California Proposition 65 Warning

⚠ WARNING

Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

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

FOREWORD

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

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly, you will ensure a long trouble-free operating life for your motorcycle. This motorcycle also conforms to the U.S. Environmental Protection Agency (EPA) and California Air Resource Board (CARB) emission regulations which apply to new motorcycles. The proper adjustment of engine components is necessary for this motorcycle to comply with the EPA and CARB regulations. Therefore, please follow the maintenance instructions closely to ensure emission compliance. Your 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 production changes at any time, without notice and without incurring any obligation to make the same or similar changes to vehicles previously built or sold.

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

SUZUKI MOTOR CORPORATION

IMPORTANT

⚠ 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

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 1-5.
- 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.
- When riding, grip the handlebars with both hands and place your feet on the footrests. Passengers should grip the rider's body firmly with both hands, or hold onto the seat strap or grab bar, as equipped, and place their feet on the rear footrests.

- The accessories you use with your motorcycle and the manner in which you load your gear onto the bike might create hazards. Aerodynamics, handling, balance, and cornering clearance can suffer, and the suspension and tires can be overloaded. Refer to “ACCESSORY USE AND MOTORCYCLE LOADING” on page 1-32.

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 your dealer. For information on routine checks and periodic inspections, see “INSPECTION BEFORE RIDING” on page 3-10.

⚠ 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.

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 tail light or turn signal light. This is dangerous as following vehicles may not be aware of you.

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

Gear of a passenger

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

IF A COLLISION IS IMMINENT, DO SOMETHING

Many riders fear locking up their brakes or haven't learned to swerve to avoid a crash. Many inexperienced riders (and too many seasoned riders) use only their rear brake in an emergency, resulting in unnecessary impacts in some cases and unnecessarily high impact speeds in other cases. The front and rear brakes can and should be used together to maximize braking effectiveness.

Experienced motorcyclists learn to "cover" the brake lever by lightly resting a couple of fingers over the lever when riding in traffic and near intersections.

Emergency stopping and swerving are techniques that you should practice and master before you find yourself in an emergency situation. The best place to practice such techniques is in a controlled environment such as the Motorcycle Safety Foundation's (MSF) rider training courses. The MSF's Motorcycle Rider Courses (fundamental techniques) and Experienced Rider Courses (advanced strategies) present hands-on instruction of the basic principles of motorcycling and a variety of crash-avoidance maneuvers. Even a seasoned motorcyclist can improve his or her riding skills, and pick up a few new skills, through these courses. Some insurance companies even offer discounts to course graduates.

SPECIAL SITUATIONS REQUIRE SPECIAL CARE

Windy day

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

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

⚠ WARNING

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

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

Rainy day, Snowy day

- When the road surface is wet, loose, or rough, you should brake with care. Braking distances increase on a rainy day. Stay off the painted surface marks, manhole covers, and greasy-appearing areas, as they can be especially slippery. Use extra caution at railway crossings and on metal gratings and bridges. When it starts to rain, any oil or grease on the road rises to the surface of the water. Pull over and wait a few minutes until this oil film is washed away before riding. Whenever in doubt about road conditions, slow down!
- Slow down before entering corners. In these situations, the traction available between your tires and the road surface is limited. When you're leaned over in a corner, avoid braking. Straighten up before braking.

⚠ WARNING

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

Brake carefully when traction is limited.

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.

Flooded road

Do not ride your motorcycle on flooded roads.

If you must ride your motorcycle on a flooded road, go slowly checking braking operation.

After riding on a flooded road, ask your dealer to check for the following:

- Braking efficiency
- Wet connectors, wiring and water in the battery box
- Poor lubrication for bearings etc.

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. Again, consider taking one of the MSF's Rider Courses. Even experts will be pleased with the caliber of the information presented in these courses. As the MSF says: "The more you know, the better it gets!"

CARRYING A PASSENGER

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

How to carry a passenger

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

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

- TIRE PRESSURE AND LOADING: (☞ 3-70)
- SUSPENSION ADJUSTMENT: (☞ 2-116)
- LOADING LIMIT: (☞ 1-34)

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.

MOTORCYCLE SAFETY FOUNDATION'S "RIDING TIPS AND PRACTICE GUIDE" HANDBOOK

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

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.

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

Good riding on your new Suzuki!

RIDING PRECAUTIONS

BREAK-IN

Description

The first 500 miles (800 km) 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	500 miles (800 km)	Below 4500 r/min
Up to	1000 miles (1600 km)	Below 7000 r/min
Over	1000 miles (1600 km)	Below Red zone

Vary the engine speed

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

Breaking in the new tires

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

⚠ WARNING

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

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

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 600 miles (1000 km) 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

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

Slow down sufficiently before approaching a slope.

NOTICE

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

Use the brakes when stopping the motorcycle on inclines.

PARKING

How to park

To prevent theft, be sure to lock the handlebars and remove the key when leaving the motorcycle. See "IGNITION SWITCH" on page 2-82.

- 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 location where other people will not touch the exhaust pipe, muffler or the engine.
- 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.

- When parking the motorcycle on an unstable surface such as an incline, on gravel, on an uneven surface, or on soft ground is unavoidable, be careful when leaning or moving it.

⚠ WARNING

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

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

⚠ CAUTION

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

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

NOTE:

- *If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Shift to neutral before starting the engine.*
- *If an optional anti-theft lock such as a U-shape lock, brake disc lock or chain is used to avoid theft, be sure to remove the anti-theft lock before moving the motorcycle.*

WHEN PUSHING THE MOTORCYCLE

Turn OFF the ignition switch when pushing the motorcycle.

ABOUT THE BRAKES

WHAT IS ABS?

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

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 5 mph (8 km/h) and when the battery has run down. The brake lever and brake pedal vibrate gently when the ABS activates to prevent wheel lock-up when the brakes are applied. This is not an abnormality. Continue to apply the brakes.

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

Changing the tire size affects the rotational speed of the wheels, so the ABS may not function properly. Be sure to use tires of the specified size. Refer to “TIRES” on page 3-67.

For this motorcycle, you can change the ABS control intervention level. You can select from the modes listed below.

- Rear-OFF
- Mode-1
- Mode-2

For details about switching the ABS mode, See “ABS MODE” on page 2-54.

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.

⚠ 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.

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

Braking while turning the motorcycle can be hazardous, whether or not your motorcycle is equipped with ABS. ABS cannot 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.

⚠ 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.

FUEL GUIDELINES

Your motorcycle requires premium unleaded gasoline with a minimum pump octane rating of 90 ((R+M)/2 method). In some areas, the only fuels that are available are oxygenated fuels. Using unleaded premium gasoline extends the lifespan of spark plugs and exhaust system parts.

Fuel used: Unleaded premium gasoline
Fuel tank capacity: 5.3 US gal (20.0 L)

NOTE:

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

Fuel Pump Labeling

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

NOTE:

- *To help minimize air pollution, Suzuki recommends that you use oxygenated fuels.*
- *Be sure that any oxygenated fuel you use has octane ratings of at least 90 pump octane ((R+M)/2 method).*
- *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

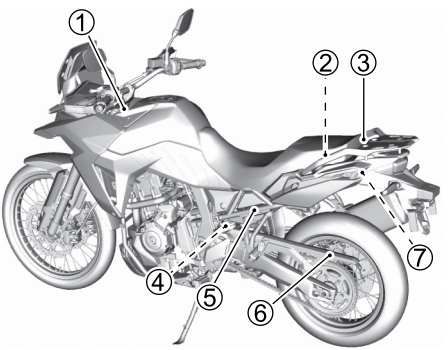
Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle.

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

LABELS

LOCATION OF LABELS

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



①

⚠ WARNING

To reduce the risk of injury:
- Wear a helmet, eye protection, and protective clothing.
- Read owner's manual carefully.

②

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

③

⚠ WARNING

Never exceed the maximum loading capacity. Exceeding maximum loading capacity can cause loss of control.

Maximum loading capacity
- Rear carrier : 10 kg (22 lbs)

④

⚠ WARNING AVERTISSEMENT

This unit contains high-pressure nitrogen gas.
Mishandling can cause explosion.
- Keep away from fire and heat.
- Read owner's manual for more information.

L'amortisseur contient de l'azote sous haute pression.
Toute mauvaise manipulation peut causer une explosion.
- Tenir à l'écart du feu et de la chaleur.
- Lire le manuel du propriétaire pour plus d'informations.

⑤

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION
THIS SUZ[ ] MOTORCYCLE MEETS 1986 AND LATER EPA NOISE EMISSION REQUIREMENTS OF [ ] dBA AT [ ] RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY FEDERAL LAW. SEE VEHICLE IDENTIFICATION NUMBER ON STEERING HEAD. SEE OWNER'S MANUAL.

⑥

COLD TIRE PRESSURE PRESSION DES PNEUS A FROID	SOLO RIDING PILOTE SEUL			DUAL RIDING AVEC PASSAGER		
	kPa	kgf/cm^2	psi	kPa	kgf/cm^2	psi
FRONT/AVANT	225	2.25	33	225	2.25	33
REAR/ARRIERE	250	2.50	36	280	2.80	41

TIRE SIZE PNEU TAILLE		FRONT/AVANT	REAR/ARRIERE
		90/90-21M/C 54H	150/70R 17M/C 69H
TYPE TYPE	DUNLOP	MIXTOUR B	MIXTOUR B

⑦

VEHICLE EMISSION CONTROL INFORMATION SUZUKI MOTOR CORPORATION DISPLACEMENT: cc
ENGINE FAMILY: PERMEATION FAMILY: EXHAUST EMISSION CONTROL SYSTEM:
ENGINE TUNE-UP SPECIFICATIONS:ALL ADJUSTMENTS ARE TO BE PERFORMED WITH
TRANSMISSION IN NEUTRAL.VALVE LASH: FUEL:
IDLE SPEED: ENGINE OIL:API SJ/SL/SM/SN WITH JASO MA,
AND VISCOSITY RATING OF SAE 10W-40.REFER TO YOUR OWNER'S MANUAL FOR ADDITIONAL MAINTENANCE
INSTRUCTIONS.THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO MODEL YEAR NEW
MOTORCYCLES AND IS CERTIFIED TO HC+NOx ENGINE FAMILY EXHAUST EMISSION STANDARD.

California

VEHICLE EMISSION CONTROL INFORMATION SUZUKI MOTOR CORPORATION DISPLACEMENT : cc
ENGINE FAMILY : EVAP FAMILY : PERMEATION FAMILY :
EXHAUST EMISSION CONTROL SYSTEM : ENGINE TUNE-UP SPECIFICATIONS : ALL
ADJUSTMENTS ARE TO BE PERFORMED WITH TRANSMISSION IN NEUTRAL. VALVE LASH :
FUEL : IDLE SPEED :
ENGINE OIL : API SJ/SL/SM/SN WITH JASO MA, AND VISCOSITY RATING OF SAE 10W-40. REFER TO
YOUR OWNER'S MANUAL FOR ADDITIONAL MAINTENANCE INSTRUCTIONS. THIS VEHICLE CONFORMS TO U.S. EPA
AND CALIFORNIA REGULATIONS APPLICABLE TO MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO
(EPA) AND (CALIFORNIA) g/km HC+NOx ENGINE FAMILY EXHAUST EMISSION STANDARDS.

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 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 1-34.

⚠ WARNING

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

- **Never use improper accessories, and make sure that any accessories that are used are properly installed.**
- **Install and use them according to their instructions.**
- **If you have any questions, contact your 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 negatively affect usability. 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 affect the handling and safety characteristics of the motorcycle.
- Never exceed the G.V.W.R. (Gross Vehicle Weight Rating) of this motorcycle. The G.V.W.R. is the maximum combined weight of the machine, accessories, payload, rider and passenger. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the riding stability.

G.V.W.R.: 430 kg (948 lbs)
at the tire pressure (cold)
Front: 225 kPa (2.25 kgf/cm^2, 33 psi)
Rear: 280 kPa (2.80 kgf/cm^2, 41 psi)

⚠ WARNING

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

Follow loading limits and loading guidelines in this manual.

Loading guidelines

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

- When loading luggage onto the rear seat, fix it firmly in place with rubber straps, etc. Do not overload with luggage.
- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Keep cargo weight low and as close to the center of the motorcycle as possible.
- Adjust suspension setting as necessary.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Do not attach luggage compartments, load boxes, or other items that protrude from the tail end outside the body of the motorcycle.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to “TIRE PRESSURE AND LOADING” on page 3-70.
- Improperly loading your motorcycle can reduce your ability to balance and steer the motorcycle. Ride more slowly when carrying luggage or with accessories attached.

⚠ WARNING

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

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

⚠ WARNING

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

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

MODIFICATION

Do not make improper modifications. Modification of the vehicle or removal of original equipment may render the vehicle unsafe or illegal. Obey all applicable regulations in your area including federal and state regulations regarding environmental protection.

Suzuki's limited warranties may not cover damage caused by modifications that would change the original vehicle specifications including, without limitation, modifications of any emission related parts such as the carburetor(s), fuel injection system components, the engine control module, air suction system components, the catalytic converter (if equipped), evaporative emission control system components (such as the carbon canister, fuel tank, fuel hoses and vapor hoses), etc.

It is strictly prohibited to modify a vehicle by installing parts that can affect emissions control, except in accordance with very specific U.S. Environmental Protection Agency and California Air Resources Board regulations.

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.

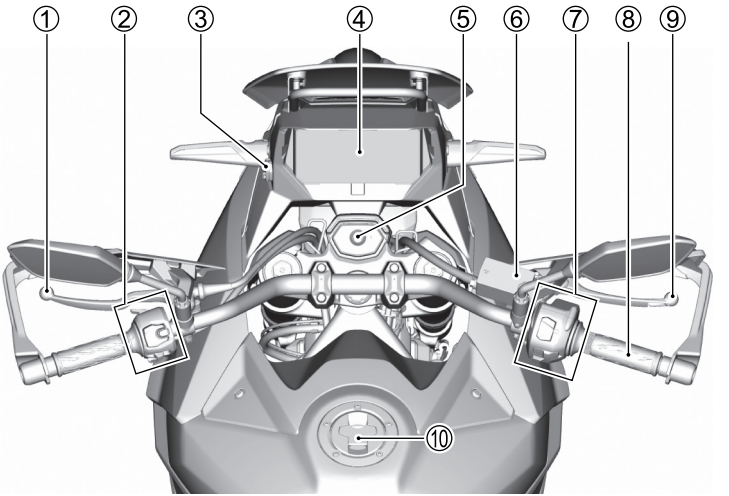
- Mufflers are engraved with a “Suzuki” mark to indicate that they are genuine Suzuki parts.
- Do not self-tune the engine or remove parts. Consult your dealer regarding engine tuning.
- We recommend that you use genuine Suzuki parts and specified/recommended oils and lubricants for your motorcycle. 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)

LOCATION OF PARTS

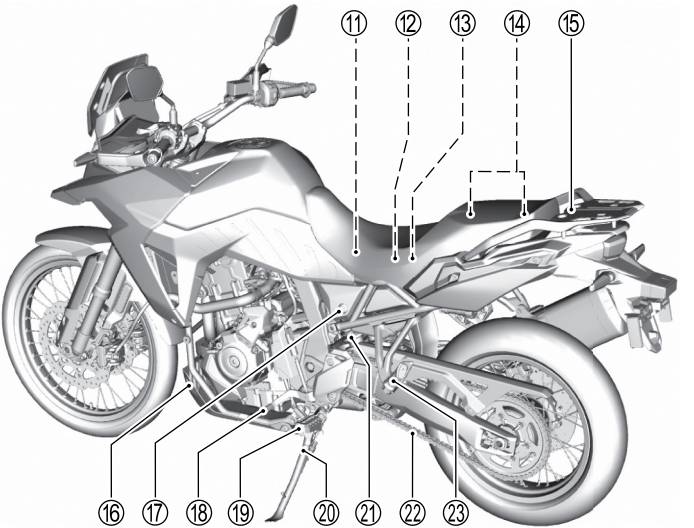
Around the Handle



Around the Handle

① Clutch lever (☞ 3-55)
② Left handlebar switches (☞ 2-8)
③ USB socket (☞ 2-125)
④ Instrument panel (☞ 2-10)
⑤ Ignition switch (☞ 2-82)
⑥ Front brake fluid reservoir (☞ 3-57)
⑦ Right handlebar switches (☞ 2-8)
⑧ Throttle grip
⑨ Brake lever (☞ 2-112)
⑩ Fuel tank cap (☞ 2-100)

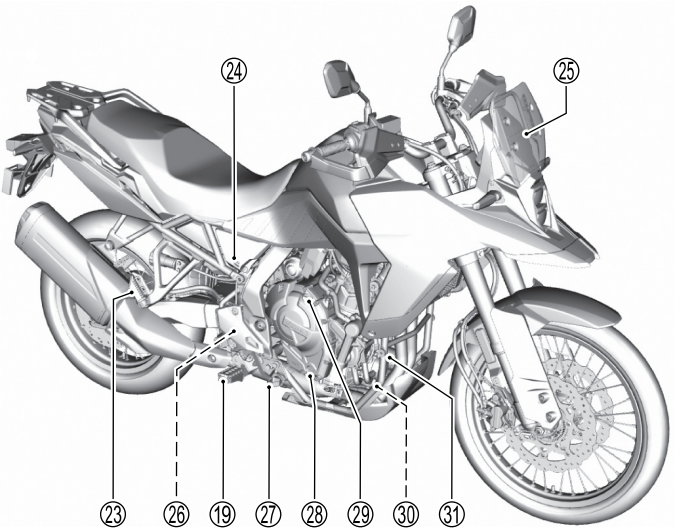
Left Side View



Left Side View

⑪ Air cleaner (☞ 3-20)
⑫ Battery (☞ 3-15)
⑬ Fuse (☞ 3-90)
⑭ Tools (☞ 3-13)
⑮ Rear carrier (☞ 2-126)
⑯ Engine coolant reservoir (☞ 3-44)
⑰ Seat lock (☞ 2-114)
⑱ Gearshift lever (☞ 2-103) (☞ 3-65)
⑲ Footrests
⑳ Side stand (☞ 2-99)
㉑ Air cleaner drain plug (☞ 3-27)
㉒ Drive chain (☞ 3-48)
㉓ Passenger footrests

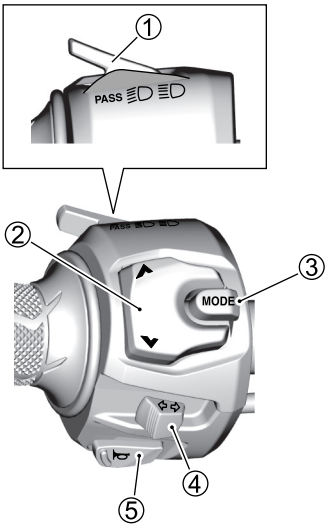
Right Side View



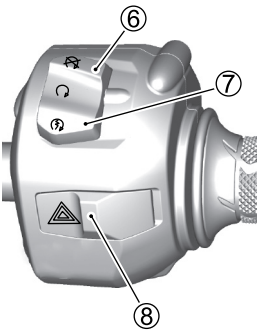
Right Side View

㉔ Rear brake fluid reservoir (☞ 3-57)
㉕ Windshield (☞ 2-124)
㉖ Rear brake light switch (☞ 3-64)
㉗ Rear brake pedal (☞ 2-113 / 3-62)
㉘ Engine oil inspection window (☞ 3-31)
㉙ Engine oil filler cap (☞ 3-33)
㉚ Engine oil drain plug (☞ 3-35)
㉛ Engine oil filter (☞ 3-35)

HANDLEBAR SWITCHES



LEFT HANDLEBAR



RIGHT HANDLEBAR

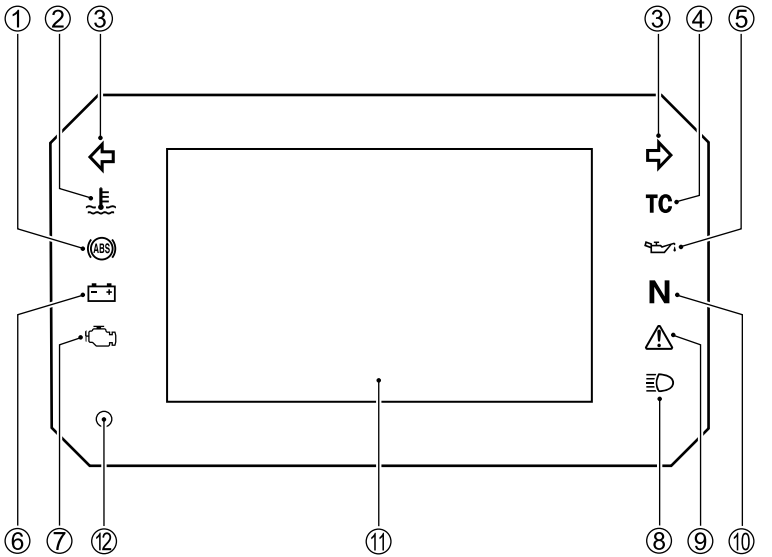
LEFT HANDLEBAR

① Dimmer switch/Headlight flasher switch (☞ 2-87)
② SELECT switch
③ MODE switch
④ Turn signal light switch (☞ 2-88)
⑤ Horn switch (☞ 2-88)

RIGHT HANDLEBAR

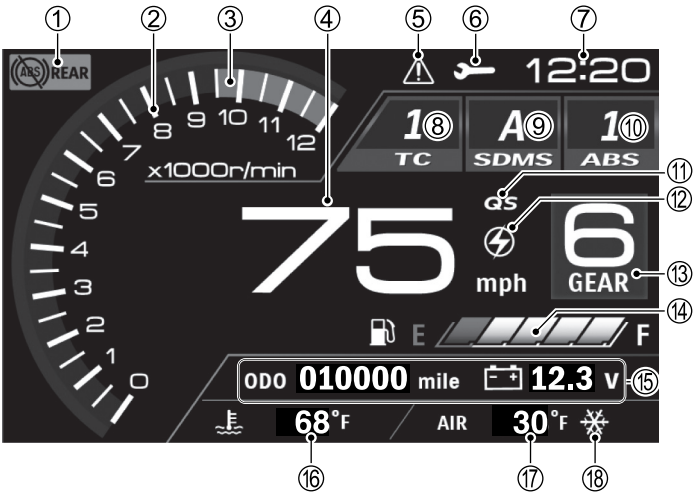
⑥ Engine stop switch (☞ 2-89)
⑦ Electric starter switch (☞ 2-89)
⑧ Hazard warning switch (☞ 2-91)

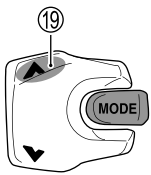
WARNING AND INDICATOR LIGHTS



① ABS indicator light (☞ 2-27)
② Engine coolant temperature warning indicator light (☞ 2-31)
③ Turn signal indicator light (☞ 2-22)
④ Traction control indicator light (☞ 2-29)
⑤ Oil pressure warning indicator light (☞ 2-30)
⑥ Electrical charging indicator light (☞ 2-22)
⑦ Malfunction indicator light (☞ 2-22)
⑧ High beam indicator light (☞ 2-22)
⑨ Master warning indicator light (☞ 2-51)
⑩ Neutral indicator light (☞ 2-22)
⑪ LCD(☞ 2-12)
⑫ Photo sensor (☞ 2-34)

LCD
<RIDE view>



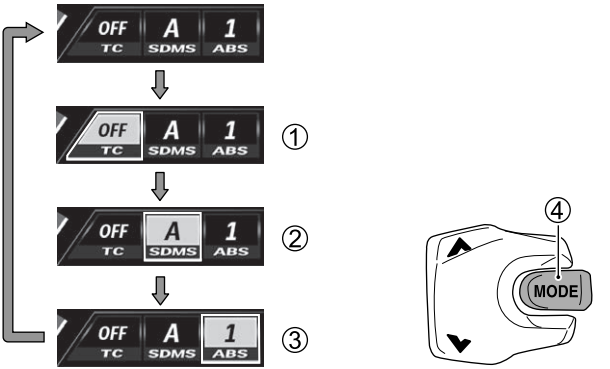


2 seconds press

Press and hold the SELECT switch ▲ ⑲ for about 2 seconds to switch to the MENU view.

① Rear ABS OFF indicator (☞ 2-54)
② Tachometer (☞ 2-35)
③ Red zone (☞ 2-35)
④ Speedometer (☞ 2-35)
⑤ Master warning indicator (☞ 2-24)
⑥ Service reminder indicator (☞ 2-44)
⑦ Clock (☞ 2-36)
⑧ Traction control system indicator (☞ 2-29)
⑨ Suzuki drive mode selector indicator (SDMS) (☞ 2-51)
⑩ ABS mode indicator (☞ 2-54)
⑪ Quick Shift indicator (☞ 2-60)
⑫ Engine rpm indicator (☞ 2-16)
⑬ Gear position indicator (☞ 2-36)
⑭ Fuel level indicator (☞ 2-37)
⑮ Information window (☞ 2-38)
⑯ Engine coolant temperature indicator (☞ 2-32)
⑰ Ambient air temperature indicator (☞ 2-44)
⑱ Freeze indicator (☞ 2-45)

<RIDE Setting>



To change the display, push the MODE switch ④.

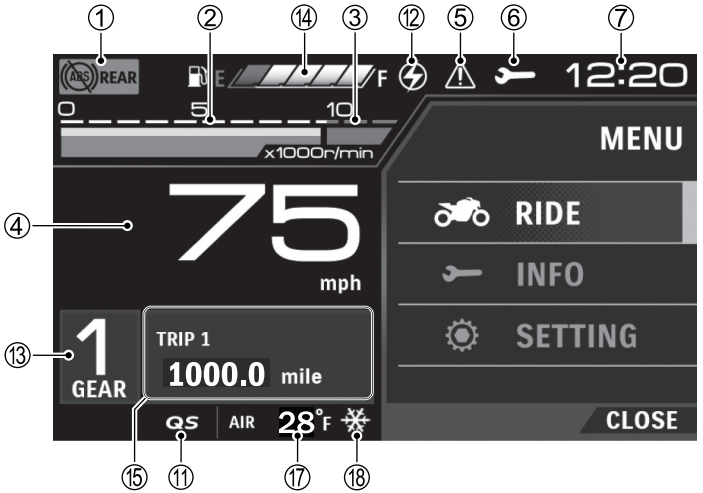
The RIDE view has the following items from ① to ③.

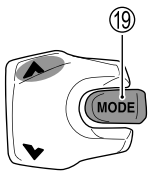
① **TC** (☞ 2-46)
- Selects the setting of the traction control system.
  (G-mode / OFF / Mode-1 / Mode-2 / Mode-3)

② **SDMS** (☞ 2-51)
- Select the setting of Suzuki drive mode selector indicator (SDMS).
  (A-mode / B-mode / C-mode)

③ **ABS** (☞ 2-54)
- Select the setting of ABS mode.
  (Rear-OFF / Mode-1 / Mode-2)

<MENU view>





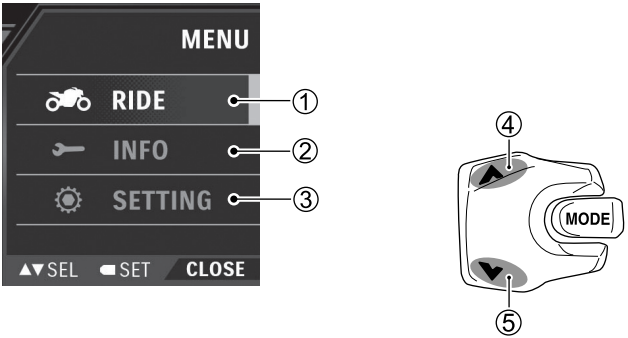
2 seconds press

Press and hold the MODE switch ⑲ for about 2 seconds to return to the RIDE view.

① Rear ABS OFF indicator (☞ 2-54)
② Tachometer (☞ 2-35)
③ Red zone (☞ 2-35)
④ Speedometer (☞ 2-35)
⑤ Master warning indicator (☞ 2-24)
⑥ Service reminder indicator (☞ 2-44)
⑦ Clock (☞ 2-36)
⑪ Quick Shift indicator (☞ 2-60)
⑫ Engine rpm indicator (☞ 2-56)
⑬ Gear position indicator (☞ 2-36)
⑭ Fuel level indicator (☞ 2-37)
⑮ Information window (☞ 2-38)
⑰ Ambient air temperature indicator (☞ 2-44)
⑱ Freeze indicator (☞ 2-45)

NOTE:
- *When the motorcycle speed is less than 6 mph (10 km/h), it is possible to switch to the MENU view.*
- *After switching to the MENU view, the display returns to the RIDE view in the following cases.*
  - *When "CLOSE" is selected*
  - *When the motorcycle speed is 6 mph (10 km/h) or more*
  - *When the MODE switch is pressed and held*

<MENU setting>



Operate the SELECT switch ▲ ④ / ▼ ⑤ to set each item in the MENU view.

The MENU view has the following items from ① to ③.

① **RIDE**
- RPM SET (☞ 2-56)
  Set the engine rpm indicator.
- QS SET (☞ 2-60)
  Set the Quick Shift. (ON / OFF)

② **INFO**
- WARNING LIST (☞ 2-63)
  You can check information on a defect or malfunction.
- NEXT SERVICE (☞ 2-65)
  You can check the service reminder settings.

③ **SETTING**
- BRIGHTNESS (☞ 2-68)
  Set the LCD brightness.
- DAY / NIGHT (☞ 2-71)
  LCD display background color setting.
- UNIT (☞ 2-72)
  Set the units.
- DATE / TIME (☞ 2-75)
  Set the date and time.
- DEFAULT SET (☞ 2-80)
  MENU settings to their defaults.
- SYSTEM INFO (☞ 2-81)
  Check the information of each system.

⚠ WARNING

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

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

⚠ WARNING

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

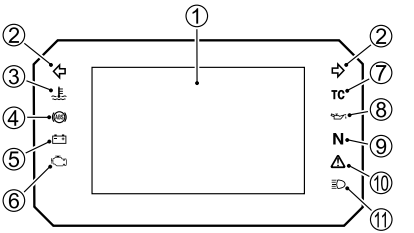
When operating the display, make sure that the mode is shifted and the values are set as intended before riding.

INITIAL METER DISPLAY

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

- The following indicator lights come on for 3 seconds.
  - Turn signal indicator light ②
  - Engine coolant temperature warning indicator light ③
  - Electrical charging indicator light ⑤
  - Malfunction indicator light ⑥
  - Neutral indicator light ⑨
  - Master warning indicator light ⑩
  - High beam indicator light ⑪
- The following indicator lights come on.
  - ABS indicator light ④
  - Traction control indicator light ⑦
  - Oil pressure warning indicator light ⑧

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



TURN SIGNAL INDICATOR LIGHT "⇦⇨"

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

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

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.

HIGH BEAM INDICATOR LIGHT "≣D"

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

MALFUNCTION INDICATOR LIGHT "⚙"

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

When there is a malfunction in an emission control device or engine electrical device, the malfunction indicator light comes on.
If the malfunction indicator light comes on, "FI" appears on the multifunction display at the same time.

For details, see "POPUP DISPLAY" on page 2-24.

NOTICE

Continuing to run the engine with malfunction indicator light coming on or blinking 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 dealer.

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

MASTER WARNING INDICATOR LIGHT " ⚠ "

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

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

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

For details, see "POPUP DISPLAY" on page 2-24.

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

MASTER WARNING INDICATOR (White) “ ⚠ ”

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

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

For details, see “POPUP DISPLAY” on page 2-24.

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

POPUP DISPLAY

Based on the detected information, a pop-up window appears on the right side of the display.

①Battery voltage is low

②Communication between controllers failed

③KEY - related failure

④Engine-related fault detected

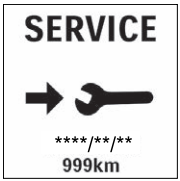
⑤Motorcycle fell over

⑥Hill hold function failed

⑦Handlebar switch failed

⑧Service reminder opening alarm

⑨Service reminder Opening advance notice



⑩Ambient temperature lowered

NOTE:

- *The popup display function may not work depending on the riding environment (Altitude, temperature, etc.).*
- *Use "WARNING LIST" to review popup errors. For details, see "WARNING LIST" on page 2-63.*

ABS INDICATOR LIGHT "(ABS)"

- This indicator normally comes on when the ignition switch is turned "ON" and turns off after the motorcycle speed exceeds 6 mph (10 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

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 your dealer promptly.

⚠ WARNING

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

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

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

NOTE:

- *The ABS indicator light can turn off if the engine is revved at high speed before you begin riding. 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 your dealer as soon as possible.*
- *In the conditions below, the ABS indicator light that had turned off may temporarily come back on. If the light had turned off after the speed has exceeded 6 mph (10 km/h), then this is not a malfunction.*
  - When the battery voltage has declined
  - When the engine has restarted after stopping due to the engine stop switch, etc.

TRACTION CONTROL INDICATOR LIGHT "TC"

Traction control (TC) indicator operation differs depending on the motorcycle settings. For details, see "TRACTION CONTROL SYSTEM" on page 2-46.

The traction control indicator:

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

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

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

⚠ WARNING

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

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

OIL PRESSURE WARNING INDICATOR LIGHT "  "

When the ignition switch is turned on, the oil pressure warning indicator light comes on.

Normally, the oil pressure warning indicator light turns off after the engine starts.

NOTICE

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

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

NOTICE

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

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

ENGINE COOLANT TEMPERATURE WARNING INDICATOR LIGHT "  "

When the ignition switch is turned on, the indicator light turns ON for approximately 3 seconds for lamp check. The indicator light turns ON if the coolant temperature exceeds the stipulated value. If the engine coolant temperature warning indicator light turns on while riding the motorcycle or during idling, move the motorcycle to a safe location and shut off the engine. Let the engine cool down before inspecting the amount of coolant.

For details, see "IN CASE OF OVERHEATING (ENGINE COOLANT TEMPERATURE WARNING INDICATOR LIGHT COME ON)" on page 4-3.

NOTE: The engine coolant temperature warning indicator light may turn on when idling at high temperature for an extended period.

NOTICE

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

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

ENGINE COOLANT TEMPERATURE INDICATOR

The temperature indicator ① displays the temperature of the coolant in the range of 68°F (20°C) to 255°F (124°C). The display is as below when the temperature is outside the range of 68°F (20°C) to 255°F (124°C).

- When the temperature is below 68°F (20°C): "_ _ _"
- When the temperature is 257°F (125°C) or above: "Hi" (Blinking)

While the display temperature may show quite large changes, this is not an abnormality. Since there is a possibility of overheating if the display is in excess of 248°F (120°C), see “IN CASE OF OVERHEATING (ENGINE COOLANT TEMPERATURE WARNING INDICATOR LIGHT COME ON)” on page 4-3

ELECTRICAL CHARGING INDICATOR LIGHT “ ”

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

NOTE: Consult your dealer if the indicator light comes on.

PHOTO SENSOR

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

- To set the LCD brightness, see "BRIGHTNESS" on page 2-68.
- To set the LCD background color, see "DAY / NIGHT" on page 2-71.

NOTE:

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

SPEEDOMETER

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

NOTE:

- *Switching between mph and km/h is done by selecting "UNIT". (☞ 2-72).*
- *Select mph or km/h as appropriate, to comply with traffic regulations.*
- *Check the speedometer display after changing the units.*

RIDE view

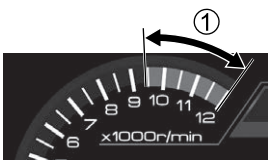
MENU view

TACHOMETER

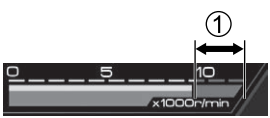
The tachometer indicates the engine speed in revolutions per minute (r/min).

<Red zone>

The red zone ① indicates an engine speed range in excess of permissible engine speed. To protect the engine, ride so that the indicator does not enter the red zone. Be careful when downshifting as the engine speed may increase excessively if downshifting is performed at a high riding speed.



RIDE view



MENU view

CLOCK

The time is displayed using a 12-hour, AM/PM system.

It is adjusted by selecting “DATE / TIME”. (☞ 2-75)

NOTE:

- *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.*
- *When the battery is reconnected, the date and time are reset and must be set again.*

GEAR POSITION INDICATOR

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

NOTE:

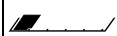
- *When the display indicates “CHECK!” on the popup display, the gear position indicator does not indicate a number but indicates “–”.*
- *When the gear engagement is insufficient, “–” may be displayed.*

FUEL LEVEL INDICATOR "⛽"

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

- The fuel level indicator displays all 5 segments when the fuel tank is full.
- The mark ① blinks when the fuel level drops below 5.3 US qt (5.0 L).
- The mark and segment blink when the fuel drops below 2.1 US qt (2.0 L).

①

Fuel tank	Approximately 2.1 US qt 2.0 L	Approximately 5.3 US qt 5.0 L	Full
Segments	Blink 		
⛽ mark	Blink 	Blink 	

NOTICE

Using all of the gasoline in the fuel tank (running out of gasoline) may cause engine misfire that 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.*

INFORMATION WINDOW
Turn on the ignition switch to display RIDE view.

How to Setting

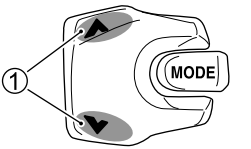
⚠ WARNING

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

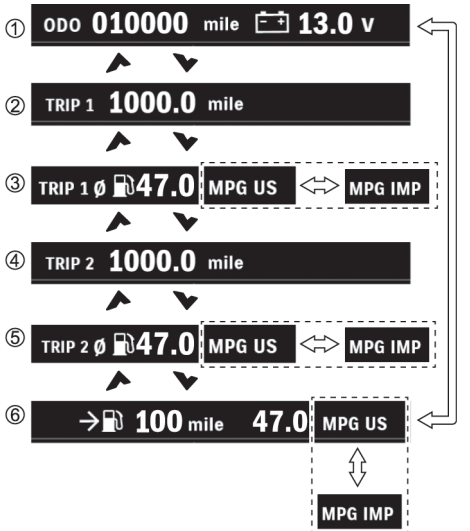
Never change the display while riding. Change or confirm settings when the motorcycle is stopped.

NOTE: For details about switching between km/h and mph, km/L and L/100km, MPG IMP and MPG US, see "UNIT" on page 2-72.

Use the SELECT switch ① ▲ / ▼ to change the display



The items change as follows.
①Odometer / Voltmeter
②Trip meter 1
③Trip meter 1 (Average fuel consumption meter 1 (MPG US, MPG IMP))
④Trip meter 2
⑤Trip meter 2 (Average fuel consumption meter 2 (MPG US, MPG IMP))
⑥Driving range meter / Instantaneous fuel consumption meter (MPG US, MPG IMP)



Odometer

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.

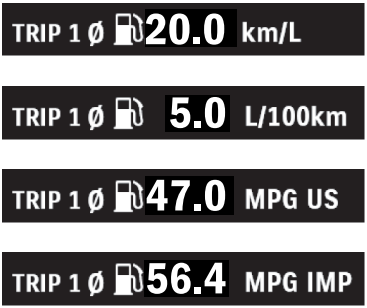
Trip Meter

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

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

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

Average fuel consumption meter



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

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

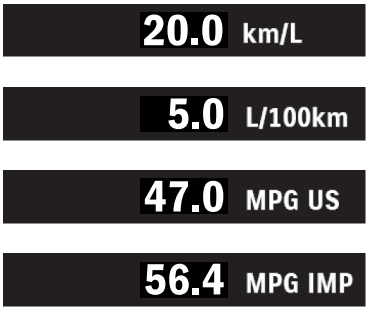
Voltmeter

The voltmeter displays the battery voltage.

NOTE:

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

Instantaneous Fuel Consumption Meter



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

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

NOTE:

- *Fuel consumption is not measured when the motorcycle speed is 3 mph (5 km/h) or less.*
- *The display shows estimated values, which may not be the actual values.*

Driving Range Meter

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

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

NOTE:

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

SERVICE REMINDER INDICATOR "🔧"

You can be reminded when the next service is due by setting the date and distance. When the set date or distance has been reached, the service reminder indicator "🔧" comes on.
For details, see "NEXT SERVICE" on page 2-65.

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

AMBIENT AIR TEMPERATURE INDICATOR

The ambient air temperature indicator always shows the ambient temperature.

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

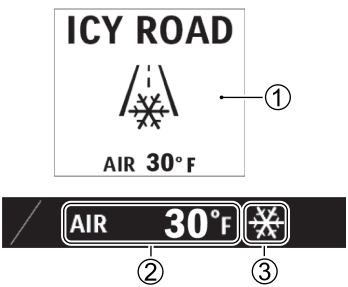
The unit of temperature (°C/°F) can be changed by selecting "UNIT".
(☞ 2-72)

NOTE:

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

Low Temperature

A pop-up window "ICY ROAD" ① appears on the instrument panel whenever the ambient temperature falls below 38°F (3°C). The ambient air temperature indicator ② and the freeze indicator ③ blink for 30 seconds. The freeze indicator ③ is displayed until the ambient temperature rises to 41°F (5°C) or higher.



NOTE:

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

RIDING ASSISTANCE SYSTEM SETTINGS

TRACTION CONTROL SYSTEM

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

⚠ WARNING

If using a non-designated tire or sprocket, the traction control system may not be able to accurately control the engine output.

Use the designated items for the tire or sprocket.

⚠ WARNING

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

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

The traction control system controls the engine output in order to reduce the idling of the rear wheel and can be set to the following modes.

<OFF>
If OFF is selected, the engine output is not controlled even if the rear wheel performs idling.

<Mode-1 - 3>
Mode setting for paved roads.
The lowest control level is set for Mode-1, and the highest is set for Mode-3.

<G-Mode>
Mode setting for unpaved roads.
For the paved road mode, the drive force is set to operate more actively.

NOTE: Since G-Mode allows rear wheel spin of a certain level or higher, it is not suitable for use on paved roads.

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

NOTE:

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

Setting

⚠ WARNING

If you keep an eye on the meter or switch while driving, it may cause an accident.

When changing modes, pay close attention to the environment around you and ensure safe operation.

NOTE:

- *If the mode cannot be switched, the mode indicator blinks.*
- *If you cannot change the mode with the correct operation, stop the motorcycle at a safe location, and turn OFF the ignition switch once.*
- *If the mode still cannot be changed after turning the ignition switch ON again, request your dealer for an inspection.*

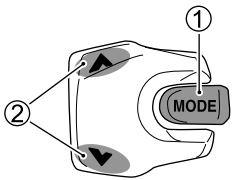
Make the settings according to the procedure below. If the ignition switch is turned off while making settings, the mode selected at the time of turning the ignition switch "OFF" is retained.

1. Display the Ride View.
2. Press the MODE switch ① to select "TC". The selected item is highlighted.

3. Press the SELECT switch ② ▲ / ▼ to select a mode.

NOTE:

- *The mode can be changed when the throttle is not wide open.*
- *If the mode cannot be changed, the indicator blinks when SELECT switch ② is pressed.*

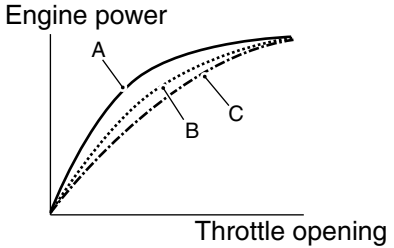


4. If the MODE switch ① is pressed, the settings are confirmed and the highlighted display is canceled.

SUZUKI DRIVE MODE SELECTOR (SDMS)

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

Drive Mode Characteristics



A-mode

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

B-mode

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

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

Setting

⚠ WARNING

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

Operate the SDMS only while the motorcycle is stopped.

⚠ WARNING

If you keep an eye on the meter or switch while driving, it may cause an accident.

When changing modes, pay close attention to the environment around you and ensure safe operation.

NOTE:
- *If the mode cannot be switched, the mode indicator blinks.*
- *If you cannot change the mode with the correct operation, stop the motorcycle at a safe location, and turn OFF the ignition switch once.*
- *If the mode still cannot be changed after turning the ignition switch ON again, request your dealer for an inspection.*

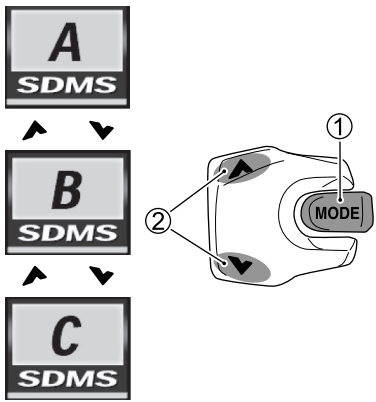
Make the settings according to the procedure below. If the ignition switch is turned off while making settings, the mode selected at the time of turning the ignition switch off is retained.

1. Display the Ride View.
2. Press the MODE switch ① to select "SDMS". The selected item is highlighted.

3. Close the throttle grip completely. Press the SELECT switch ② ▲ / ▼ to select a mode.

NOTE:

- *The mode can be changed when the throttle is not wide open.*
- *If the mode cannot be changed, the indicator blinks when SELECT switch ② is pressed.*



4. If the MODE switch ① is pressed, the settings are confirmed and the highlighted display is canceled.

ABS MODE

You can select the ABS intervention level.

- Rear OFF:
  Stop ABS rear brake intervention.
- Mode-1:
  Reduces the intervention of the ABS.
- Mode-2:
  Increases the intervention of ABS as compared to Mode-1.

NOTE: When riding off-road, etc., ABS activation of the rear brake can be turned off by selecting Rear-OFF if necessary.

Setting

The ABS mode can be changed in the following conditions A or B:

A: When the motorcycle is parked

B: When the throttle is fully closed and brakes are not operated while riding the motorcycle

⚠ WARNING

Concentrating on the meters and switches while riding is dangerous.

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

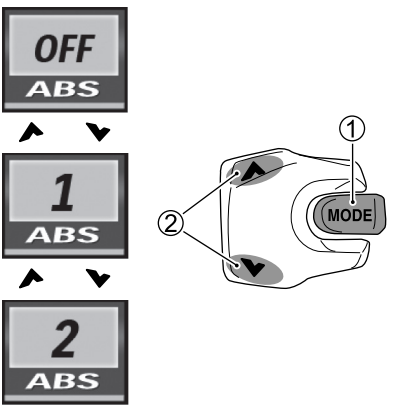
Make the settings according to the procedure below.

If you turn off the ignition switch while making settings, the settings (Mode-1 or Mode-2) at the time of turning the ignition switch off are selected. If the mode is set to off, the settings are canceled each time the ignition switch is turned off, and Mode-1 is set.

1. Display the RIDE view.
2. Press the MODE switch ① to select ABS. When you select ABS, it is highlighted.

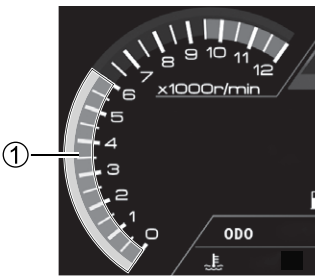
3. Press and hold the SELECT switch ② ▲ / ▼ for 2 seconds to select the ABS mode.

NOTE: If the mode cannot be changed, the indicator blinks when SELECT switch ② is pressed.



ENGINE RPM INDICATOR

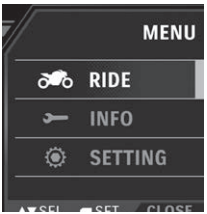
Make the "ON" / "OFF" setting on the engine rpm indicator, and set the engine speed blinked by the tachometer bar ①.



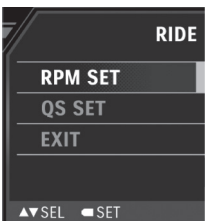
Ex: RPM setting 6,000 r/min

1. Display the MENU view.

2. Select “RIDE” using the SELECT switch ▲ / ▼, and then press the MODE switch.



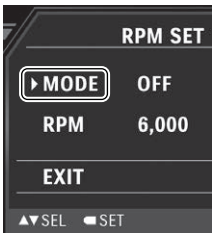
3. Select “RPM SET” using the SELECT switch ▲ / ▼, and then press the MODE switch.



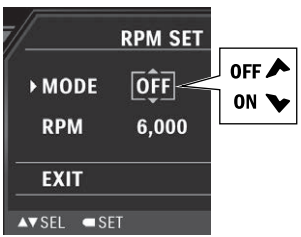
- See “MODE setting” on page 2-57.
- See “RPM setting” on page 2-59.

MODE setting

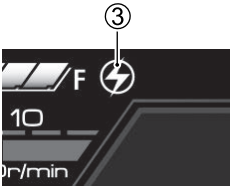
1. Select “MODE” using the SELECT switch ▲ / ▼, and then press the MODE switch.



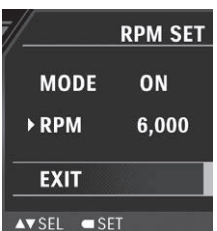
2. Use the SELECT switch ▲ / ▼, to select “ON” or “OFF”.



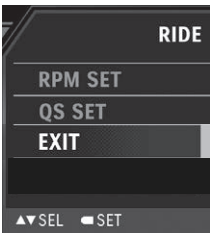
3. Press the MODE switch to confirm the setting. If “ON” is set, the engine rpm indicator ③ will turn on.



4. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the previous screen.



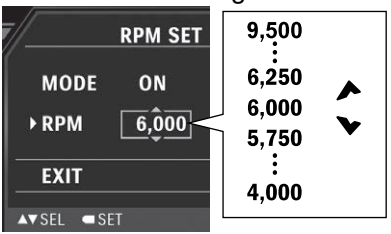
5. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the MENU view.



RPM setting

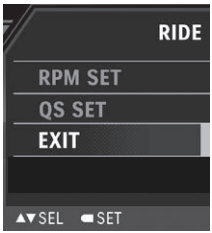
1. Select “RPM” using the SELECT switch ▲ / ▼, and then press the MODE switch.

2. Select the numerical value of engine speed using the SELECT switch ▲ / ▼, and then press the MODE switch to confirm the setting.



3. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to previous screen.

4. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the MENU view.



QUICK SHIFT

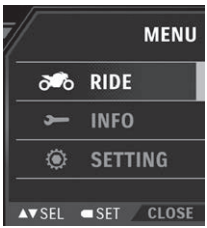
Set the mode setting for “Quick Shift” system to “OFF” or “ON”.

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

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

NOTE: For the riding with the “Quick Shift” system used, see “Quick Shift operation procedure” on page 2-110.

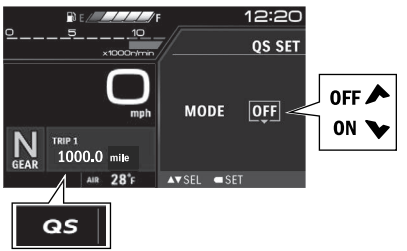
1. Display the MENU view.
2. Select “RIDE” using the SELECT switch ▲ / ▼, and then press the MODE switch.



3. Select “QS SET” using the SELECT switch ▲ / ▼, and then press the MODE switch.

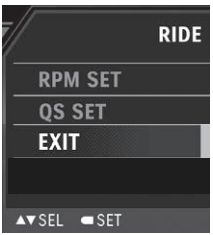
4. Use the SELECT switch ▲ / ▼ to set “ON” or “OFF”. If “ON” is set, the quick shift indicator ① will turn ON.

NOTE: If unable to change the setting, press the SELECT switch, and either “ON” or “OFF” will start flashing.



5. Press the MODE switch to return to the previous screen.

6. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the MENU view.

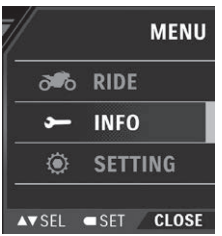


INFO SETTINGS

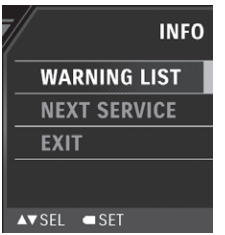
WARNING LIST

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

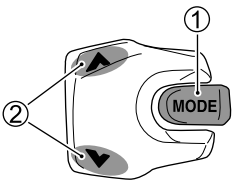
1. Display the MENU view.
2. Select “INFO” using the SELECT switch ② ▲ / ▼, and then press the MODE switch ①.



3. Select “WARNING LIST” using the SELECT switch ② ▲ / ▼, and then press the MODE switch ①.



4. The SELECT switch ② ▲ / ▼ can be used to check information on a defect or malfunction indication.



For details, see “POPUP DISPLAY” on page 2-24.

5. Select “CLOSE” and press the MODE switch ① to return to the previous screen.

NEXT SERVICE

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

⚠ WARNING

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

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

NOTE: Consult your dealer for the service reminder setting.

<Opening advance notice screen>

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

Ex: When the distance condition is satisfied

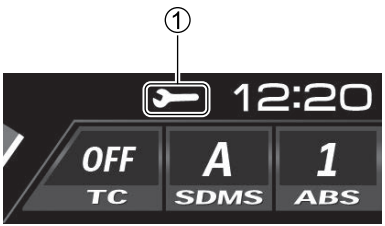
Ex: When the date and distance conditions are satisfied

<Opening alarm screen>

If the service reminder indicator comes on, an alarm screen is indicated for 3 seconds when the ignition switch is turned on.

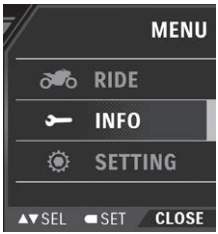
<When the service reminder indicator comes on>

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



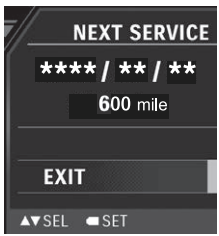
<Checking service reminder date and distance settings>

1. Display the MENU view.
2. Select “INFO” using the SELECT switch ▲ / ▼, and then press the MODE switch.



3. Select “NEXT SERVICE” using the SELECT switch ▲ / ▼, and then press the MODE switch.

4. The set date and distance are displayed.



5. Press the MODE switch to return to the previous screen.

Factory default settings
600 mile (1,000 km)

DISPLAY SETTINGS

BRIGHTNESS

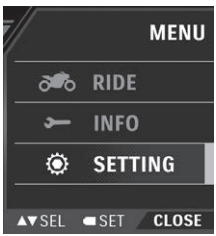
The brightness setting options for the instrument panel include “BRIGHT”, “MEDIUM”, and “DARK”.

⚠ WARNING

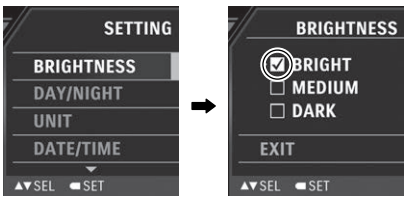
The brightness of the instrument panel changes according to the brightness of the surroundings via the photo sensor. As such, if the sensor is covered with a sticker or other object, the instrument panel display cannot be seen in bright environments, which could lead to an accident.

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

1. Display the MENU view.
2. Select “SETTING” using the SELECT switch ▲ / ▼, and then press the MODE switch.



3. Select “BRIGHTNESS” using the SELECT switch ▲ / ▼, and then press the MODE switch to change to the settings screen. The item for which a check mark ☑ is displayed is the current setting.



4. Using the SELECT switch ▲ / ▼, move the mark ▶ to any one of “BRIGHT”, “MEDIUM” or “DARK”.

Ex: DARK

5. Press the MODE switch to move the check mark ☑ and confirm the setting.

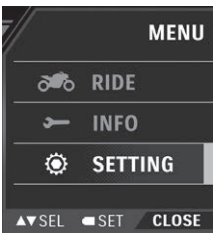
Ex: DARK

6. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the previous screen.

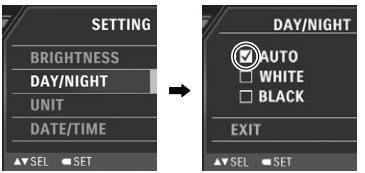
DAY / NIGHT

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

1. Display the MENU view.
2. Select “SETTING” using the SELECT switch ▲ / ▼, and then press the MODE switch.



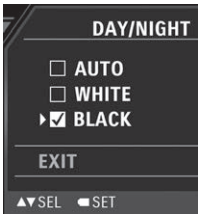
3. Select “DAY / NIGHT” using the SELECT switch ▲ / ▼, and then press the MODE switch to change to the settings screen. The item for which a check mark ☑ is displayed is the current setting.



4. Using the SELECT switch ▲ / ▼, move the mark ▶ to any one of “AUTO”, “WHITE” or “BLACK”.

Ex: BLACK

5. Press the MODE switch to move the check mark ☑ and confirm the setting.



Ex: BLACK

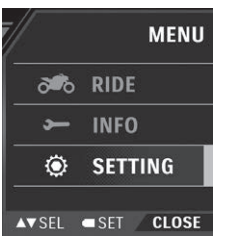
6. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the previous screen.

UNIT

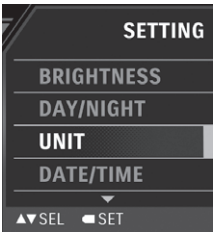
Set the units of speed, distance, fuel consumption, ambient temperature, and water temperature using the following procedure.

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

1. Display the MENU view.
2. Select “SETTING” using the SELECT switch ▲ / ▼, and then press the MODE switch.

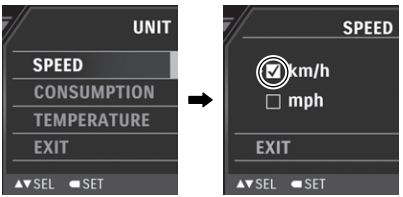


3. Select “UNIT” using the SELECT switch ▲ / ▼, and then press the MODE switch.

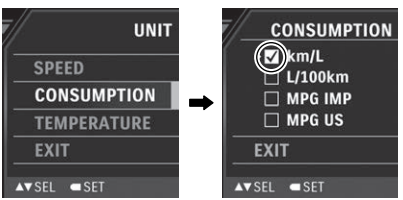


4. Select the item to set using the SELECT switch ▲ / ▼, and then press the MODE switch to change to the settings screen. The item for which a check mark ☑ is displayed is the current unit.

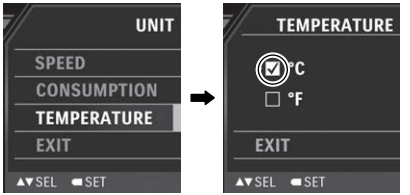
- SPEED:



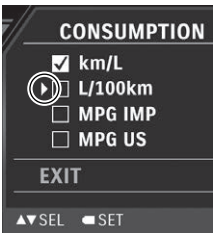
- CONSUMPTION:



- **TEMPERATURE**:



5. Using the SELECT switch ▲ / ▼, move the mark ▶ to the unit to be displayed.



Ex: CONSUMPTION (L/100km)

6. Press the MODE switch to move the check mark ☑ and confirm the setting.

Ex: CONSUMPTION (L/100km)

7. Select “EXIT” using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the previous screen.

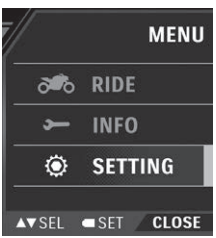
Ex: CONSUMPTION (L/100km)

DATE / TIME

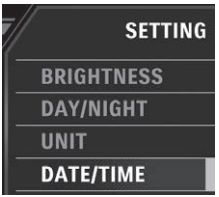
Set the display pattern of the year, month, and day, and also set the date and time.

NOTE: If the battery has been disconnected, the date and time will need to be reset.

1. Display the MENU view.
2. Select “SETTING” using the SELECT switch ▲ / ▼, and then press the MODE switch.



3. Select “DATE / TIME” using the SELECT switch ▲ / ▼, and then press the MODE switch.



4. Select the item to set using the SELECT switch ▲ / ▼, and then press the MODE switch to fix the setting. Select “EXIT” to return to the previous screen.

Ex: DATE FORMAT

Date Format

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

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

1. Select “DATE FORMAT”, and then press the MODE switch to change to the settings screen. The item for which a check mark ☑ is displayed is the current unit.

2. Using the SELECT switch ▲ / ▼, move the mark ▶ to the display pattern.

Ex: YYYY/MM/DD

3. Press the MODE switch to move the check mark ☑ and confirm the setting.

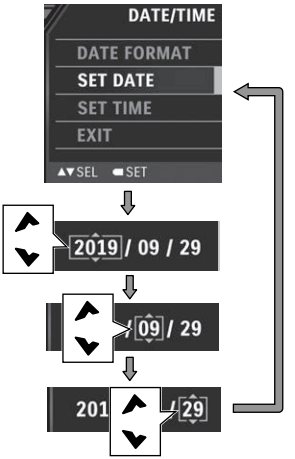
Ex: YYYY/MM/DD

4. Select "EXIT" using the SELECT switch ▲ / ▼, and then press the MODE switch to return to the previous screen.

Ex: YYYY/MM/DD

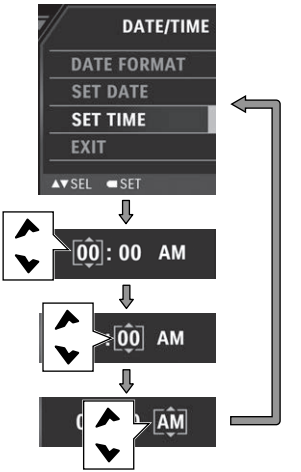
Set Date

1. Select “SET DATE”, and then press the MODE switch to change to the screen for setting the “Year”.
2. Use the SELECT switch ▲ / ▼ to match the “Year”.
3. Press the MODE switch to change to the screen for setting the “Month”.
4. Use the SELECT switch ▲ / ▼ to match the “Month”.
5. Press the MODE switch to change to the screen for setting the “Day”.
6. Use the SELECT switch ▲ / ▼ to match the “Day”.
7. Press the MODE switch to return to the screen for selecting “SET DATE”.



Set Time

1. Select “SET TIME”, and then press the MODE switch to change to the screen for setting the “Hour”.
2. Use the SELECT switch ▲ / ▼ to match the “Hour”.
3. Press the MODE switch ▲ / ▼ to change to the screen for setting the “Minutes”.
4. Use the SELECT switch ▲ / ▼ to match the “Minutes”.
5. Press the MODE switch to change to the screen for setting “AM/PM”.
6. Use the SELECT switch ▲ / ▼ to match “AM/PM”
7. Press the MODE switch to return to the screen for selecting “SET TIME”.



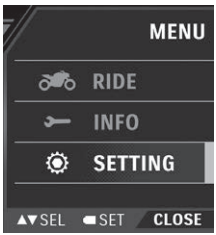
DEFAULT SET

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

Item		Default
BRIGHTNESS		MEDIUM
DAY/NIGHT		BLACK
RPM SET	MODE	ON
	RPM	9,500 r/min
UNIT	SPEED	mph
	CONSUMPTION	MPG US
	TEMPERATURE	°F
DATE/TIME	DATE FORMAT	MM/DD/YYYY YYYY/MM/DD DD/MM/YYYY (depending on the instrument panel specifications)

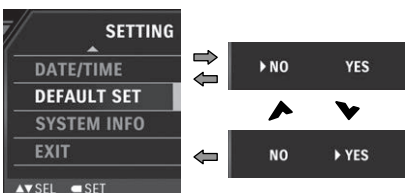
<Default settings>

1. Display the MENU view.
2. Select "SETTING" using the SELECT switch ▲ / ▼, and then press the MODE switch.



3. Select “DEFAULT SET” using the SELECT switch ▲ / ▼, and then press the MODE switch to change to the settings screen.
4. Use the SELECT switch to select “NO” / “YES”.
5. Press the MODE switch to return to the previous screen.

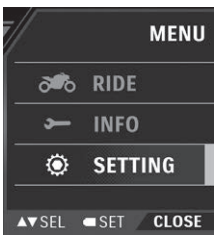
⇨: MODE switch
▲: SELECT switch
▼: SELECT switch



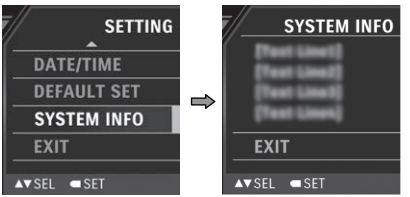
SYSTEM INFO

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

1. Display the MENU view.
2. Select “SETTING” using the SELECT switch ▲ / ▼, and then press the MODE switch.



3. Select “SYSTEM INFO” using the SELECT switch ▲ / ▼, and then press the MODE switch to display the information.

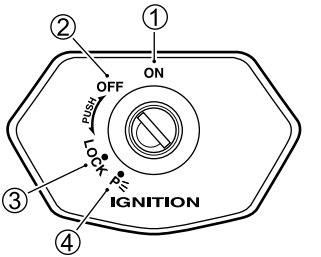


4. Select “EXIT” using the SELECT switch ▼, and then press the MODE switch to return to the previous screen.

IGNITION SWITCH

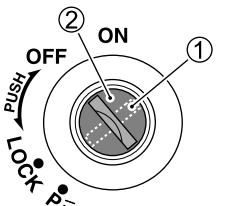
POSITIONS

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



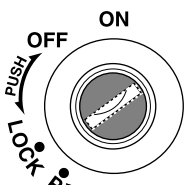
NOTE:

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



IGNITION

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



IGNITION

⚠ WARNING

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

Operate the key only after stopping the motorcycle.

⚠ WARNING

Falls caused by impact or slipping may result in malfunction indication 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 your dealer.

NOTICE

Operating the ignition switch while the motorcycle is in motion 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 in motion.

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.*

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

⚠ WARNING

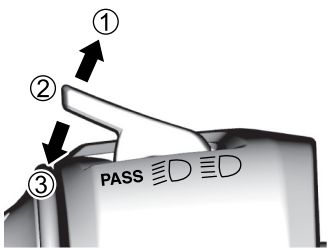
Turning the ignition switch to the "P" (PARKING) or "LOCK" position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

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

HANDLEBAR SWITCHES

DIMMER SWITCH/HEADLIGHT FLASHER SWITCH

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



①: High-beam
②: Low-beam
③: Flasher

High-beam "≡D"
Push the switch away from you to change to high-beam.

Low-beam "≡D"
Pull the switch toward you to change to low-beam.

Headlight flasher switch "PASS"
Turns the headlights to high-beam while the switch is pulled toward you. Releasing the switch returns the headlights to low-beam.

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.**

NOTICE

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

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

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

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

TURN SIGNAL LIGHT SWITCH "⇦⇨"
Use as a signal when turning right or left, or when changing lanes.

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

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

⚠ WARNING

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

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

ENGINE STOP SWITCH / ELECTRIC STARTER SWITCH

Engine Stop Switch

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

"○" position

Electric circuits related to the engine are connected.

- The engine can be started and can run.

"⊗" position

Electric circuits related to the engine are not connected.

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

NOTICE

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

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

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

Electric Starter Switch "⟳"

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

For details, see "STARTING THE ENGINE" on page 2-91

NOTE:

- *The engine cannot start when the engine stop switch is in the "⊗" position.*
- *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 2-95.*

HAZARD WARNING SWITCH "⚠"

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

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

STARTING THE ENGINE

STARTING PROCEDURE

Use the following procedure to start the engine.

1. Make sure that the transmission is in neutral.
2. Check that the engine stop switch is set to "○".
3. Set the ignition switch to "ON".
4. Check that the malfunction indicator light has gone out.
5. With the throttle grip closed, press the electric starter switch "⏲". See "SUZUKI EASY START SYSTEM" on page 2-95.
6. Before riding, make sure that the side stand is fully up. See "SIDE STAND/IGNITION INTERLOCK SYSTEM" on page 2-98.

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 2-95.

When the Engine is Hard to Start:
Open the throttle approximately 1/8 turn and press the electric starter switch "".

⚠ WARNING

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

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

NOTICE

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

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

NOTICE

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

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

NOTICE

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

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

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

NOTE:

- *When starting the engine, you must pull in the clutch if the gear is in any position other than neutral.*
- *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. It may take a few minutes for the master warning indicator light to go off after turning off the ignition switch.*

NOTICE

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

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

SUZUKI EASY START SYSTEM

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

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

In some cases the engine may not start due to the position of the side stand and the gear. For details see “SIDE STAND/ IGNITION INTERLOCK SYSTEM” on page 2-98.

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

PROPER WARM UP

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

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

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

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.

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 to ride.

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.*

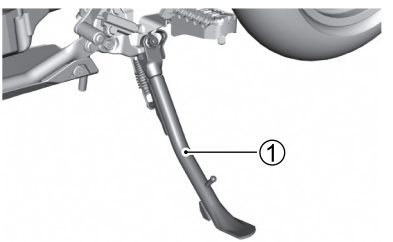
STANDS

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 2-98.



⚠ WARNING

Riding with the side stand incompletely retracted can result in a crash when you turn left.

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

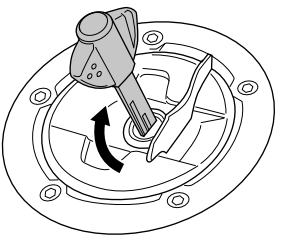
NOTE: When parking the motorcycle, choose a surface that is as hard and flat as possible. If you cannot avoid parking on a slope, stop the motorcycle with the front facing up the slope, and place it in 1st gear to lock the tires in place.

REFUELING

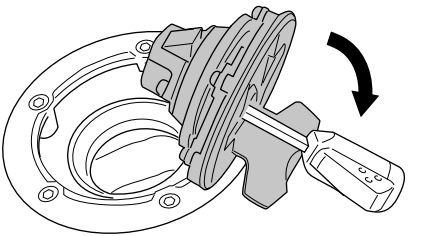
REFUELING PROCEDURE

Use the following procedure to refill with gasoline.

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

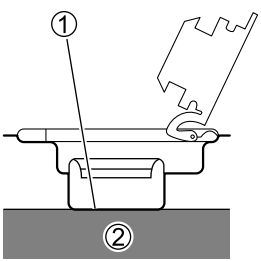


3. Open the cap.



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

Specified fuel: Unleaded premium gasoline
Fuel tank capacity: 5.3 US gal (20.0 L)



②Fuel

NOTICE

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

Do not refuel above the bottom of the refueling port.

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

⚠ WARNING

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 dealer.

NOTICE

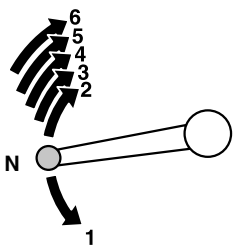
Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle.

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.

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

Shifting up schedule

Gear position	km/h	mph
1st → 2nd	27	17
2nd → 3rd	45	28
3rd → 4th	59	37
4th → 5th	71	44
5th → 6th	81	50

Shifting down schedule

Gear position	km/h	mph
6th → 5th	71	44
5th → 4th	59	37
4th → 3rd	45	29
3th → 2rd	27	17
2th → 1st	16	10

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

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 with the vehicle 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 fully 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:

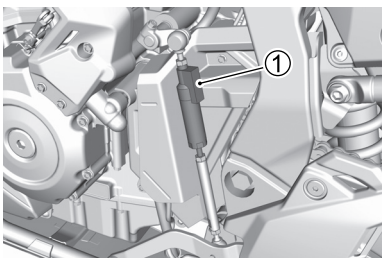
- *When changing gears, move the lever fully until you feel the lever click.*
- *Do not increase engine speed excessively. Doing so will negatively affect engine life.*
- *Do not ride at an excessive speed.*
- *If something appears strange while riding, have the motorcycle checked immediately by your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

What is "Quick Shift" system

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

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

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



① Gearshift sensor

NOTICE

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

- **Do not disassemble the gearshift sensor.**
- **Do not use organic solvents such as part cleaners or gasoline on the gearshift sensor and related components.**
- **Do not subject the gearshift sensor and surrounding areas to high-pressure washing.**
- **When any of the parts related to the gear shifting mechanism, are changed or modified, the "Quick Shift" system might not operate correctly.**

NOTICE

Unlike automatic transmissions, the "Quick Shift" system does not perform the shift change operation automatically. Operating the system in low gears with very high RPM may place a high load on the engine and transmission.

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

NOTE: The quick shift cannot handle every shift change operation.
For example, you cannot perform the quick shift in the following cases.

- *When the engine rotation speed exceeds the allowable rotation speed (red zone) when gear-shifting down*
- *When the shift change operation is performed by gripping the clutch lever*
- *When the rear tire is spinning excessively*

Quick Shift operation procedure

1. Set the MODE setting of “QS (Quick Shift)” to “ON” on the instrument panel display. For details, see “QUICK SHIFT” on page 2-60
2. Squeeze the clutch lever and operate the gearshift lever to change gears into 1st gear and move off smoothly.
3. When the shift change operation is to be performed after the motorcycle starts moving, do not use the clutch lever, but move the gear shift lever.

- Even when the “Quick Shift” system has been set, the gear shift lever operation procedure is not changed from that before the setting. If the shift change is to be performed regardless of the setting of “Quick Shift” system, move the gear shift lever securely until the end of its travel.
- When the shift change operation is to be performed, the motorcycle adjusts the engine speed according to the situation at that time, so the throttle grip operation is not required.
- The “Quick Shift” system is activated when the engine speed exceeds 2,000 r/min at shift up, 1,700 r/min at shift down.
- Even when the shift change operation is performed continuously using the “Quick Shift” system, the shift change operation should be done correctly step by step.
- When the shift change operation is performed without clutch lever squeezed and with the throttle opening angle kept constant, the “Quick Shift” system operation can be smoothly performed.

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

NOTICE

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

- **The "Quick Shift" system has been set to <OFF>.**
- **Engine speed is at or less than the predetermined speed**

NOTE: The "Quick Shift" system downshift may not operate when the engine temperature is low. If this happens, start the engine, warm it up and try again. If the "Quick Shift" system downshift still does not work, contact your dealer.

BRAKE LEVER

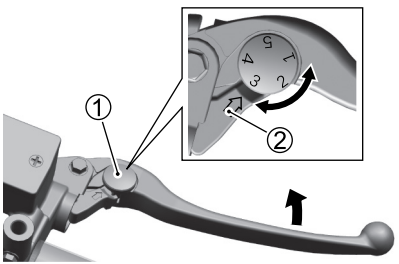
DESCRIPTION

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

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

ADJUSTMENT

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



NOTE:

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

⚠ WARNING

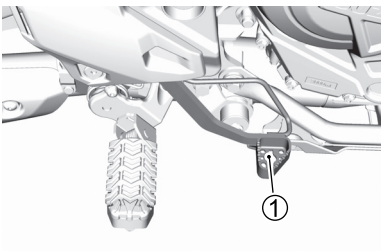
Adjusting the brake lever position while riding may result in a crash.

Adjust the brake lever position only while stopped.

REAR BRAKE PEDAL

DESCRIPTION

Stepping on the rear brake pedal ① applies the rear brake. The brake light comes on at the same time.



If necessary, see:

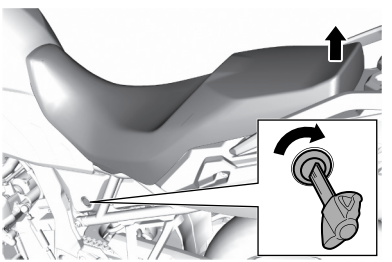
- REAR BRAKE PEDAL ADJUSTMENT (☞ 3-62)
- REAR BRAKE LIGHT SWITCH (☞ 3-64)

SEAT

SEAT AND SEAT LOCK

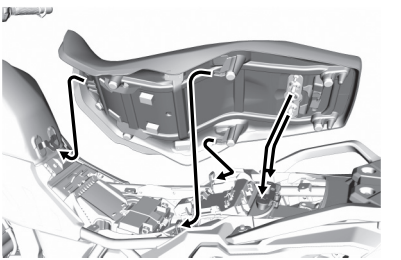
Removal

1. To remove the seat, insert the ignition key into the seat lock and turn it clockwise.
2. Raise the rear end of the seat and slide it backward.



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.

SUSPENSION ADJUSTMENT

DESCRIPTION

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

NOTICE

Turning adjusters by force can damage the suspensions.

Do not turn adjusters beyond their natural limits.

FRONT SUSPENSION

⚠ WARNING

Unequal suspension adjustment can cause poor handling and instability.

Adjust the right and left front forks to the same setting.

NOTICE

When a dirty front fork is adjusted as it is, oil leakage might occur due to a sticking adjuster or seal damage.

Before adjustment, wash the dirt completely off from the front fork.

Spring Pre-load Adjustment

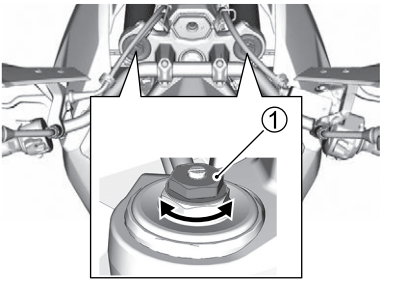
Adjust the strength of the springs to suit the road surface and the number of passengers. Rotate adjusters ① to adjust the spring strength.

- Clockwise: Stronger
- Counterclockwise: Weaker

Operate the adjusters as follows to set the default setting.

1. Rotate the adjuster counterclockwise until it stops.
2. Rotate 6 turns clockwise.

NOTE: Adjust both the right and left adjusters to the same position.



Damping Force Adjustment

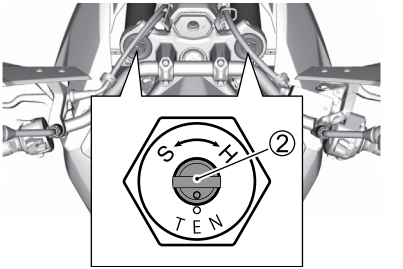
The rebound and compression damping force can be individually adjusted by turning the respective adjusters.

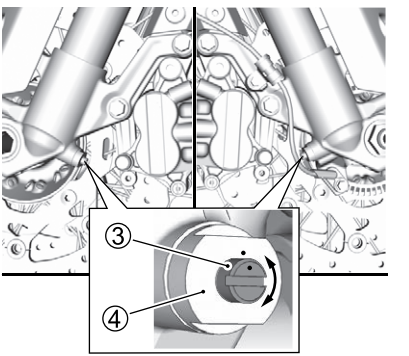
- The rebound damping force adjusters ② are located at the top of the front suspension.
- The compression damping force adjusters ③ are located at the bottom of the front suspension.

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

NOTE:

- *Do not loosen the adjuster base ④, or front fork oil will ooze through the adjuster base.*
- *Adjust both the right and left to the same position.*





<Rebound damping force standard setting>

To set the rebound damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 1-1/2 turns.

- Turn the adjuster clockwise from the standard position to stiffen the damping force.
- Turn the adjuster counterclockwise from the standard position to soften the damping force.

<Compression damping force standard setting>

To set the compression damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 2-1/4 turns.

- Turn the adjuster clockwise from the standard position to stiffen the damping force.
- Turn the adjuster counterclockwise from the standard position to soften the damping force.

⚠ WARNING

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

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

NOTE: Ask your dealer to dispose of the rear suspension unit.

NOTICE

Forcing the adjuster to turn may damage the suspension.

Do not rotate the adjuster beyond the limit.

NOTICE

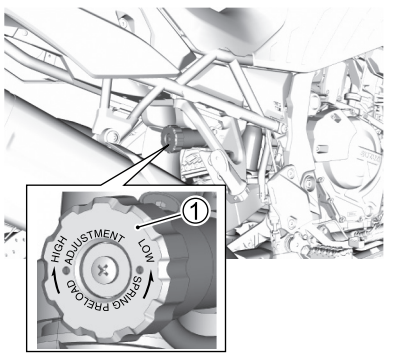
Adjusting the rear shock absorber while it is dirty may cause sand to enter the adjuster, or make the oil leak by damaging the oil seal.

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

Spring Pre-load Adjustment

Adjust the strength of the springs to suit the road surface and the number of passengers. Rotate adjuster knob ① to adjust the spring strength.

- Clockwise ("HIGH" side): Stronger
- Counterclockwise ("LOW" side): Weaker



<Spring pre-load standard setting>

Operate the adjuster knob as follows to set the default setting.

1. Rotate the knob to the "LOW" side until it stops.
2. Rotate the knob to the "HIGH" side until the first click. (Weakest position at 0 clicks)
3. Rotate the knob to the "HIGH" side until the twelfth click.

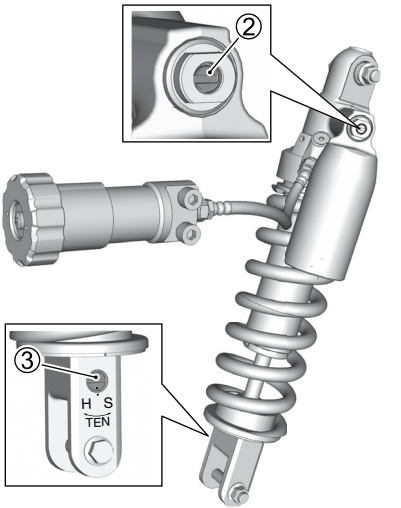
- Default setting (one passenger): 12 clicks
- Reference setting (two passengers): 28 clicks (default setting plus16 clicks to the "HIGH" side)

Damping Force Adjustment

The rebound and compression damping force can be individually adjusted by turning the respective adjusters.

- The compression damping force adjusters ② are located at the top of the rear suspension.
- The rebound damping force adjusters ③ are located at the bottom of the rear suspension.

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



<Rebound damping force standard setting>

To set the rebound damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 1-3/4 turns.

- Turn the adjuster clockwise from the standard position to stiffen the damping force.
- Turn the adjuster counterclockwise from the standard position to soften the damping force.

<Compression damping force standard setting>

To set the compression damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 1-1/2 turns.

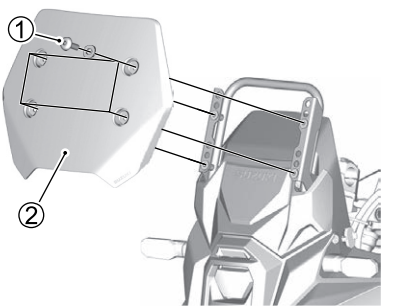
- Turn the adjuster clockwise from the standard position to stiffen the damping force.
- Turn the adjuster counterclockwise from the standard position to soften the damping force.

WINDSHIELD

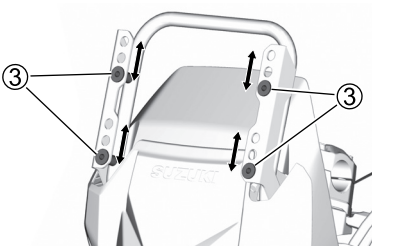
HEIGHT ADJUSTMENT

The windshield height can be adjusted to 3 positions. To change the windshield height, follow the procedure below.

1. Remove the bolts ① and then remove the windshield ②.



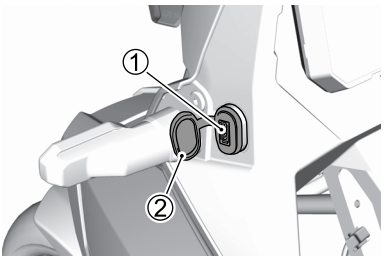
2. Move the windshield nuts ③ up or down to the desired windshield position.



3. Reinstall the windshield in the reverse order of the removal.

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

To avoid damage to the motorcycle and connecting devices, paying attention to the following points.

- **Do not use the product in rainy weather or when washing the motorcycle.**
- **Even with the cap attached, do not spray water strongly when washing the motorcycle.**
- **Do not use device that exceeds the rating as it may cause the fuse to blow.**
- **To avoid failure of the motorcycle, do not race the engine for battery charge.**
- **Use the connected electronic device on your own responsibility.**

NOTE:

- *Rated value is a temporary value. Avoid long-term use to prevent battery drain.*
- *Make sure that the cables are not pinched or tangled so as not to interfere with driving operations.*
- *When the product is not used, attach the cap to prevent foreign matter from entering.*
- *Using the USB socket while the engine is idling or stopped may drain the battery.*

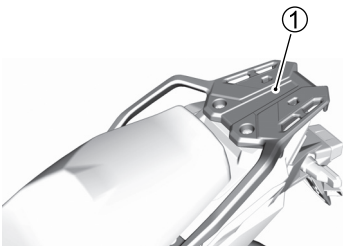
REAR CARRIER

The rear carrier ① load capacity is 10 kg (20 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

INSPECTION AND MAINTENANCE

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

DESCRIPTION

Regular inspection and maintenance are essential to riding your motorcycle safely, and to ensuring that it lasts a long time.

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 dealer 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 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 specialized knowledge may cause crashes or breakdowns.

For safety, only perform maintenance that is within your knowledge and area of competence. Consult your 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 dealer.*
- *Recycle or properly dispose of used oil.*

MAINTENANCE CHART

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

Item		Interval: months	2	12	24	36	48
		km	1000	6000	12000	18000	24000
		miles	600	3750	7500	11250	15000
Air cleaner element (☞ 3-20)	polyester foam element		Clean every 6000 km (3750 miles)				
	non woven element		–	I	I	R	I
* Exhaust pipe bolts and muffler bolts			T	–	T	–	T
* Valve clearance			–	–	–	–	I
* Spark plugs			–	I	R	I	R
* Fuel hose			–	I	I	I	I
* Evaporative emission control system (if equipped)			–	–	I	–	I
Engine oil (☞ 3-28)			R	R	R	R	R
Engine oil filter (☞ 3-28)			R	–	–	R	–
* PAIR (air supply) system			–	–	I	–	I
* Throttle valve synchronization			I	–	I	–	I
* Engine coolant (☞ 3-41)	"SUZUKI SUPER LONG LIFE COOLANT" (Blue)		Replace every 4 years or 48000 km (30000 miles)				
	"SUZUKI LONG LIFE COOLANT" (Green) or an engine coolant other than "SUZUKI SUPER LONG LIFE COOLANT" (Blue)		–	–	R	–	R
Radiator hose (☞ 3-47)			–	I	I	I	I
Clutch cable play (☞ 3-47)			–	I	I	I	I

Item \ Interval	months	2	12	24	36	48
	km	1000	6000	12000	18000	24000
	miles	600	3750	7500	11250	15000
Drive chain (☞ 3-48)		I	I	I	I	I
		Clean and lubricate every 1000 km (600 miles)				
* Brakes (☞ 3-56)		I	I	I	I	I
Brake fluid (☞ 3-57)		–	I	I	I	I
		*Replace every 2 years				
Brake hose (☞ 3-56)		–	I	I	I	I
		*Replace every 4 years				
Tires (☞ 3-67)		–	I	I	I	I
* Steering		I	–	I	–	I
* Front forks		–	–	I	–	I
* Rear suspension		–	–	I	–	I
* Chassis bolts and nuts		T	T	T	T	T
Lubrication (☞ 3-13)		Lubricate every 1000 km (600 miles)				
* Spoke wheel		I	I	I	I	I

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 tires or improper or uneven tire pressure, you may lose control of the motorcycle. This will increase your risk of a crash.

Always use tires of the size and type specified in this owner's manual. Always maintain proper tire pressure as described in the INSPECTION AND MAINTENANCE section.

⚠ WARNING

Failure to inspect your motorcycle before riding and to properly maintain your motorcycle increases the chances of a crash or equipment damage.

Always inspect your motorcycle each time you use it to make sure it is in safe operating condition. Refer to the INSPECTION AND MAINTENANCE section in this owner's manual.

⚠ WARNING

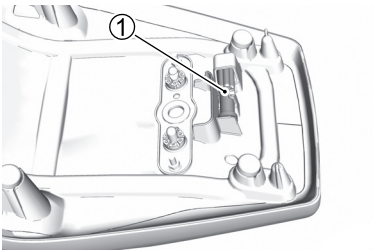
Checking maintenance items when the engine is running can be hazardous. You could be severely injured if your hands or clothing get caught in moving engine parts.

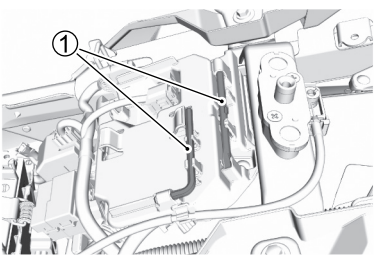
Shut the engine off when performing maintenance checks, except when checking the lights, engine stop switch, and throttle.

WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No play or looseness
Throttle	Smooth operation and positive return of the throttle grip to the closed position
Clutch (☞ 3-55)	• Correct lever play • Smooth and progressive action
Brakes (☞ 3-56, 3-57, 3-60, 3-62)	• 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 (☞ 2-116, 2-120)	Smooth movement
Fuel (☞ 2-100)	Enough fuel for the planned distance of operation
Drive chain (☞ 3-52)	• Correct tension or slack • Adequate lubrication • No excessive wear or damage
Tires (☞ 3-67)	• Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 3-28)	Correct level
Cooling system (☞ 3-41)	• Proper coolant level • No coolant leakage
Lighting (☞ 2-21, 2-87)	Operation of all lights and indicators
Horn (☞ 2-88)	Correct function
Engine stop switch (☞ 2-89)	Correct function
Side stand/Ignition interlock system (☞ 2-98)	Proper operation
Windshield (☞ 2-124)	Good visibility
Spoke wheels (☞ 3-74, ☞ 3-75)	• Spoke tension • Check for damage

TOOLS

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





LUBRICATION

LUBRICATION POINTS

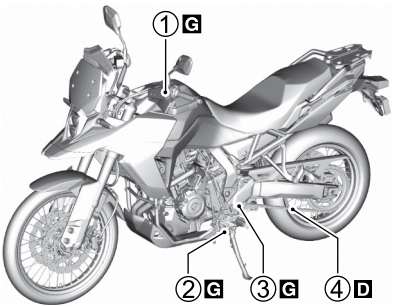
Proper lubrication is important for the smooth operation and extended life of each working part of your motorcycle. For safe riding, it is good practice to lubricate the motorcycle after a long rough ride and after getting it wet it in the rain or after washing it.

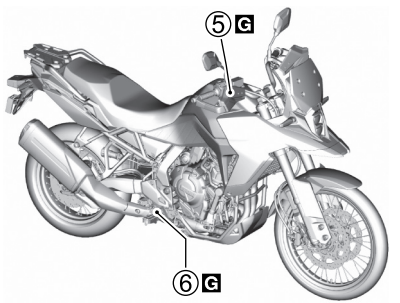
NOTICE

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

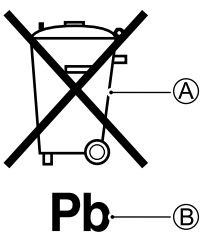
①Clutch lever pivot
②Gearshift lever pivot and footrest pivot
③Side stand pivot and spring hook
④Drive chain
⑤Brake lever pivot
⑥Brake pedal pivot and footrest pivot

BATTERY

DESCRIPTION

The battery is a sealed-type battery and requires no maintenance. Have your dealer check the battery's state of charge periodically.

The crossed-out wheeled bin symbol Ⓐ 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 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 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

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

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

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

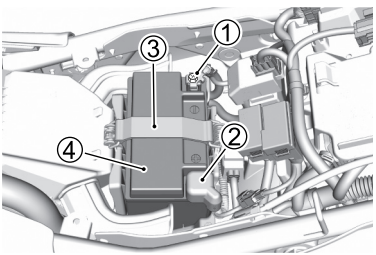
Exceeding the maximum charging rate for the battery can shorten its life.

Never exceed the maximum charging rate for the battery. Consult your dealer if anything is unclear.

REMOVING

To remove the battery, follow the procedure below:

1. Set the ignition switch to OFF.
2. Remove the seat. (☞ 2-114)
3. Disconnect the negative (-) terminal ①.
4. Disconnect the positive (+) terminal ②.
5. Remove the band ③.
6. Remove the battery ④.



7. 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 your dealer.*

INSTALLATION

To install the battery:

1. After cleaning, apply a thin layer of grease to the terminal section, install the battery in the reverse order of removal.
2. Connect the battery terminals securely and reinstall the cap.

NOTE: Be sure to reset the engine rpm indicator in the instrument panel when the battery terminals are reconnected.

NOTICE

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

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

SPARK PLUG

DESCRIPTION

For the spark plug check or replacement procedure, consult with your dealer.

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.

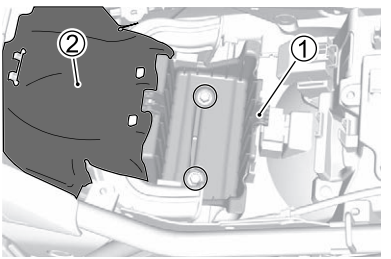
NOTICE

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.

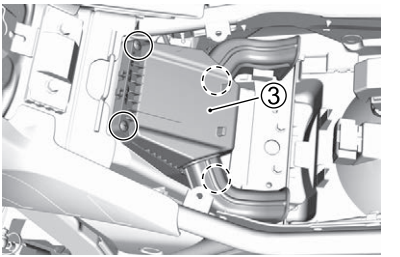
Always inspect the air cleaner element after riding in severe conditions. Replace the element as necessary. If water gets in the air cleaner case, immediately clean the element and the inside of the case.

REMOVING

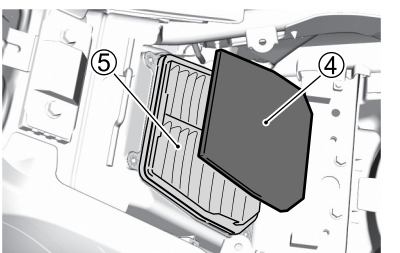
1. Remove the seat. (☞ 2-114)
2. Remove the battery. (☞ 3-18)
3. Remove the bolts and battery holder ①.
4. Remove the sheet ②.



5. Remove the screws and pull up the air cleaner cap ③.



6. Remove the pre-filter ④ and air cleaner element ⑤.

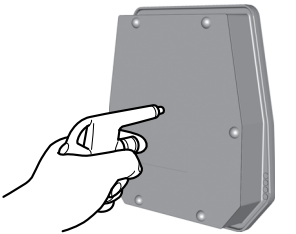


INSPECTION and CLEANING

Air cleaner element (non woven)

1. Face the air cleaner element fabric side down and tap it lightly to remove dust and debris.
2. Carefully blow air from the mesh side to blow dust off. Replace the air cleaner element if it is damaged.

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.



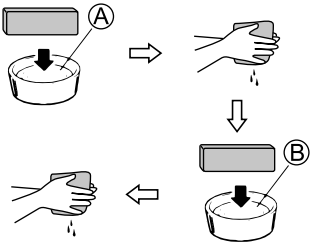
Pre-filter (polyester foam)

Wash the polyester foam element as follows:

1. Clean the pre-filter by soaking it in clean kerosene Ⓐ.
2. Squeeze the pre-filter with the palm of your hand and let it dry. Do not twist or wring the pre-filter at this time.
3. Soak the pre-filter with clean oil Ⓑ.

Recommended oil:
SAE 10W-30 equivalent engine oil

4. Squeeze out excess oil.



⚠ WARNING

New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Repeated, prolonged contact with used engine oil may cause skin cancer. Brief contact with used oil or solvent may irritate skin.

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

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

INSTALLATION

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

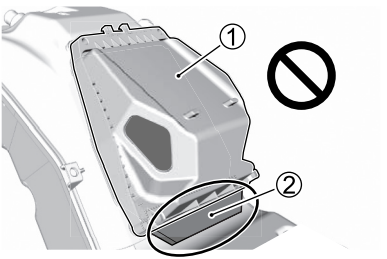
Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.

NOTICE

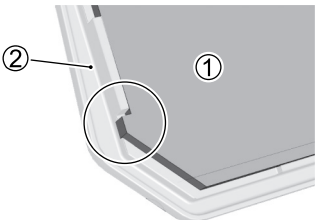
If the pre-filter ② is not properly installed when installing the air cleaner cap ①, foreign matter may enter the engine and cause damage.

Install the pre-filter so that it is not caught between the air cleaner cap.



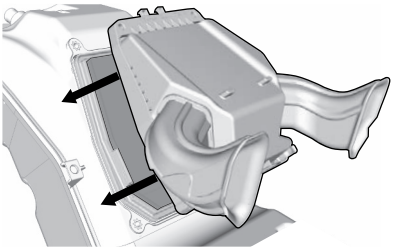
Install by performing the removal procedure in reverse, paying attention to the following points.

- Position pre-filter ① as shown in the figure.



② Air cleaner element

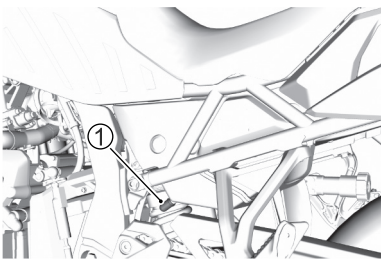
- Attach the air cleaner cap perpendicular to the filter surface, so that the pre-filter does not shift position.



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 >

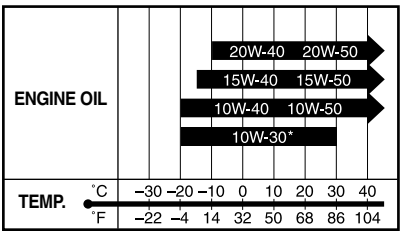
Equivalent Engine Oil means engine oil that meets the following standards.

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

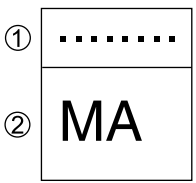
API SN

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.



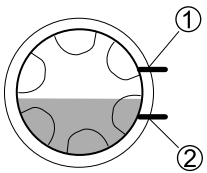
① Code number of oil sales company
② Oil classification

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 on the side stand.
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 your 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.

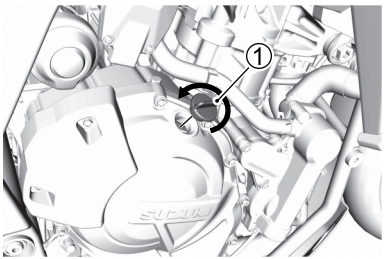
Place the motorcycle on level ground. Check the oil level in the engine oil inspection window before each use of the vehicle. Be sure the engine oil level is always above the "L" (low) line and not higher than the "F" (full) line.

NOTE: If you shake the motorcycle before checking the oil level, you may not be able to check the correct amount.

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 ①.



3. Hold the motorcycle upright, and add oil so that the surface of the engine oil is between F (upper level) and L (lower level).
4. Attach the cap ① firmly.

⚠ WARNING

Children and pets may be harmed by swallowing new or used oil.

Keep new and used oil and used oil filters away from children and pets.

⚠ WARNING

Repeated, prolonged contact with used engine oil has caused skin cancer in animal tests. Brief contact with oil may irritate skin.

To minimize your exposure to used oil, wear a long-sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil. Recycle or properly dispose of used oil and filters.

NOTICE

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

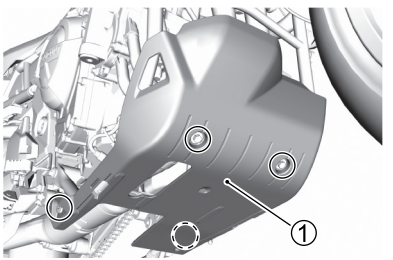
Check that there is no dust, mud, or foreign matter adhering to the oil container, and ensure that foreign material does not enter via the oil filler opening.

NOTE: Wipe up any spilled oil completely.

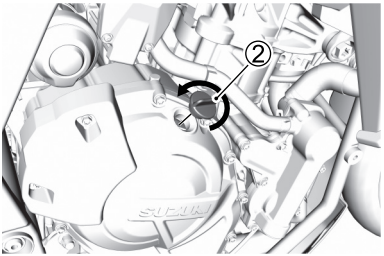
CHANGING THE ENGINE OIL AND FILTER

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

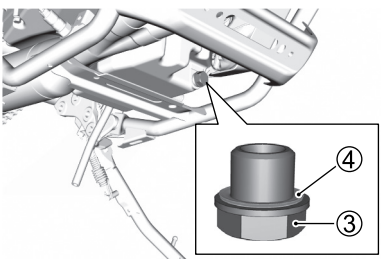
1. Place the motorcycle.
2. Remove the bolts and under cover ①.



3. Remove the oil filler cap ②.



4. Remove the drain plug ③ with gasket ④ 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

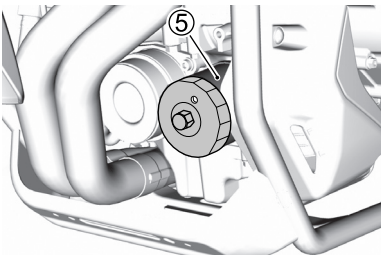
Turning the engine while draining the engine oil will cause a reduced coating of parts and damage the engine.

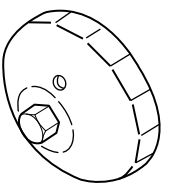
Do not use the electric starter switch during engine oil replacement.

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.*

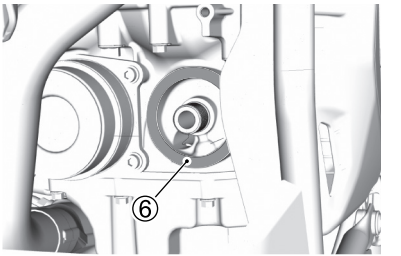
5. Turn the oil filter ⑤ counterclockwise and remove it with a Suzuki “cap type” oil filter wrench or a “strap type” filter wrench of the proper size.



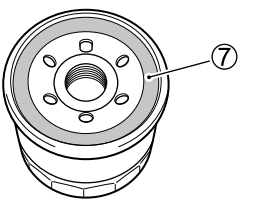


Available from Suzuki dealer
Oil filter wrench (Part No. 09915-40620)

6. Wipe off the mounting surface ⑥ on the engine where the new filter will be seated with a clean rag.



7. Smear a little engine oil around the rubber gasket ⑦ of the new oil filter.



8. Screw the new filter on by hand until the filter gasket contacts the mounting surface (small resistance will be felt).

NOTICE

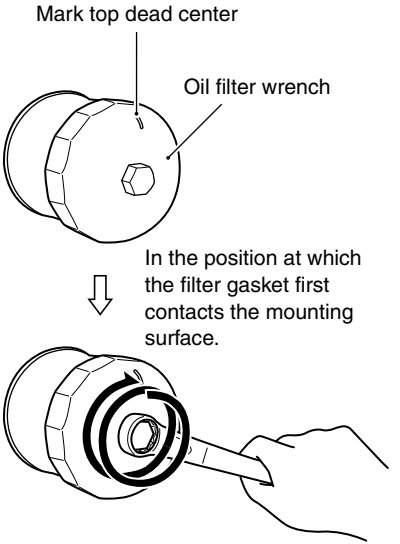
Failure to use an oil filter with the correct design and thread specifications can damage your motorcycle's engine.

Be sure to use a genuine Suzuki oil filter or an equivalent one designed for your motorcycle.

NOTE: To tighten the oil filter properly, it is important to accurately identify the position at which the filter gasket first contacts the mounting surface.

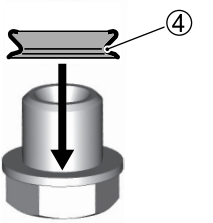
9. Mark the top dead center position on the "cap type" filter wrench or on the oil filter. Use an oil filter wrench to tighten the filter 2 turns or to specified torque.

Oil filter tightening torque:
15.0 lbf-ft (20 N·m, 2.0 kgf-m)



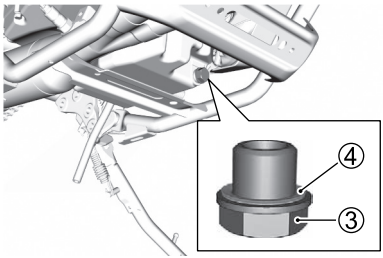
Tighten the filter 2 turns or to specified torque.

10. Replace the drain plug gasket ④ with a new one.



11. Reinstall the drain plug ③ and gasket ④. Tighten the plug securely with a torque wrench.

Drain plug tightening torque:
17.0 lbf-ft (23 N·m, 2.3 kgf-m)



12. Pour 3.7 US qt (3500 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 3-29.

NOTE: About 3.2 US qt (3000 ml) of oil will be required when changing oil only.

NOTICE

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

Be sure to use the oil specified in the SELECTING THE ENGINE OIL section.

13. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for three minutes.
14. Turn the engine off and wait approximately three minutes. Recheck the oil level in the engine oil inspection window while holding the motorcycle upright. If it is lower than the “L” line, add oil until the oil level is between the “L” line and the “F” line. Inspect the area around the drain plug and oil filter for leaks.

NOTE: If you do not have a proper oil filter wrench, have your dealer perform this service.

15. Reinstall the under cover and bolts.

ENGINE COOLANT

DESCRIPTION

Coolant must be changed regularly. Replace it at appropriate intervals according to the maintenance schedule. Consult your dealer regarding coolant replacement.

ABOUT THE ENGINE COOLANT

Engine coolant performs as a rust inhibitor and water pump lubricant as well as an anti-freeze solution. Therefore engine coolant should always be used even though the atmospheric temperature in your area does not go down to the freezing point.

Use “SUZUKI SUPER LONG LIFE COOLANT” or “SUZUKI LONG LIFE COOLANT”. If “SUZUKI SUPER LONG LIFE COOLANT” and “SUZUKI LONG LIFE COOLANT” are not available, use a glycol-based antifreeze compatible with an aluminum radiator mixed with distilled water only at the ratio of 50:50.

Solution capacity (total): 2.0 US qt (1870 ml)

50%	Water	1.0 US qt (935 ml)
	Coolant	1.0 US qt (935 ml)

NOTE: SUZUKI highly recommends the use of ECSTAR brand coolant. ECSTAR has been specially formulated for your SUZUKI product and contributes to the desired motorcycle performance and ideal riding experience.

Suzuki super long life coolant (Blue)
"SUZUKI SUPER LONG LIFE COOLANT" is pre-mixed to the proper ratio. Add only "SUZUKI SUPER LONG LIFE COOLANT" if the coolant level drops. It is not necessary to dilute "SUZUKI SUPER LONG LIFE COOLANT" when replacing coolant.

⚠ WARNING

Making a mistake when handling coolant may negatively affect both your body and the motorcycle.

Before beginning, read the cautions written on the container carefully. Consult your dealer if anything is unclear.

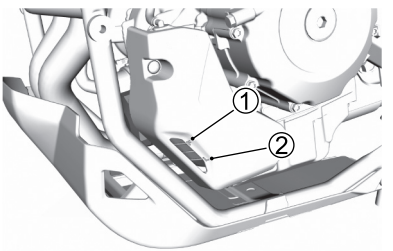
NOTE:

- *Before working with coolant, read cautions on the coolant container and instructions in this section.*
- *A 50% mixture will protect the cooling system from freezing at temperatures above –24°F (–31°C). If the motorcycle is to be exposed to temperature below –24°F (–31°C), this mixing ratio should be increased up to 55% (–40°F/–40°C) or 60% (–67°F/–55°C) coolant. The mixing ratio should not exceed 60% coolant.*

CHECKING THE COOLANT LEVEL

When the engine is cold, carry out an inspection according to the following procedure.

1. Park on a level surface.
2. Hold the motorcycle upright, and check that the coolant level is between F (upper level) ① and L (lower level) ②.



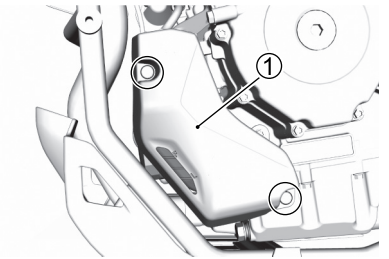
NOTE:

- *A marked decrease in coolant may indicate leaks in the radiator body or hoses. Have your motorcycle inspected by your dealer.*
- If the engine coolant reservoir is empty, check the radiator coolant level.
- Replenish with coolant. Do not use well water or natural water.
- Consult your dealer regarding coolant replacement.

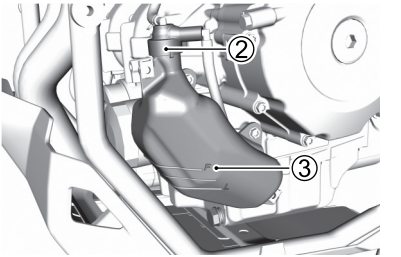
TO ADD SPECIFIED ENGINE COOLANT

To add specified engine coolant:

1. Park on a level surface.
2. Remove the screws and cover ①.



3. Remove the filler cap ②.
4. Add specified engine coolant through the filler hole until it reaches the “F” line ③ with the motorcycle held upright. Refer to the ENGINE COOLANT section. (☞ 3-41)



NOTE: Adding only water will dilute the engine coolant and reduce its effectiveness. Add specified engine coolant.

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. The solution can be poisonous to animals.

Do not drink antifreeze or coolant solution. If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. Avoid inhaling mist or hot vapors; if inhaled, go to fresh air. If coolant gets in the eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

⚠ WARNING

Removing the radiator cap when the engine is hot may cause the coolant to spray out, causing burns.

Replenish coolant by removing the reservoir tank cap. Do not remove the radiator cap.

⚠ CAUTION

If the engine coolant exceeds the "F" line when adding engine coolant, it may overflow from the reservoir tank when the engine becomes hot.

When adding engine coolant, make sure that the engine coolant level is not higher than the "F" line.

NOTICE

Spilled engine coolant can damage the painted surfaces of your motorcycle.

Be careful not to spill any fluid when filling the radiator. Wipe spilled engine coolant up immediately.

RADIATOR HOSE INSPECTION

Inspect the radiator hoses for cracks, damage, or engine coolant leakage. If any issues are found, ask your dealer to replace the radiator hose with a new one.

ENGINE IDLE SPEED

INSPECTION

Inspect the engine idle speed. The engine idle speed should be 1200 – 1400 r/min when the engine is warm.

NOTE: If the engine idle speed is not within the specified range, ask your dealer to inspect and repair the motorcycle.

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 your 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

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.

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 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 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 your dealer 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

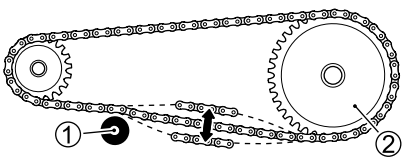
Some drive chain lubricant contains solvents and additives which could damage the seal rings in the drive chain.

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 1.2 – 1.6 in (30 – 40 mm) of slack halfway between the chain roller ① and rear sprocket ② as shown.



1.2 – 1.6 in
(30 – 40 mm)

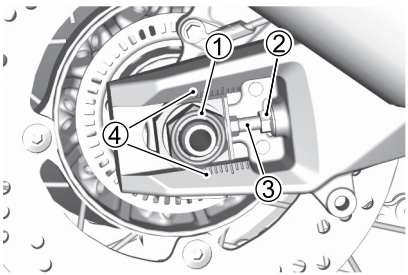
⚠ CAUTION

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

Wait until the exhaust pipe or muffler cools before adjusting the drive chain.

To adjust the drive chain, follow the procedure below:

1. Place the motorcycle on the side stand.
2. Loosen the axle nut ①.



3. Loosen the right and left lock nuts ②.
4. Turn the right and left adjuster bolts ③ until the chain has 1.2 – 1.6 in (30 – 40 mm) of slack halfway between the engine sprocket and rear sprocket.

5. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ④ on the swingarm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
6. Tighten the axle nut ① securely.
7. Recheck the chain slack after tightening and readjust if necessary.
8. Tighten the right and left lock nuts ②.

Rear axle nut tightening torque:
74.0 lbf-ft (100 N·m, 10.2 kgf-m)

Chain adjuster lock nut tightening torque:
16.5 lbf-ft (22 N·m, 2.2 kgf-m)

NOTE: Do not adjust the drive chain beyond the adjustable range ④. Replace the drive chain before the drive chain exceeds the limit.

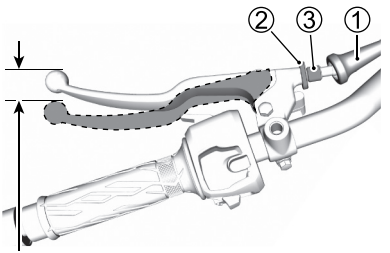
CLUTCH LEVER

DESCRIPTION

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

CLUTCH LEVER 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.



BRAKES

DESCRIPTION

This motorcycle has front and rear disc brakes.

⚠ WARNING

Failure to properly inspect and maintain your motorcycle's brake systems can increase your chance of a crash.

Be sure to inspect the brakes before each use according to the INSPECTION BEFORE RIDING section. Always maintain your brakes according to the MAINTENANCE SCHEDULE.

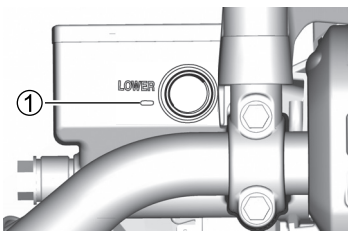
NOTE: Operating in mud, water, sand, or other extreme conditions can cause accelerated brake wear. If you operate your motorcycle under these conditions, the brakes must be inspected more often than recommended in the MAINTENANCE SCHEDULE.

BRAKE HOSE INSPECTION

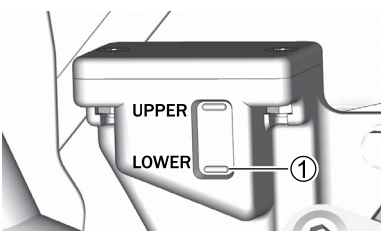
Inspect the brake hoses and hose joints for cracks, damage, or brake fluid leakage. If any issues are found, ask your dealer to replace the brake hose with a new one.

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 your 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.

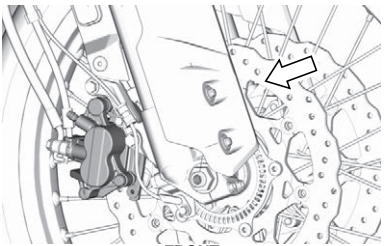
NOTE: SUZUKI highly recommends the use of ECSTAR brand brake fluid. ECSTAR has been specially formulated for your SUZUKI product and contributes to the desired motorcycle performance and ideal riding experience.

BRAKE PADS

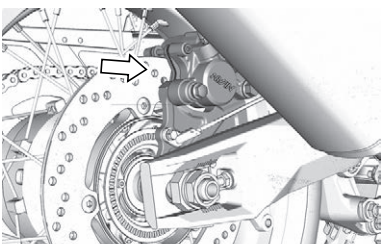
Inspect the front and rear brake pads to see if they are worn down to the grooved wear limit line ①. If a front or rear pad is worn to the grooved wear limit line, both front or both rear pads must be replaced with new ones.

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.

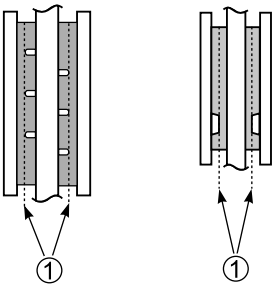
NOTE: Do not squeeze/depress the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back and brake fluid leakage may result.



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 dealer do this work. Inspect and maintain the brake pads as recommended.

⚠ WARNING

Replacing only one of the two brake pads can result in uneven braking action and can increase your chance of having a crash.

Always replace both pads together.

⚠ WARNING

If you ride this motorcycle after brake system repair or brake pad replacement without pumping the brake lever/pedal, you may get poor braking performance, which could result in a crash.

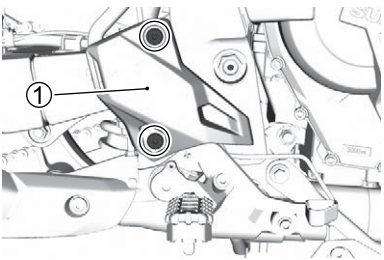
After brake system repair or brake pad replacement, pump the brake lever/pedal several times until brake pads are pressed against the brake discs and proper lever/pedal stroke and firm feel are restored.

REAR BRAKE PEDAL ADJUSTMENT

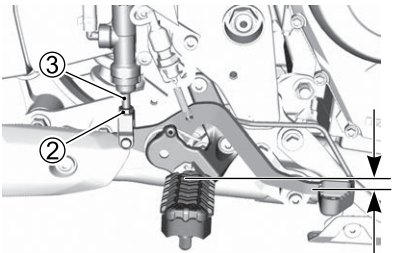
The rear brake pedal position must be properly adjusted at all times or the disc brake pads will rub against the disc causing damage to the pads and to the disc surface.

Adjust the brake pedal hight in the following manner:

1. Remove the bolts and footrest guard ①.



2. Loosen the lock nut ②, and turn the push rod ③ to locate the pedal 0.4 - 0.8 in (10 - 20 mm) below the top face of the footrest.



0.4 - 0.8 in (10 - 20 mm)

3. Re-tighten the lock nut ② to secure the push rod ③ in the proper position.
4. Reinstall the footrest guard and bolts.

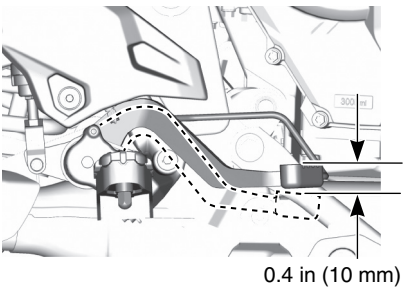
NOTICE

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

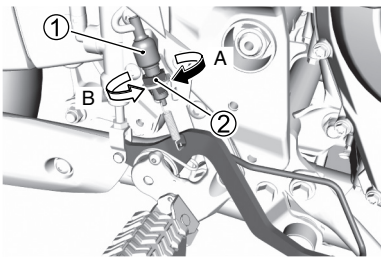
Follow the steps in this section to adjust the brake pedal properly.

REAR BRAKE LIGHT SWITCH

Check that the brake light lights when the rear brake pedal is depressed approximately 0.4 in (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 A makes the brake light lights earlier. Rotating as shown in B 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

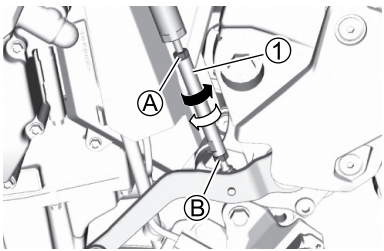
DESCRIPTION

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

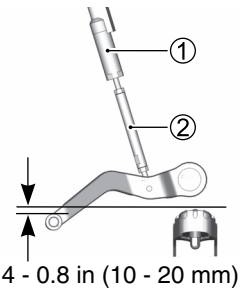
The height of the gearshift lever can be adjusted using the following procedure.

1. Rotate lock nut Ⓐ and Ⓑ to the right (➡) to loosen them.



2. Rotate the rod ① to the right (➡) to raise the pedal position, and in the opposite direction (⇦) to lower it.
3. Locate the gearshift lever 0.4 - 0.8 in (10 - 20 mm) below the top face of the footrest.

NOTE: If you rotate the gear shift sensor ①, functions such as Quick Shift may not function properly. Use the rod ② to adjust the shift pedal height. Do not turn the gear shift sensor ①.



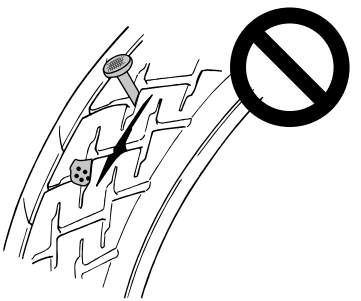
4. After adjusting, rotate lock nut Ⓐ and Ⓑ in the opposite direction of step 1 (⇦) to tighten them.

NOTE: After adjusting, tighten the lock nuts firmly.

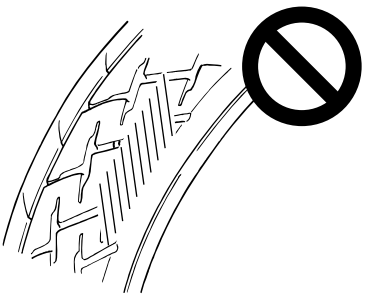
TIRES

DESCRIPTION

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



Also, check that there is no unusual wear on the contact surface of the tires. Consult your dealer regarding any unusual wear.



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

	FRONT	REAR
SIZE	90/90-21M/C 54H	150/70R17M/C 69H
TYPE	DUNLOP MIXTOUR B	DUNLOP MIXTOUR B

⚠ WARNING

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

Be sure to use the designated tires.

⚠ WARNING

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

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

⚠ WARNING

The tires on your motorcycle form the crucial link between your motorcycle and the road. Failure to take the precautions below may result in a crash due to tire failure.

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

⚠ WARNING

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

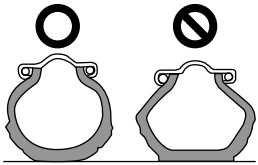
Use extra care when riding on new tires. Perform proper break-in of the tires referring to the BREAK-IN section of this manual and avoid hard acceleration, hard cornering, and hard braking for the first 100 miles (160 km).

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

TIRE PRESSURE AND LOADING

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

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



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

Cold tire inflation pressure

LOAD / TIRE	SOLO RIDING	DUAL RIDING
FRONT	33 psi 225 kPa 2.25 kgf/cm^2	33 psi 225 kPa 2.25 kgf/cm^2
REAR	36 psi 250 kPa 2.50 kgf/cm^2	41 psi 280 kPa 2.80 kgf/cm^2

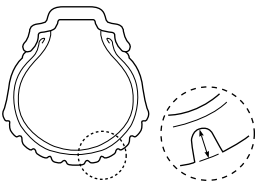
Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear. Over-inflated tires cause a smaller amount of tire to be in contact with the road, which can contribute to skidding and loss of control.

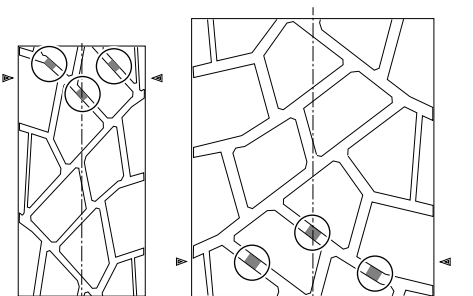
NOTE: When you detect drops in tire pressure, check the tire for nails or other punctures, or a damaged wheel rim.

TIRE CONDITION AND TYPE

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

Check the condition of your tires each day before you ride. Replace tires if tires show visual evidence of damage, such as cracks or cuts, or if tread depth is less than 0.06 in (1.6 mm) front, 0.08 in (2.0 mm) rear. The " △ " mark indicates the place where the wear bars are molded into the tire. When the wear bars contact the road, it indicates that the tire wear limit has been reached.





SPOKE WHEELS

WHEEL RIM INSPECTION

Check to see if there is any damage like a crack, distortion or bend in the wheel rim.

⚠ WARNING

Damaged rims can allow air to leak, resulting in reduced running stability, which can lead to a crash.

If any damage is found, replace the rim. Do not reuse the damaged rim by repairing or correcting it.

SPOKE INSPECTION

Check the tension of spokes to verify the tightness of the spoke nipples. The tension can be checked by hitting the spokes with a small metal bar. If the spoke nipple is loose, its sound will be dull.

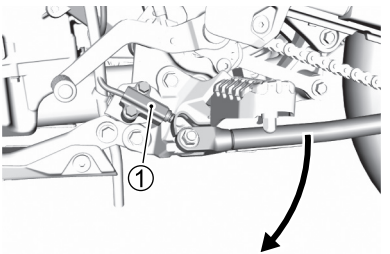
To tighten the spoke nipples properly, tighten them equally to the specified torque. Loosened and overtightened spoke nipples may cause unequal tension of spokes and may result in distortion of the wheel rim. Contact your dealer to perform this service.

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 your dealer.

⚠ WARNING

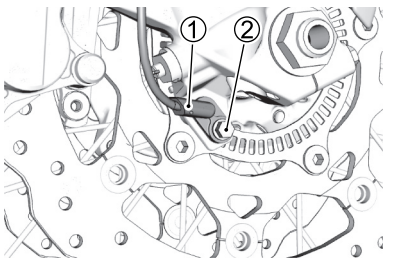
If the side stand/ignition interlock system is not working properly, it is possible to ride the motorcycle with the side stand in the down position. This may interfere with rider control during a left turn and could cause a crash.

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.

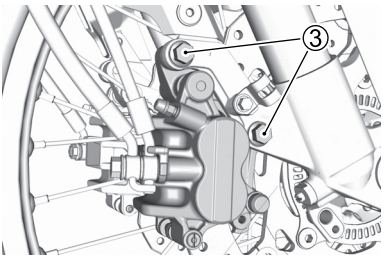
FRONT WHEEL

REMOVING

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

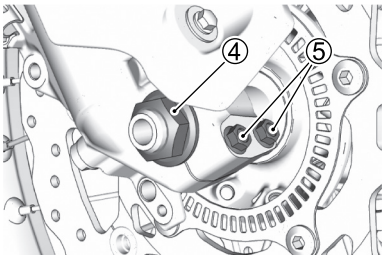


3. Remove both brake calipers from the front forks by removing the mounting bolts ③ on each of the calipers.

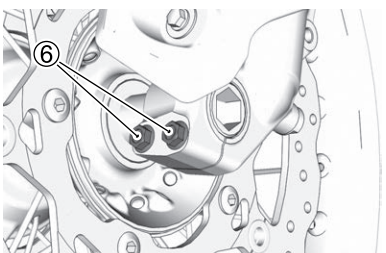


NOTE: Never squeeze the brake lever with the caliper removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result.

4. Remove the axle nut ④.
5. Loosen the axle holder bolts ⑤.



6. Loosen the axle holder bolts ⑥.



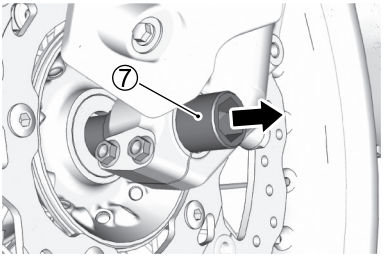
7. Place an accessory service stand or equivalent under the swingarm to help stabilize the rear end.
8. Carefully position a jack under the exhaust pipe and raise it until the front wheel is slightly off the ground.

NOTICE

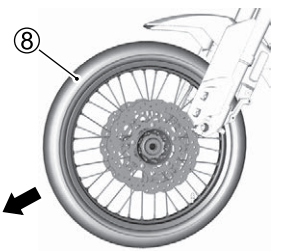
Improper jacking may cause damage to the fairing or oil filter.

Do not place the jack under the lower part of the fairing or the oil filter when jacking up the motorcycle.

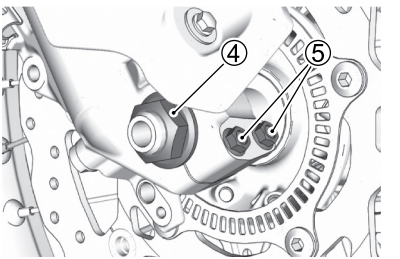
9. Draw out the axle shaft ⑦.



10. Slide the front wheel forward ⑧.

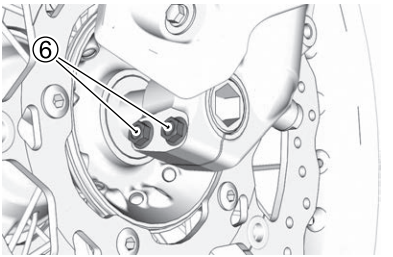


11. Put the new wheel in place and insert the axle shaft.
12. Remove the jack and service stand.
13. Hold the shaft and tighten the axle nut ④ to the specified torque.
14. Tighten the axle holder bolts ⑤ to the specified torque.



15. Move the steering up and down several times to seat the axle shaft.

16. Tighten the axle holder bolts ⑥ to the specified torque.



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

Front axle nut tightening torque:
74.0 lbf-ft (100 N·m, 10.2 kgf-m)

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

Front brake caliper mounting bolt
tightening torque:
19.5 lbf-ft (26 N·m, 2.7 kgf-m)

Front wheel speed sensor mounting bolt
tightening torque:
7.5 lbf-ft (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 discs and proper lever stroke and firm feel are restored. Also check that the wheel rotates freely.

⚠ WARNING

If the bolts and nuts are not properly tightened, the wheel can come off, causing a crash.

Be sure to tighten the bolts and nuts to the specified torque. If you do not have a torque wrench or do not know how to use one, ask your dealer to check the bolts and nuts.

⚠ WARNING

Installing the front wheel in the reverse direction can be hazardous. The tire for this motorcycle is directional. Therefore, the motorcycle may have unusual handling if the wheel is installed incorrectly.

Install the front wheel so that the tire rotates in the specified direction, as indicated by the arrow on the sidewall of the tire.

REAR WHEEL

REMOVING

⚠ CAUTION

A hot exhaust pipe or muffler can burn you.

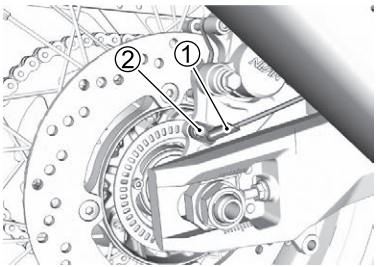
Wait until the exhaust pipe or muffler cools before removing the axle nut.

NOTICE

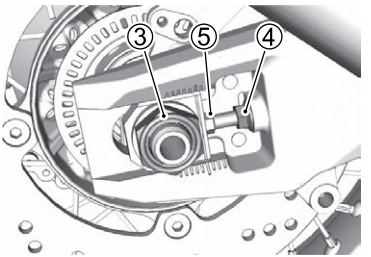
Removing the rear wheel without use of an accessory stand can result in your motorcycle falling over and being damaged.

Do not attempt roadside removal of the rear wheel. Only remove the rear wheel at a properly equipped servicing facility using an accessory service stand.

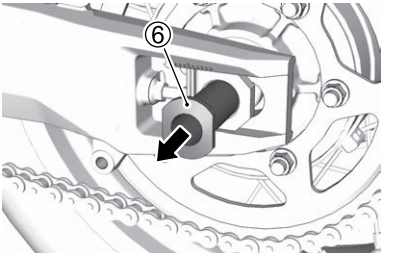
1. Place an accessory service stand or an equivalent stand under the swingarm to lift the rear wheel slightly off the ground.
2. Remove the rear wheel speed sensor ① by removing the mounting bolt ②.



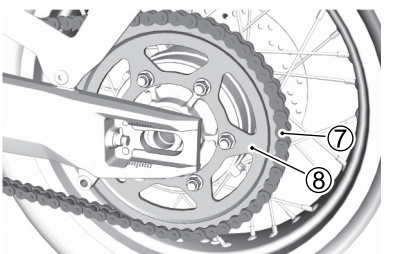
3. Remove the axle nut ③.
4. Loosen the right and left lock nuts ④. Turn the right and left chain adjuster bolts ⑤ clockwise.



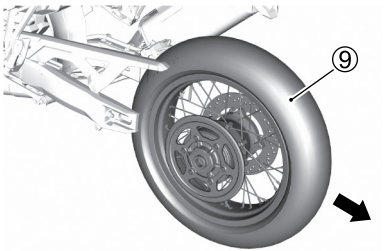
5. Draw out the axle shaft ⑥.



6. With the wheel moved forward, remove the chain ⑦ from the sprocket ⑧.



7. Pull the rear wheel assembly ⑨ rearward.



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

8. To replace the wheel, reverse the complete sequence listed.
9. Adjust the drive chain slack.

10. After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

Rear axle nut tightening torque:
74.0 lbf-ft (100 N·m, 10.2 kgf-m)

Chain adjuster lock nut tightening torque:
16.5 lbf-ft (22 N·m, 2.2 kgf-m)

Rear wheel speed sensor mounting bolt tightening torque:
7.5 lbf-ft (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 (☞ 3-52).**
- **Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your dealer do this.**

⚠ WARNING

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

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

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	LED
Rear turn signal light	LED
Brake light/Taillight	LED
License plate light	12V 5W

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 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.

License plate light

For the license plate light replacement procedure, consult with your dealer.

HEADLIGHT BEAM

TO ADJUST THE BEAM

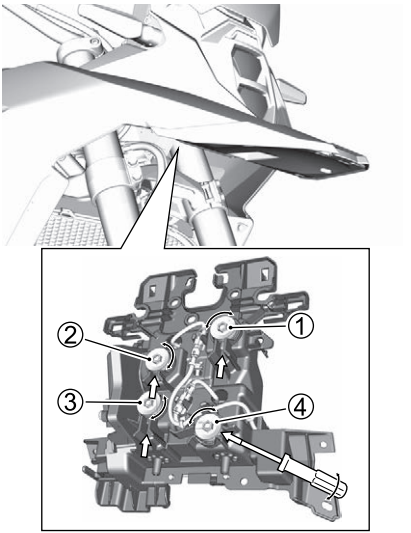
The headlight beam can be adjusted both up and down or right and left if necessary.

Low-beam up and down:
Turn the adjuster ① clockwise or counterclockwise.

Low-beam right and left:
Turn the adjuster ② clockwise or counterclockwise.

High-beam up and down:
Turn the adjuster ③ clockwise or counterclockwise.

High-beam right and left:
Turn the adjuster ④ clockwise or counterclockwise.



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 dealer.

NOTICE

Installing electrical items such as lights, gauges, etc., that are not suitable for the motorcycle may cause fuses to blow or may run down the battery.

Use genuine Suzuki parts when attaching electrical items.

NOTICE

Spraying water or wiping forcefully around fuses when washing the motorcycle may cause water to enter the wiring, causing corrosion or short circuiting.

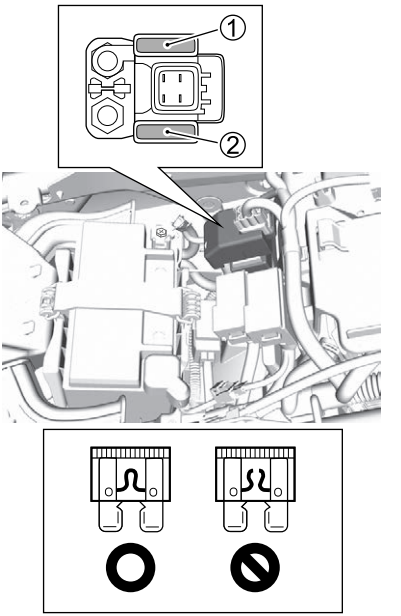
Do not spray water or wipe forcefully in the area around fuses.

MAIN FUSE

The main fuse is located under the seat.

Inspect the main fuses using the following procedure.

1. Set the ignition switch to OFF.
2. Remove the seat. See “SEAT AND SEAT LOCK” on page 2-114.
3. Remove the starter relay box cover, pull out the fuse ①, and inspect it.
4. If a fuse is blown, check the reason, and when you have remedied it, replace with a spare fuse ② of the specified amperage. If you are unable to ascertain the reason, have your motorcycle inspected by your dealer.

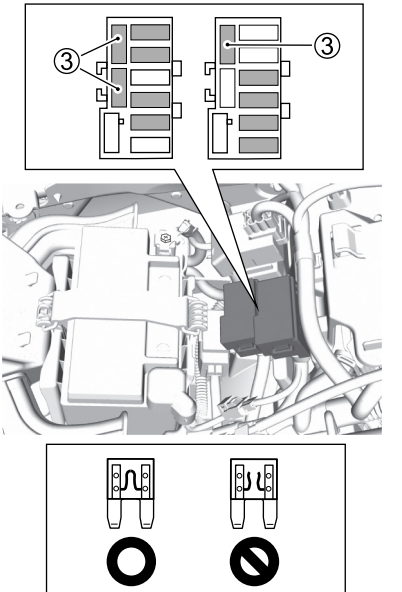


FUSES

The fuses are located under the seat.

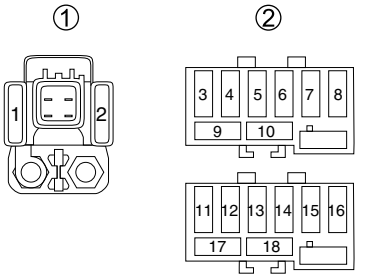
Inspect fuses using the following procedure.

1. Set the ignition switch to OFF.
2. Remove the seat. See “SEAT AND SEAT LOCK” on page 2-114.
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 ③ of the specified amperage. If you are unable to ascertain the reason that the fuse has blown, have your motorcycle inspected by your dealer.



LIST

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



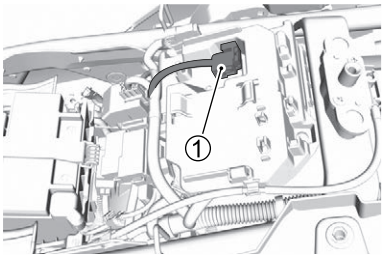
①: starter relay box
②: fuse box

Position	Label	Capacity	Protection parts
1	MAIN	30A	All electric circuits
2	SPARE	30A	-
3	-	-	-
4	-	-	-
5	P-SOURCE	10A	Power source
6	PARKING	10A	• Position light • Taillight • License plate light
7	ABS-VALVE	15A	ABS
8	ABS-MOTOR	20A	ABS
9	SPARE	20A	-
10	-	-	-
11	HEAD-HI	10A	• Head light (high-beam) • High-beam relay • Speedometer
12	HEAD-LO	10A	Head light (low-beam)

Position	Label	Capacity	Protection parts
13	IGNITION	10A	• Starter relay • Starter sub relay • Cooling fan relay • Fuel pump relay • Solenoid • ECM • Oxygen sensor • ABS
14	SIGNAL	15A	• Position light • Brake light/Taillight • License plate light • Turn signal light • Speedometer • Horn • USB socket
15	FUEL	10A	• Speedometer • Fuel injector • Fuel pump • ECM
16	FAN	15A	Cooling fan motor
17	SPARE	10A	-
18	SPARE	15A	-

DIAGNOSTIC CONNECTOR

The diagnostic connector ① is located under the seat.



NOTE: The diagnostic connector is used by your dealer.

TROUBLESHOOTING

TROUBLESHOOTING

DESCRIPTION

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

Consult your 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 your dealer if anything is unclear.

ENGINE DOES NOT START

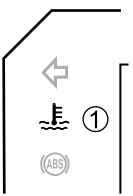
Perform the following checks.

- Make sure you are using the correct starting procedure.
  See “STARTING PROCEDURE” on page 2-91.
- Make sure the fuel tank has fuel.
  See “REFUELING PROCEDURE” on page 2-100.
- Check if the malfunction indicator light comes on.
  See “MALFUNCTION INDICATOR LIGHT” on page 2-22.
- Check for loose battery terminals.
  See “BATTERY” on page 3-15.
- Are any fuses blown?
  See “FUSES” on page 3-90.

Consult your dealer if you notice any failures/issues.

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

If the engine coolant temperature warning indicator light ① 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. Turn the ignition switch to the “ON” position to start the radiator fan and cool the engine.
   If the radiator fan does not operate, do not start the engine. Consult your dealer.
3. Once the engine has sufficiently cooled, check the coolant level and check hoses and such for leaks.
   a. If you find any leaks, do not start the engine. Consult your dealer.
   b. Replenish the coolant if the coolant level is low and there are no leaks. If you have to use water instead of coolant, consult your dealer as soon as possible to have the coolant checked and replaced.

4. If no issues are found, the motorcycle can be ridden once the engine coolant temperature warning indicator light go off. Consult your dealer for inspection as soon as possible.

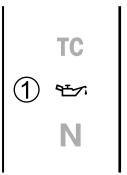
NOTICE

Riding while the motorcycle is overheating can cause serious damage to the engine.

Do not ride the motorcycle if the engine coolant temperature warning indicator light come on.

WHEN THE OIL PRESSURE WARNING INDICATOR LIGHT COME ON WHILE RIDING

If the oil pressure warning indicator light ① 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. Check the engine oil level. See “CHECKING THE ENGINE OIL LEVEL” on page 3-31.
   Replenish engine oil if the level is insufficient.
3. Start the engine.
   a. You can ride the motorcycle once the oil pressure warning indicator light go off.
   b. If the oil pressure warning indicator light do not go off, stop the engine and consult your dealer.
4. The engine may be damaged if the oil level has decreased. Consult your dealer for inspection.

NOTICE

Riding with low engine oil pressure may cause serious damage to the engine.

Do not ride the motorcycle if the oil pressure warning indicator light come on.

INDICATOR DISPLAYS

Consult your dealer for any of the following indicator display states.

- The malfunction indicator light (on page 2-22) comes on or blinks
- The FI warning displays appear (on page 2-24)
- The check displays (on page 2-24) do not go out
- The ABS indicator light (on page 2-27) 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 2-22)
- The neutral indicator light comes on while the gear position indicator is displaying 1, 2, 3, 4, 5, or 6
- The TC indicator (on page 2-29) comes on
- The service reminder indicator (on page 2-44) comes on
- The engine coolant temperature warning indicator light is lit and does not turn off when the engine is cold (on page 2-31)
- The oil pressure warning indicator light comes on when the amount of engine oil is appropriate (on page 2-30)

MOTORCYCLE CONDITION

Consult your dealer for any of the following indicator display states.

- The engine does not start
- If the motorcycle has fallen over or been involved in an accident
- The motorcycle makes an unusual noise or leaks fluid
- Engine performance drops off or is poor
- There is a marked decrease in brake fluid or you need to replace the brake fluid or pads
- Brake performance is poor
- There is a marked decrease in coolant or you need to replace the coolant
- You cannot ascertain why a fuse has blown
- The tires are extremely worn or you need to replace them

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

DESCRIPTION

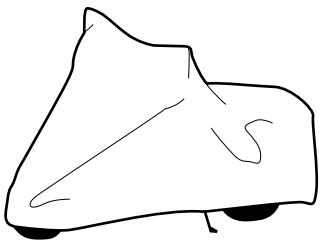
When you do not intend to ride the motorcycle for a long time, it is important to perform maintenance before storage. Perform the maintenance shown below.

NOTE: Suzuki recommends that you trust this maintenance work to your 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 dealer.

BATTERY

1. Remove the battery from the motorcycle by referring to the BATTERY section.
2. Clean the outside of the battery with a mild soap and remove corrosion from the terminals and wiring harness.
3. Store the battery in a room above freezing.

NOTE: Batteries lose electricity and self-discharge slowly, so remove the battery from the motorcycle, charge fully, and then store in a dark place in a room with good ventilation. When storing with the battery mounted on the motorcycle, disconnect the (-) terminal.

TIRES

Adjust tire pressure to the recommended pressure, and raise so that the front and rear wheels are off the ground.

NOTE: Consult your 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 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 your 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 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.

NOTE: 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 hasten corrosion.

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*

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 radiator can damage the cooling fins.

Be careful when washing around the radiator.

NOTICE

High pressure washers such as those found at coin-operated car washes have enough pressure to damage the parts of your motorcycle. It may cause rust, corrosion, and increased wear. Parts cleaner can also damage motorcycle parts.

Do not use high pressure washers to clean your motorcycle. Do not use parts cleaner on the throttle body and fuel injection sensors.

NOTICE

Cleaning your motorcycle with any alkaline or strong acid cleaner, gasoline, brake fluid, or any other solvent will damage the motorcycle parts.

Make sure to fully rinse off all detergent with plenty of water after washing the motorcycle.

WHEELS

To maintain the beauty of wheels, in addition to regular cleaning, wash them with cold water as soon as possible after riding along the coast or riding on roads sprayed with antifreeze.

1. Soak a sponge in neutral detergent and wash off any dirt.
2. Wash with sufficient cool water, then wipe off the water with a dry cloth.

NOTE: Wheel rim 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.

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

WARRANTIES

DESCRIPTION

The warranties for your motorcycle are explained in a separate warranty policy booklet given to you at the time of sale. Please read this booklet carefully so you can understand your rights and responsibilities. The following warranties are provided with your motorcycle:

- On-Road Motorcycle Limited Warranty
- Motorcycle Federal Emission Control System Limited Warranty
- California Emission Control System Limited Warranty (Applies ONLY to Suzuki street-legal, emission-controlled motorcycles certified for sale and registered in California.)

Suzuki limited warranties and the Federal and California Emission Control System Limited Warranty may not cover damage caused by modifications that would change the original vehicle specifications including, without limitation, modifications of any emission-related parts such as the carburetor(s), fuel injection system components, the engine control module, air suction system components, the catalytic converter (if equipped), evaporative emission control system components, etc.

EMISSION CONTROL SYSTEMS

DESCRIPTION

Your vehicle is subject to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission regulations. These regulations set specific standards for exhaust emission output levels and fuel permeation emissions, as well as particular servicing requirements.

EXHAUST EMISSION CONTROL SYSTEM

The exhaust emission control system of your vehicle includes a number of parts. While the emission-related parts may vary from model to model, they generally include components of the air induction system, fuel system, ignition system, and exhaust gas recirculation system, as well as devices such as catalytic converters, emission-related sensors, and electronic control units.

EVAPORATIVE EMISSION CONTROL SYSTEM (if equipped)

The evaporative emission control system of your vehicle consists of the carbon canister, fuel tank, fuel hoses, and fuel vapor hoses. These parts incorporate technologies to control fuel evaporative emissions.

SERVICING REQUIREMENTS

It is essential to have your vehicle serviced according to the maintenance schedule in this manual to maintain good emission performance and to preserve your emission warranty coverage. If parts replacement is necessary, replace the parts with Genuine Suzuki parts or their equivalent. Installing improper replacement parts or performing improper adjustments can cause your vehicle to exceed emission level limits. Tampering with emission-related components in a manner which defeats or reduces the effectiveness of these components is prohibited by federal and California law.

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 your dealer.**

REPORTING SAFETY DEFECTS

DESCRIPTION

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

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

To contact NHTSA, you may either call the Vehicle Safety Hot Line toll-free 1-888-327-4236 (TTY: 1-800-424-9153); go to http://www.safercar.gov; or write to: Administrator, NHTSA, 1200 New Jersey Ave., S.E., Washington DC 20590. You can also obtain other information about motor vehicle safety from http://www.safercar.gov.

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

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

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

DESCRIPTION

Federal law prohibits the following acts or the causing thereof;

1. The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or
2. The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

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

- Removing or puncturing the muffler, baffles, header pipes, screen type spark arrester (if equipped) or any other component which conducts exhaust gases
- Replacing the exhaust system or muffler with a system or muffler not marked with the same model specific code as the code listed on the Motorcycle Noise Emission Control Information label, and certified to appropriate EPA noise standards
- Removing or puncturing the air cleaner case, air cleaner cover, baffles, or any other component which conducts intake air.

Whenever replacing parts on your motorcycle, Suzuki recommends that you use genuine Suzuki replacement parts or their equivalent.

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.

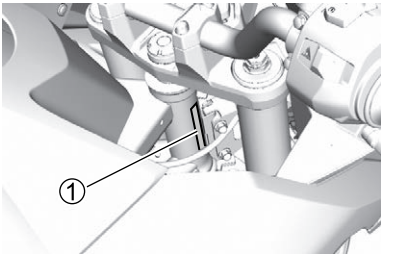
NOTE:

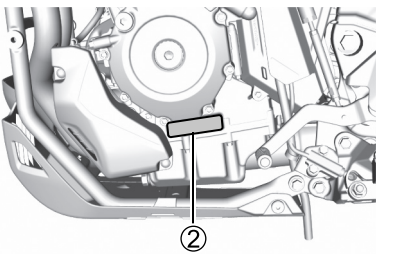
- *Data recorded differs depending on vehicle type.*
- *Voice data is not recorded.*
- *Depending on the conditions of use, data may not be recorded in some cases.*

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:

- *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	2345 mm (92.3 in)
Overall width	975 mm (38.4 in)
Overall height	1310 - 1340 mm (51.6 - 52.8 in)
Wheelbase	1570 mm (61.8 in)
Ground clearance	220 mm (8.7 in)
Curb mass	230 kg (507 lbs)

ENGINE

Type	Four-stroke, liquid-cooled, DOHC
Number of cylinders	2
Bore	84.0 mm (3.307 in)
Stroke	70.0 mm (2.756 in)
Displacement	776 cm^3 (47.4 cu. in)
Compression ratio	12.8 : 1
Fuel system	Fuel injection
Air cleaner	Non-woven fabric element
Starter system	Electric
Lubrication system	Forced feed circulation, Wet sump

DRIVE TRAIN

Clutch		Wet multi-plate type
Transmission		6-speed constant mesh
Gearshift pattern		1-down, 5-up
Primary reduction ratio		1.675 (62/37)
Gear ratios,	Low	3.071 (43/14)
	2nd	2.200 (33/15)
	3rd	1.700 (34/20)
	4th	1.416 (34/24)
	5th	1.230 (32/26)
	Top	1.107 (31/28)
Final reduction ratio		2.941 (50/17)
Drive chain		DID 525HV3, 126 links

CHASSIS

Front suspension	Telescopic, cylindrical coil,, oil damped
Rear suspension	Swing arm, cylindrical coil, oil damped
Front fork stroke	220 mm (8.7 in)
Steering angle	40° (right and left)
Caster	28° 00’
Trail	114 mm (4.5 in)
Turning radius	2.7 m (8.9 ft)
Front brake	Double disc
Rear brake	Single disc
Front tire size	90/90-21M/C 54H
Rear tire size	150/70R17M/C 69H

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK LMAR8BI-9
Battery	12V 28.8 kC (8 Ah)/10 HR
Generator	Three-phase A.C. generator
Main fuse	30A
Fuse	10/10/10/10/10/10/15/15A
ABS fuse	15/20A
Headlight	LED
Position light	LED
Front turn signal light	LED
Rear turn signal light	LED
License plate light	12V 5W
Brake light/Taillight	LED
Turn signal indicator light	LED
Neutral indicator light	LED
High beam indicator light	LED
Malfunction indicator light	LED
Master warning indicator light	LED
Oil pressure warning indicator light	LED
Engine coolant temperature warning indicator light	LED
Electrical charging indicator light	LED
Traction control indicator light	LED
ABS indicator light	LED

CAPACITIES

Fuel tank		20.0 L (5.3/4.4 US/Imp. gal)
Engine oil,	oil change	3,000 ml (3.2/2.6 US/Imp. qt)
	With filter change	3,500 ml (3.7/3.1 US/Imp. qt)
	Overhaul	3,900 ml (4.1/3.4 US/Imp. qt)
Coolant		1,870 ml (2.0/1.6 US/Imp. qt)

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