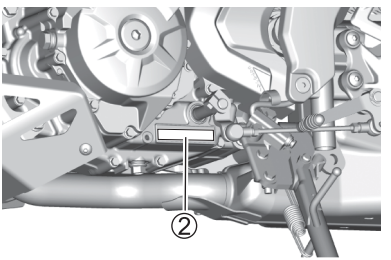
- When the user of the vehicle has consented.
- When required or allowed to do so based on laws and ordinances, a court injunction, or other legal force.
- When providing data that has been processed so that users and vehicles cannot be identified, for use by research institutes, etc., in statistical 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 No.:

ENGINE SERIAL NUMBER

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

Write down the serial number here for your future reference.

Engine No.:

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	2180 mm
Overall width	880 mm
Overall height	1355 mm
Wheelbase	1440 mm
Ground clearance	205 mm
Curb mass	167 kg

ENGINE

Type	Four-stroke, oil-cooled, OHC
Number of cylinders	1
Bore	76.0 mm
Stroke	54.9 mm
Displacement	249 cm^3
Compression ratio	10.7 : 1
Fuel system	Fuel injection
Air cleaner	Non-woven fabric element
Starter system	Electric
Lubrication system	Wet sump

DRIVE TRAIN

Clutch	Wet multi-plate type
Transmission	6-speed
Gearshift pattern	1-down, 5-up
Primary reduction ratio	3.086 (71/23)
Gear ratios, Low	2.500 (30/12)
2nd	1.687(27/16)
3rd	1.315 (25/19)
4th	1.111 (20/18)
5th	0.954 (21/22)
Top	0.826 (19/23)
Final reduction ratio	3.076 (40/13)
Drive chain	DAIDO DID520VF3, 114 links

CHASSIS

Front suspension	Telescopic, cylindrical coil, oil damped
Rear suspension	Swingarm, cylindrical coil, oil damped
Front fork stroke	120 mm
Rear wheel travel	143 mm
Steering angle	35° (right and left)
Caster	27° 00’
Trail	97 mm
Turning radius	2.9 m
Front brake	Single disk
Rear brake	Single disk
Front tyre size	100/90-19M/C 57S
Rear tyre size	140/70-17M/C 66S

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK MR8E-9
Battery	12V 21.6kC (6.0 Ah)/10HR
Generator	Three-phase A.C. generator
Fuse	20/15/10/10A
ABS fuse	15/10A
Headlight	LED
Position light	LED
Turn signal light	12V 10W
License plate light	LED
Brake light/Taillight	LED
Instrument panel light	LED
Neutral indicator light	LED
High beam indicator light	LED
Turn signal indicator light	LED
Malfunction indicator light	LED
Master warning indicator light	LED
Engine temperature indicator light	LED
Engine rpm indicator light	LED
ABS indicator light	LED

CAPACITI

Fuel tank		12.0 L
Engine oil,	oil change	1180 ml
	With filter change	1200 ml
	Overhaul	1800 ml



INDEX

A

ABS....1-18
ABS INDICATOR LIGHT....2-19
AIR CLEANER....3-23
AVERAGE FUEL CONSUMPTION METER....2-28

B

BATTERY....3-16,5-3
BRAKE....3-47
BRAKE FLUID....3-48
BRAKE LEVER....2-48
BRAKE PAD....3-50

C

CATALYTIC CONVERTER....6-2
CLOCK....2-23
CLUTCH....3-39
CLUTCH LEVER....2-49

D

DIAGNOSTIC CONNECTOR....3-76
DIMMER SWITCH....2-33
DOCUMENT HOLDER....2-52
DRIVE CHAIN....3-42

E

ELECTRIC STARTER SWITCH....2-35
ENGINE....5-3
ENGINE IDLE SPEED....3-37
ENGINE OIL....3-28
ENGINE OIL DRAIN PLUG....3-33
ENGINE OIL FILTER....3-33
ENGINE RPM INDICATOR LIGHT....2-17
ENGINE SERIAL NUMBER....6-6
ENGINE STOP SWITCH....2-34
ENGINE TEMPERATURE INDICATOR LIGHT....2-17
EXTERNAL....5-4

F

FASTENER....3-10
FRAME COVER....3-13
FRAME NUMBER....6-6
FRONT SEAT....2-51
FRONT WHEEL....3-63
FUEL....1-22,5-3
FUEL HOSE....3-41
FUEL LEVEL INDICATOR....2-24
FUEL TANK CAP....2-42
FUSE....3-74

G

GEAR POSITION INDICATOR....2-26
GEARSHIFT LEVER....3-55

H

HANDLEBAR SWITCH....2-8
HEADLIGHT BEAM....3-73
HEADLIGHT FLASHER SWITCH....2-33
HELMET HOLDER....2-52
HIGH BEAM INDICATOR LIGHT....2-19
HORN SWITCH....2-34

I

IGNITION SWITCH....2-30
INSTANTANEOUS FUEL CONSUMPTION METER....2-29
INSTRUMENT PANEL....2-14

K

KEY NUMBER....6-6

L

LCD....2-12
LIGHT BULB....3-71
LOCATION OF PARTS....2-2
LUBRICATION....3-11

M

MAINTENANCE CHART....3-6
MALFUNCTION INDICATOR LIGHT....2-25
MASTER WARNING INDICATOR....2-15
MODE BUTTON....2-11

N

NEUTRAL INDICATOR LIGHT....2-21

O

ODOMETER....2-27
OIL CHANGE INDICATOR....2-21
ON-BOARD MOTORCYCLE
COMPUTER DATA INFORMATION....6-3
OVERHEATING....4-3

P

PLASTIC PARTS....5-11

R

REAR BRAKE LIGHT SWITCH....3-53
REAR BRAKE PEDAL....2-48
REAR CARRIER....2-57
REAR SEAT....2-52
REAR SUSPENSION....2-54
REAR WHEEL....3-67
RED ZONE....2-25
REFUELING....2-42

S

SEAT 2-49
SEAT LOCK 2-49
SEL BUTTON 2-11
SERIAL NUMBER LOCATION 6-5
SHIFTING GEARS 2-45
SIDE STAND 2-53
SIDE STAND/IGNITION INTERLOCK SYSTEM 3-62
SPARK PLUG 3-20
SPEEDOMETER 2-25
STANDS 2-53
SUSPENSION ADJUSTMENT 2-54
SUZUKI EASY START SYSTEM 2-38
SUZUKI RIDE CONNECT INDICATOR LIGHT 2-16

T

TACHOMETER 2-25
THROTTLE CABLE 3-38
TOOL 3-10
TRIP METER 2-28
TURN SIGNAL INDICATOR LIGHT 2-16
TURN SIGNAL LIGHT 3-72
TURN SIGNAL LIGHT SWITCH 2-34
TYRE 3-56,5-4

U

USB SOCKET 2-56

V

VOLTMETER 2-29

W

WHEELS 5-10







