



FU150MFX

OWNER'S MANUAL



FU150MF
OWNER'S MANUAL

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

IMPORTANT

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

The first 1600 km (1,000 miles) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.

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

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

WARNING / CAUTION / NOTE

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

⚠ WARNING

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

CAUTION

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

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

FOREWORD

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

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

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

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

SUZUKI PHILIPPINES, INCORPORATED



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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

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

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

1-2

- Any time that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid, non movable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.
- Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the 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 should be as light as possible and kept to a minimum.

- The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.
- Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit his or her control ability.
- Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

1-3

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

WARNING

Exceeding a maximum loading capacity can cause loss of control.

Never exceed the maximum loading capacity described in the owner's manual and label.

MODIFICATION

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

WARNING

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

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

1-4

SAFETY RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

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

WEAR A HELMET

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

RIDING APPAREL

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



INSPECTION BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

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

KNOW YOUR LIMITS

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

1-5

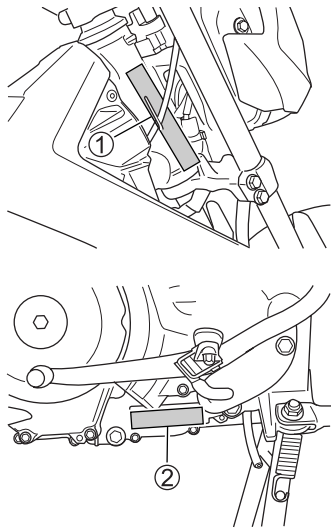
BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

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

RIDE DEFENSIVELY

The most common type of motorcycle accident occurs when a car traveling towards a motorcycle turns round corner in front of the motorcyclist. Ride defensively. Wise motorcyclist uses a strategy of assuming they are invisible to other drivers, even in broad daylight. Wear bright, reflecting clothing. Turn on the headlight and taillight every time even on a bright, sunny day to attract driver's attention. Do not ride in another driver's blind spot.

SERIAL NUMBER LOCATION



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

The frame serial number ① is stamped on the steering head tube.

The engine serial number ② is stamped on the left hand side of the crankcase assembly.

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

Frame number:

Engine number:



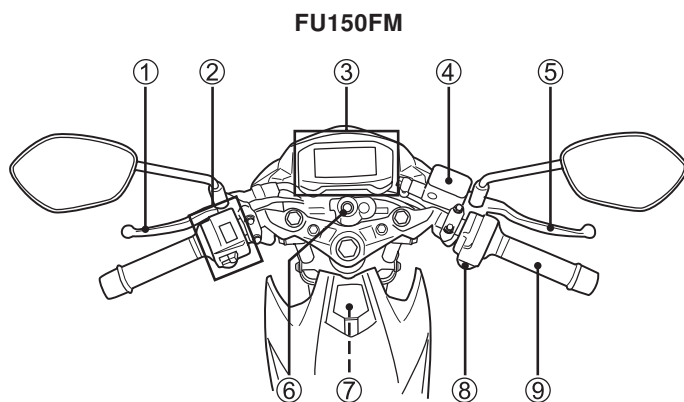
1-6

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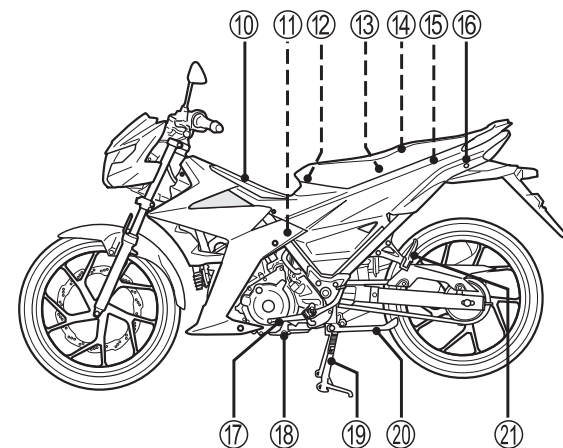
2-1

**CONTROLS
LOCATION OF PARTS**



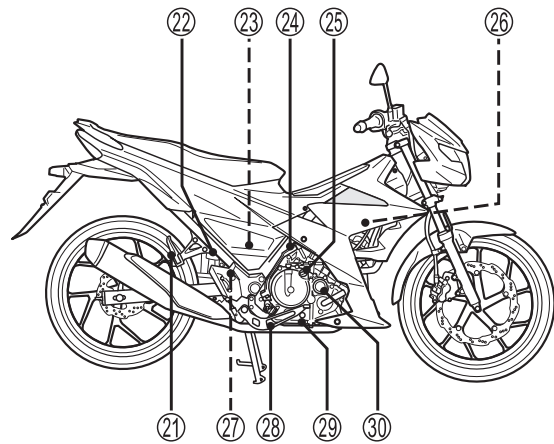
- | | |
|-------------------------------|----------------------------|
| ① Clutch lever | ⑥ Ignition switch |
| ② Left handlebar switches | ⑦ Engine coolant reservoir |
| ③ Instrument panel | ⑧ Electric starter switch |
| ④ Front brake fluid reservoir | ⑨ Throttle grip |
| ⑤ Front brake lever | |

2-2



- | | |
|---------------------|-------------------------|
| ⑩ Front box | ⑯ Seat lock |
| ⑪ Air screw | ⑰ Gearshift lever |
| ⑫ Helmet holders | ⑱ Engine oil drain plug |
| ⑬ Fuel tank cap | ⑲ Center stand |
| ⑭ Tools | ⑳ Side stand |
| ⑮ Battery and fuses | ㉑ Passenger footrests |

2-3



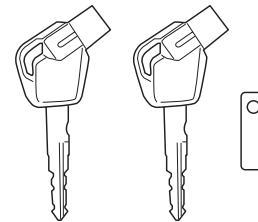
FU150FM

- ② Rear brake fluid reservoir
- ③ Air cleaner
- ④ Kick starter lever
- ⑤ Engine oil filler cap
- ⑥ Spark plug
- ⑦ Rear brake light switch
- ⑧ Rear brake pedal
- ⑨ Engine oil inspection window
- ⑩ Engine oil filter

KEY

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

FU150FM

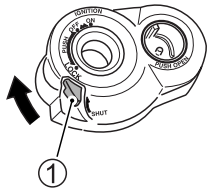


Your motorcycle ignition keys are stamped with an identifying number. This number is used when making replacement keys. Please write your key number in the box provided for your future reference.

Key number:

IGNITION SWITCH

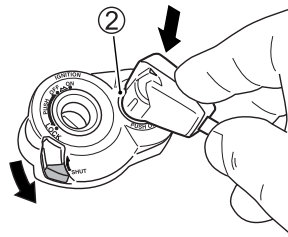
To close the ignition key-hole shutter:



Push the key-hole shutter knob ① to close the key-hole shutter.

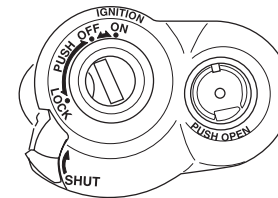
2-6

To open the ignition key-hole shutter:



1. Match the ignition key head to the hole at the right of the ignition switch.
2. Push the key to the bottom of the key-hole shutter opener ②.

NOTE: Spray anti-corrosion chemicals to the key-hole shutter to avoid shutter corrosion trouble.



The ignition switch has 3 positions:

“OFF” POSITION

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

“ON” POSITION

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

NOTE: Start the engine promptly after turning the key to the “ON” position, or the battery will be discharge due to early consumption of the position light, license plate light and taillight.

2-7

“LOCK” POSITION

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

⚠ WARNING

Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

Never attempt to move the motorcycle when the steering is locked.

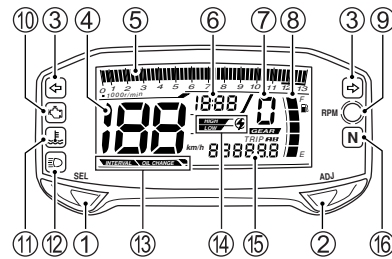
Stop the motorcycle and place it on the center stand before locking the steering. Never attempt to move the motorcycle when the steering is locked.

⚠ WARNING

Motorcycle may be damaged unexpectedly when the motorcycle fell down due to slip or collision. Unexpected damage may result in fire. You may be injured by moving parts such as rear wheel if the engine does not stop due to damage on motorcycle.

Turn off the ignition switch immediately after the motorcycle fell down. Ask your authorized Suzuki dealer to inspect the motorcycle.

INSTRUMENT PANEL



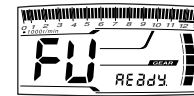
The engine rpm indicator light ⑨, malfunction indicator light ⑩, coolant temperature indicator light ⑪, and LCD's work as follows to confirm their function when the ignition switch is turned to the "ON" position.

2-8

The display indicates the opening pattern shown below:



All LCD display



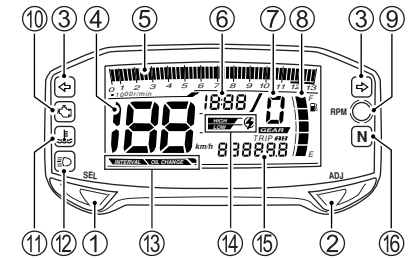
FU READY.



150 GO.



Normal display



TURN SIGNAL INDICATOR LIGHT “↔” ③
When the turn signals are being operated either to the right or to the left, the indicator light will flash intermittently.

NOTE: If a turn signal light is not operating properly due to bulb filament or circuit failure, the indicator will flicker quickly to warn the rider of the existence of a trouble.

2-9

SPEEDOMETER ④

The speedometer indicates the road speed in kilometers per hour.

TACHOMETER ⑤

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

CLOCK ⑥



Time is shown when the ignition switch is in the "ON" position. The clock has a 12-hour display. Follow the procedure below to adjust the clock.

1. To adjust the clock, press and hold the SEL button ① and the ADJ button ② simultaneously for 2 seconds until the clock display blinks when adjusting clock.
2. Push the SEL button ① to adjust the hour display.
3. Push the ADJ button ② to adjust the minute display.
4. Press and hold the SEL button ① and the ADJ button ② simultaneously for 2 seconds to return to the clock mode.

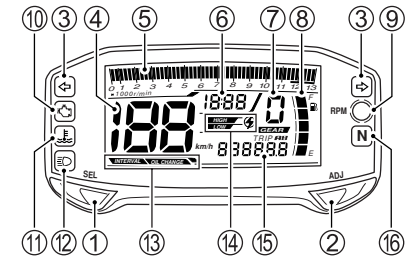
2-10

NOTE:

- When the SEL button ① or ADJ button ② is pressed and held, the display will increase continuously.
- The clock can be adjusted when the ignition switch is in the "ON" position.
- This clock is powered by the battery of the motorcycle. If your motorcycle is to be left unused more than two months, remove the battery from the motorcycle.

GEAR POSITION INDICATOR ⑦



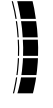



The gear position indicator indicates gear position. This indicator displays "0" when the transmission is in neutral.



FUEL METER " " ⑧

The fuel meter indicates the amount of fuel remaining in the fuel tank. The fuel meter displays all 5 segments when the fuel tank is full. The mark blinks when the fuel level drops below 1.0 L. The mark and segment blink when the fuel drops below 0.4 L.

2-11

Fuel tank	Approximately 0.4 L	Approximately 1.0 L	Full
Fuel segment	Blink 		
Fuel mark	Blink 	Blink 	

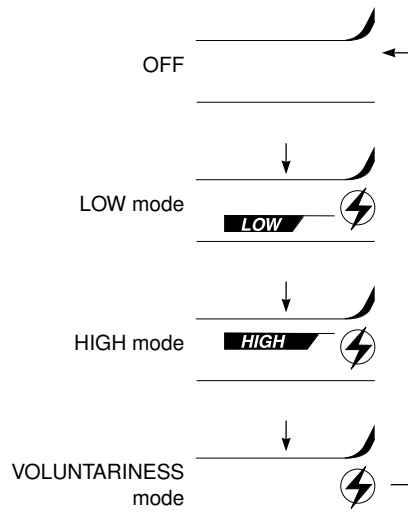
NOTE: The fuel meter will not indicate correctly when the motorcycle is placed on the side stand. Turn the ignition switch to the "ON" position when the motorcycle is held upright.

ENGINE RPM INDICATOR LIGHT ⑨

The engine rpm indicator light ⑨ will light or blink when the engine speed reaches a preset engine rpm. There are three modes; LOW mode, HIGH mode, and Voluntariness mode for which the engine rpm can be set arbitrary.

OFF/LOW/HIGH/VOLUNTARINESS Mode selection

To change the display ⑭, push the ADJ button ②. The display changes in the order below.

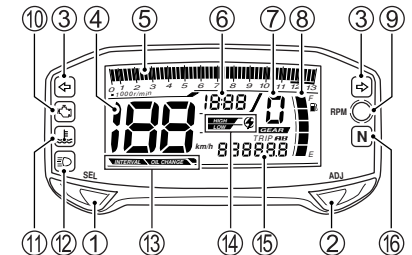


LOW mode

Engine rpm (r/min)	Engine rpm indicator light ⑨
0 ≦ engine rpm < 4000	No light
4000 ≦ engine rpm < 5000	Blink
5000 ≦ engine rpm	Light

HIGH mode

Engine rpm (r/min)	Engine rpm indicator light ⑨
0 ≦ engine rpm < 9500	No light
9500 ≦ engine rpm	Light



VOLUNTARINESS Mode setting

1. Push the ADJ button ② to display the Voluntariness mode.
2. Press and hold the SEL button ① for 2 seconds. The display switches to the engine rpm voluntariness mode.
3. Push the ADJ button ② to switch the lighting mode as follows: lighting mode → blinking mode → lighting mode. The engine rpm indicator light ⑨ comes on in the lighting mode and blinks in the blinking mode.

4. After selecting the lighting mode or blinking mode, push the SEL button ① to change preset engine rpm setting.
5. Push the ADJ button ② to set preset engine rpm. The engine rpm can be set in increments of 500 r/min. The tachometer indicates preset engine rpm. The available setting range is from 3000 r/min to 11500 r/min.
6. Push the SEL button ① to exit the engine rpm voluntariness mode.

⚠ WARNING

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

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

2-14

MALFUNCTION INDICATOR LIGHT “” ⑩

If the fuel injection system fails, the malfunction indicator light ⑩ comes on and the following two modes;

- A. The malfunction indicator light ⑩ comes on and remains lit.
- B. The malfunction indicator light ⑩ blinks.

The engine may continue to run in mode A, but the engine will not run in mode B.

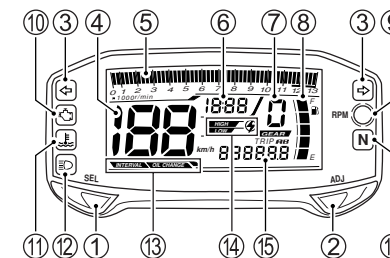
CAUTION

The malfunction indicator light comes on to indicate a problem with the fuel injection system. Riding the motorcycle with the malfunction indicator lit can damage the engine and transmission.

If the malfunction indicator light comes on, have your authorized Suzuki dealer or a qualified mechanic inspect the fuel injection system as soon as possible.

NOTE:

- If the malfunction indicator light comes on and remains lit, keep the engine running and bring your motorcycle to an authorized Suzuki dealer. If the engine stalls, try restarting the engine after turning the ignition switch off and on.
- If the malfunction indicator light blinks, the engine will not start.
- If the indicator light comes on and fast blinks 3 times, the battery voltage is lower. Try charging the battery.



COOLANT TEMPERATURE INDICATOR LIGHT “” ⑪

This indicator light comes on when the coolant temperature indicates more than 120°C. When the coolant temperature indicator comes on, stop the engine and check the coolant level after engine cools.

2-15

CAUTION

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

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

HIGH BEAM INDICATOR LIGHT “” ⑫

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

2-16

OIL CHANGE INDICATOR “” ⑬

INTERVAL OIL CHANGE

The oil change indicator comes on to remind you to change the engine oil. The indicator comes on at initial 1000 km and preset intervals thereafter. The preset interval is adjustable between 500 km and 4000 km in 500 km steps. Reset the indicator after changing the engine oil to turn off the indicator.

To reset the oil change indicator:

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

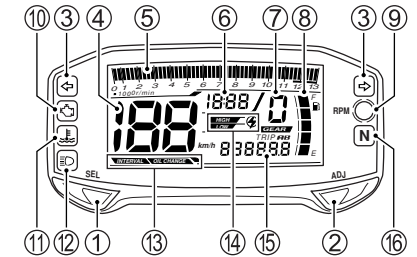
To preset the oil change interval:

1. Set the meter to odometer, then press and hold the ADJ button ② for 2 seconds until the INTERVAL and OIL CHANGE indicators blink.
2. Push the SEL button ① to decrease the interval from 4000 km to 500 km in 500 km steps. Push the ADJ button ② to increase the interval from 500 km to 4000 km in 500 km steps.
3. Press and hold the SEL button ① and the ADJ button ② for 2 seconds to exit the preset.

NOTE:

- The preset interval can be adjusted after odometer reaches 1000 km.
- Reset the indicator after initial engine oil replacement.
- Reset the indicator after oil replacement even if the indicator is not displayed.
- Preset interval change does not reset the indicator.
- The preset interval is factory adjusted to 4000 km.

2-17

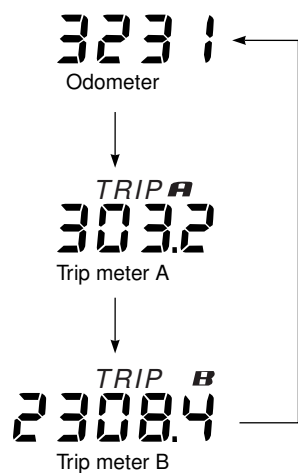


ODOMETER/TRIP METER ⑮

The display has 3 functions; odometer and two trip meters. When the ignition switch is turned to the “ON” position, the opening pattern shown below is displayed. After the opening pattern is displayed, the display will show the function that was displayed the last time that the ignition switch was turned off.

TRIP A B
888888

To change the display, push the SEL button ①. The display changes in the order below.



ODOMETER

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

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

TRIP METERS

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

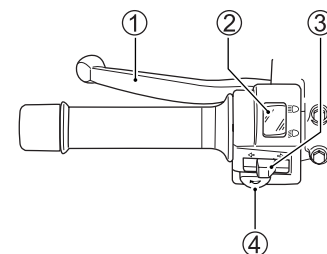
To reset a meter to zero, press and hold the ADJ button ② for 2 seconds while the display indicates the trip meter A or B, you want to reset.

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

NEUTRAL INDICATOR LIGHT “N” ⑩

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

LEFT HANDLEBAR



CLUTCH LEVER ①

The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.

DIMMER SWITCH ②





“” Position

The headlight low beam and taillight turn on.

“” Position

The headlight high beam and taillight turn on.
The high beam indicator light also turns on.

CAUTION

Holding the dimmer switch between “” high and “” low beam position will light both “” high and “” low headlight beam. This operation can damage the motorcycle.

Use the dimmer switch only at “” high or “” low position.

2-20

CAUTION

Sticking some tape or placing objects in front of the headlight can damage the headlight.



Do not stick any tapes to the headlight. Do not place objects in front of the headlight.

CAUTION

Do not put objects in front of the headlight or tail light when they are on, and do not cover with clothes when the motorcycle is stopped.

This may cause melting of the lens or damage to the object by the heat from the lens.

TURN SIGNAL INDICATOR LIGHT “” ③

Moving the switch to the “” position will flash the left turn signals. Moving the switch to the “” position will flash the right turn signals. When the turn signals are being operated either to the right or to the left, the indicator light will flash intermittently. To cancel turn signal operation, push the switch in.

NOTE: If a turn signal light is not operating properly due to bulb filament or circuit failure, the indicator will flicker quickly to warn the rider of the existence of a trouble.

2-21

WARNING

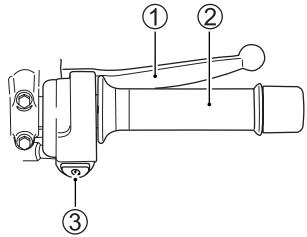
Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

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

HORN BUTTON “” ④

Press the button to sound the horn.

RIGHT HANDLEBAR



FRONT BRAKE LEVER ①

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

2-22

THROTTLE GRIP ②

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

ELECTRIC STARTER BUTTON “” ③

Push in the electric starter switch to operate the starter motor. With the ignition switch in the “ON” position, the transmission in neutral and push the electric starter switch to start the engine.

CAUTION

Check if the engine is under the following conditions. If the engine is started under the conditions other than those mentioned, the serious engine damaged may result. If these conditions are not indicated on the indicator, consult your Suzuki dealer for checking.

- When the neutral indicator light comes on, the gear position indicator should indicate “0” (Neutral).
- When the neutral indicator light goes off, the gear position indicator should indicate either “1”, “2”, “3”, “4”, “5” or “6”.

2-23

CAUTION

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

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

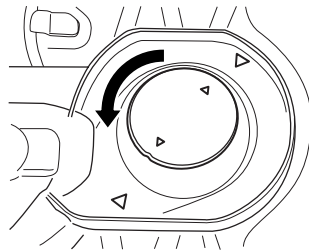
Suzuki Easy Start System

Suzuki Easy Start System permits engine start by simple one-push action on the electric starter switch. When the transmission is in neutral, the engine can be started without squeezing the clutch lever. When the transmission is in a position other than neutral, the engine can be started by squeezing the clutch lever.

NOTE: When the electric starter switch is pushed, the starter motor will continue turning for about few seconds even when you release your hand from the switch. After elapsing about few seconds, or when the engine is started, the starter motor will stop automatically.

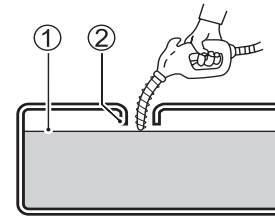
2-24

FUEL TANK CAP



Fuel tank is located under the seat. To open the fuel tank cap, turn it counterclockwise. To close the fuel tank cap, turn it clockwise. Align the cap triangle mark to tray triangle mark.

Use fresh gasoline when filling up the fuel tank. Do not use bad gasoline which is contaminated with dirt, dust, water or other liquid. Be careful that dirt, dust or water does not enter the fuel tank when refueling.



- ① Fuel level
- ② Filler neck

⚠ WARNING

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

Never fill the fuel above the bottom of the filler neck ②.

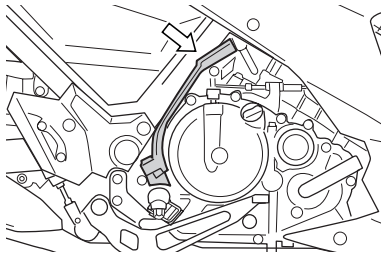
2-25

⚠ WARNING

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

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

KICK STARTER LEVER



This motorcycle is equipped with a kick starter located on the right side of the engine.

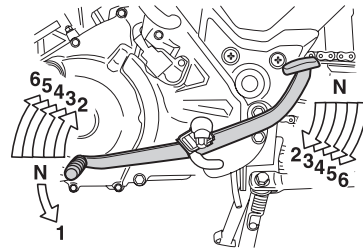
⚠ WARNING

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

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

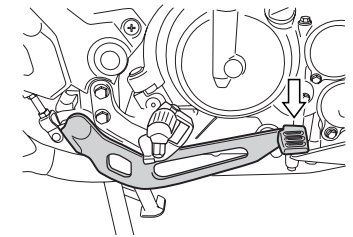
2-26

GEARSHIFT LEVER



This motorcycle has 6-speed transmission which operates as shown. To shift properly, squeeze the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the front end of the lever or depress the rear end of the lever to up shift and depress the front end of the lever to downshift. Neutral is located between 1st and 2nd gear. When neutral is desired, depress the front or rear end of the lever halfway between 1st and 2nd gear.

REAR BRAKE PEDAL



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

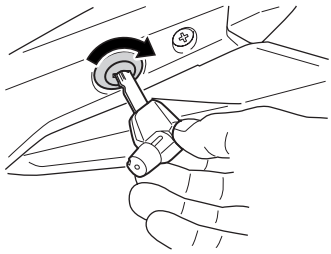
2-27

NOTE: When the transmission is in neutral, the green indicator light on the instrument panel will lit. However, even when the light is illuminated, cautiously release the clutch lever slowly to confirm the transmission is in neutral.

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

SEAT LOCK AND HELMET HOLDERS

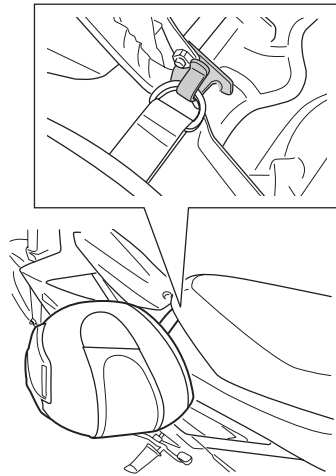
SEAT LOCK



To unlock the seat lock, insert the ignition key into the lock and turn it clockwise.

To lock the seat, push down firmly until the seat latch snaps into the locked position.

HELMET HOLDERS



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

2-28

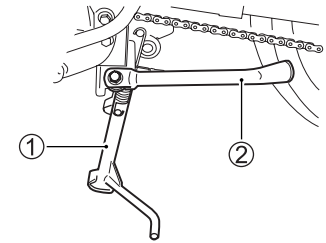
⚠ WARNING

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

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

STANDS

This motorcycle is equipped with a center stand and side stand.



CENTER STAND ①

To place the motorcycle on the center stand, place your right foot on the center stand extension, hold the handlebars with your left hand and hold the passenger hand rail with your right hand. Step on the center stand extension and then rock the motorcycle to the rear and upward.

2-29

SIDE STAND ②

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 stopper.

⚠ WARNING

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

Always retract the side stand completely before starting off.

2-30

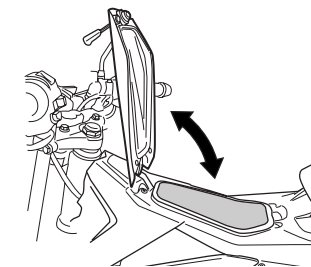
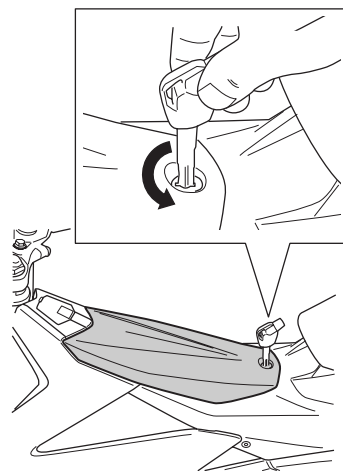
CAUTION

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

If you must park on an incline, aim the front of the motorcycle uphill and place the motorcycle on the center stand, for the motorcycle on the side stand may roll off.

FRONT BOX

This motorcycle is equipped with the front box.



To open the front box:
Insert the ignition key into the lock and turn it counterclockwise to open the lid.

To close the front box:
Close the lid, Insert the ignition key into the lock and turn it clockwise to lock the lid. Remove the ignition key.

The front box load capacity is 1.5 kg.

2-31

⚠ WARNING

Opening the box lid while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars during operation.

CAUTION

The lock may not be engaged if the box is over loaded. Attempting to engage the lock by forcibly push down the lid will cause damage to the lid or lock mechanism.

Reduce the baggage before engaging the lock so as to avoid applying excessive load to the lid.

NOTE:

- The temperature inside the box increases due to the heat from the engine and direct sunlight. Do not keep any flammable items, low heat-resistant items, foods or drink in the box.
- Do not keep valuable items in the box when leaving the motorcycle unattended.
- Do not put valuable items and electronic appliances in the box because the box is not watertight.
- Do not put breakable items in the box.
- The front box load capacity is 1.5 kg.



2-32

FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS

FUEL	3-2
ENGINE OIL	3-3
ENGINE COOLANT SOLUTION	3-6

3-1

FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS

FUEL

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

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.

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, may be used in your vehicle if the ethanol content is not greater than 10%.

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 91 octane.
- If you are not satisfied with the driveability of your motorcycle when you are using an oxygenated fuel, or if engine ping is experienced, substitute another brand as there are differences between brands.

CAUTION

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

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

3-2

ENGINE OIL

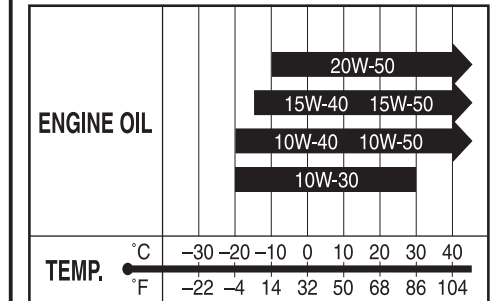
Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil. Use oil with an API (American Petroleum Institute) Classification of SF/SG or SH/SJ/SK/SL with JASO MA.

SAE	API	JASO
10W-40	SF or SG	-
10W-40	SH, SJ, SK, SL	MA

API: American Petroleum Institute
JASO: Japanese Automobile Standards Organization

SAE Engine Oil Viscosity

SUZUKI recommends the use of Suzuki Genuine Oil (SAE 10W-40 SF/SG or SH/SJ/SK/SL with JASO MA) available in the market. If not available, select an alternative oil according to the chart below.



3-3

Suzuki Genuine Oil



Recommended Oil

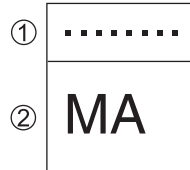
SAE	API	JASO
10W-40	SG	MA

3-4

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 and MB. The oil container shows the classification as follows.



- ① Code number of oil sales company
- ② Oil Classification

Energy Conserving

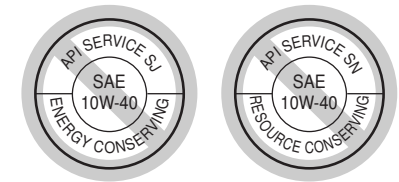
SUZUKI does not recommend the use of “ENERGY CONSERVING” oils. Some engine oils which have an API classification of SH or higher have an “ENERGY CONSERVING” indication in the API classification doughnut mark. These oils can affect engine life and clutch performance.

API SG, SH, SJ or SL



Recommended

API from SH to SM API SN or higher



Not recommended

3-5

ENGINE COOLANT SOLUTION

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

CAUTION

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.

NOTE: Using coolant not specified for aluminium engines or using ordinary tap water or mineral water can cause corrosion.

3-6

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. 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, remove to fresh air. If coolant gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

Engine coolant

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

SUZUKI LONG LIFE COOLANT (Green)

"SUZUKI SUPER LONG LIFE COOLANT" is pre-mixed to the proper ratio. Add only "SUZUKI SUPER LONG LIFE COOLANT" if coolant level drops. It is not necessary to dilute "SUZUKI SUPER LONG LIFE COOLANT" when replacing coolant.

Water for mixing

Use distilled water only. Water other than distilled water can corrode and clog the aluminium radiator.

Required amount of water/coolant

Solution capacity (total): 1260 ml

40%	Water	504 ml
60%	Coolant	756 ml

NOTE: This 60% mixture will protect the cooling system from freezing at temperatures above -31°C . If the motorcycle is to be exposed to temperature below -31°C , this mixing ratio should be increased up to 55% (-40°C) or 60% (-55°C) coolant. The mixing ratio should not exceed 60% coolant.

3-7



BREAK-IN (RUNNING-IN) AND INSPECTION BEFORE RIDING

PROPER BREAK-IN PROCEDURE	4-2
INSPECTION BEFORE RIDING	4-4



BREAK-IN (RUNNING-IN)

PROPER BREAK-IN PROCEDURE

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

MAXIMUM THROTTLE OPERATION RECOMMENDATION

This table shows the maximum recommended throttle operation during the break-in period.

Initial	800 km	Below 5500
Up to	1600 km	Below 8500
Over	1600 km	Below 11500 rpm

VARY THE ENGINE SPEED

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

4-2

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1,600 km.

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

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

BREAKING IN THE NEW TIRES

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

4-3

WARNING

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

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

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

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

Timely completion of the first 1000 km service will ensure optimum service life and performance from the engine.

NOTE: The 1000 km service should be performed as outlined in the MAINTENANCE SCHEDULE section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

4-4

INSPECTION BEFORE RIDING

PRE-RIDE CHECK ITEMS

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

WARNING

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

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

WARNING

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







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

WARNING

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

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

4-5

WHAT TO CHECK	CHECK FOR:
Steering	<ul style="list-style-type: none"> • Smoothness • No restriction of movement • No play or looseness
Brakes ( 2-22, 2-27, 6-43)	<ul style="list-style-type: none"> • Proper lever operation • Fluid level in the reservoir to be above "LOWER" line • No fluid leakage • Brake pads/shoes not be worn down to the limit line • Correct lever play • No "sponginess" • No dragging
Tires ( 6-49)	<ul style="list-style-type: none"> • Correct pressure • Adequate tread depth • No cracks or cuts
Fuel ( 2-11)	Enough fuel for the planned distance of operation
Lighting ( 2-8, 2-9, 2-20)	Operation of all lights and indicators
Horn ( 2-21)	Correct function
Suspensions	Smooth movement and oil leaks
Drive Chain ( 6-37)	<ul style="list-style-type: none"> • Proper tension or slack • Adequate lubrication • No excessive wear or damage

Throttle grip (☞6-25)	<ul style="list-style-type: none"> • Correct cable play • Smooth operation and positive return of the throttle grip to the closed position
Side stand and Center stand	<ul style="list-style-type: none"> • Smoothness • No restriction of movement • No play or looseness
Engine oil (☞6-32)	<ul style="list-style-type: none"> • Correct level
Clutch (☞6-27)	<ul style="list-style-type: none"> • Correct lever play • Smooth and progressive action
Cooling system (☞6-28)	<ul style="list-style-type: none"> • Proper coolant level • No coolant leakage

4-6



RIDING TIPS

STARTING THE ENGINE	5-2
STARTING OFF	5-4
USING THE TRANSMISSION	5-6
RIDING ON HILLS	5-7
STOPPING AND PARKING	5-8

5-1

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, make sure the transmission is in neutral position, the motorcycle on the center stand. Insert the ignition key into the ignition switch and turn it to the "ON" position.

WARNING

Starting the engine improperly can be hazardous. Starting the engine with the center stand released can move motorcycle forward as soon as engine starts.

Place the motorcycle on the center stand before starting the engine and do not release the center stand until engine revs at idling speed.

5-2

CAUTION

Check if the engine is under the following conditions. If the engine is started under the conditions other than those mentioned, serious engine damaged may result. If these conditions are not indicated on the indicator, consult your Suzuki dealer for checking.

- When the neutral indicator light comes on, the gear position indicator should indicate "0" (Neutral).
- When the neutral indicator light goes off, the gear position indicator should indicate either "1", "2", "3", "4", "5" or "6".

When the Engine is Cold:

1. Close the throttle grip and push the electric starter switch or depress the kick starter lever.
2. After the engine starts, let the engine run until the engine sufficiently warms up.

When the Engine is Warm:

Close the throttle grip and push the electric starter switch or depress the kick starter lever.

WARNING

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

Only run the engine outdoors where there is fresh air.

5-3

CAUTION

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

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

Suzuki Easy Start System

Suzuki Easy Start System permits engine start by simple one-push action on the electric starter switch. When the transmission is in neutral, the engine can be started without squeezing the clutch lever. When the transmission is in a position other than neutral, the engine can be started by squeezing the clutch lever.

NOTE: When the electric starter switch is pushed, the starter motor will continue turning for about few seconds even when you release your hand from the switch. After elapsing about few seconds, or when the engine is started, the starter motor will stop automatically.

5-4

STARTING OFF

1. Warm up the engine in Neutral gear position.
2. Engage first gear by depressing the gearshift lever downward. Turn the throttle grip toward you and at the same time release the clutch lever gently and smoothly.
3. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, accelerate gently, then close the throttle and squeeze the clutch lever in simultaneously.
4. Lift the front end of gearshift lever upward or depress the rear end of gearshift lever to select the next gear and release the clutch lever and open the throttle again. Select the gears in this manner until top gear is reached.

WARNING

It will be hazardous to operate motorcycle if you remove even one hand or foot from the motorcycle. You can reduce your ability to control the motorcycle.

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

WARNING

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

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

5-5

WARNING

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

Reduce your speed and be alert to side winds.

USING THE TRANSMISSION

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

WARNING

Downshifting when engine speed is too high can:

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

Reduce engine speed before downshifting.

5-6

WARNING

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

Reduce your speed and downshift before entering the corner.

CAUTION

Improper gear shift lever operation can damage the transmission.

- Do not rest your foot on the gear shift lever.
- Do not use force to shift gears.

CAUTION

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

Never allow the engine to rev into the red line in any gear.

5-7

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When riding down a steep hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to over rev.

STOPPING AND PARKING

1. Turn 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 towards the grip (disengaged position) just before the motorcycle stops. The neutral position can be confirmed by observing the neutral indicator light.
5. Park the motorcycle on a firm, flat surface where it will not fall over.
6. Turn the ignition switch to the "OFF" position to stop the engine.
7. Turn the ignition switch to the "LOCK" position to lock the steering.
8. Remove the ignition key from the switch.

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

WARNING

Inexperienced riders tend not to use the front brake. This can cause excessive stopping distance and may lead to a collision. Using only the front or rear brake alone can cause skidding and loss of control.

Apply both front and rear brakes evenly and at the same time for a more effective braking power.

5-8

WARNING

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

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

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.

5-9

WARNING

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

Brake before you begin to turn.

WARNING

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

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



INSPECTION AND MAINTENANCE

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INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

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

6-2

WARNING

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

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

WARNING

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

Only run the engine outdoors where there is fresh air.

CAUTION

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












Use only genuine Suzuki replacement parts or their equivalent.

6-3







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

MAINTENANCE CHART

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

Item	Interval	1000	4000	8000	12000	16000	20000
	km Months	1	4	8	12	16	24
Air cleaner element ( 6-19)	Paper element	-	I	I	R	I	I
*Replace every 12000 km							
Battery ( 6-8)		I	I	I	I	I	I
*Cylinder head nuts, cylinder nuts, exhaust pipe and muffler bolts and nut		T	T	T	T	T	T
*Valve clearance		I	I	I	I	I	I
Sparkplug ( 6-16)		-	I	I	R	I	I
*Replace every 10000 km							
Fuel Hose ( 6-27)		-	I	I	I	I	I
*Replace every 4 years							
Engine oil ( 6-32)		R	R	R	R	R	R
Engine oil filter ( 6-33)		R	R	R	R	R	R
Throttle cable play ( 6-25)		I	I	I	I	I	I
Idle speed ( 6-24)		I	I	I	I	I	I
*Engine coolant ( 6-24)	*SUZUKI SUPER LONG LIFE COOLANT* (Green)	Replace every 2 years or 24,000 km					
Radiator Hose ( 6-31)		I	I	I	I	I	I
Clutch cable play ( 6-27)		I	I	I	I	I	I

6-4

Item	Interval	1000	4000	8000	12000	16000	20000
	km Months	1	4	8	12	16	24
Drive chain ( 6-37)		I	I	I	I	I	I
Clean and lubricate every 1000km							
*Brakes ( 6-43)		I	I	I	I	I	I
Brake hose ( 6-43)		I	I	I	I	I	R
*Replace every 2 years							
Brake fluid ( 6-44)		I	I	I	I	I	R
*Replace every 2 years							
Tires ( 6-49)		I	I	I	I	I	I
*Steering		I	-	I	I	-	I
*Front fork		-	I	-	I	-	I
*Rear suspension		-	-	I	-	-	I
*Chassis nuts and bolts		T	T	T	T	T	T
Lubrication ( 6-7)		Lubricate every 1000km					

NOTE:

I = Inspect and clean, adjust, replace or lubricate as necessary

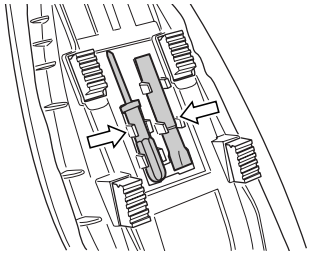
R = Replace

T = Tighten

6-5

TOOLS

The tool kit is provided with your motorcycle. It is located on the bottom of the rear seat.



LUBRICATION POINTS

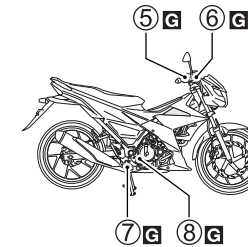
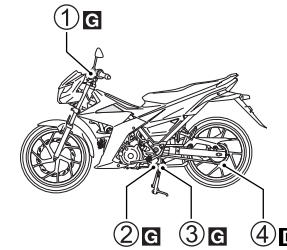
Proper lubrication is important for smooth and long life of each working part of your motorcycle and also for safe riding. It is a good practice to lubricate the motorcycle after a long rough ride and after getting it wet in the rain or after washing it. Major lubrication points are indicated below.

CAUTION

Lubricating electrical switches can damage the switches.

Do not apply grease and oil to electrical switches.

6-6



D...Drive chain lubricants
G...Grease

- ①...Clutch lever pivot
- ②...Side stand pivot and spring hook
- ③...Center stand pivot and spring hook
- ④...Drive chain
- ⑤...Front brake lever pivot
- ⑥...Throttle cable
- ⑦...Rear brake pedal pivot
- ⑧...Kick starter lever pivot

6-7

BATTERY

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

The standard charging rate is 0.6A x 5 to 10 hours and the maximum rate is 5.0A x 30 min. Never exceed maximum charging rate.

6-8

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. Diluted sulfuric acid from battery can cause blindness or severe burns. Use proper eye protection and gloves. Flush eyes or body with ample water and get medical care immediately if suffered. Keep batteries out of reach of children.

WARNING

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

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

6-9

WARNING

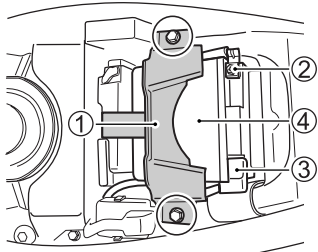
Wiping the battery with a dry cloth can cause a static electricity spark, which can start a fire.

Wipe the battery with a damp cloth to avoid static electricity buildup.

Battery removal:

To remove the battery, follow the procedure below:

1. Place the motorcycle on the center stand.



2. Open the seat by referring to the SEAT LOCK AND HELMET HOLDERS section.
3. Remove the bolts and bracket ①.
4. Disconnect the negative (-) terminal ②.
5. Pull the battery ④.
6. Remove the cap. Disconnect the positive (+) terminal ③.
7. Remove the battery ④.

Battery installation:

1. Install the battery in the reverse order of removal.
2. Connect the battery terminals securely.

CAUTION

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

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

6-10

Battery inspection:

If the battery is discharged, recharge the battery at the standard charging rate:

For: (FU150SMF) 0.6A × 10 hours

Never exceed the standard charging rate.

CAUTION

Exceeding the standard charging rate for the motorcycle battery can shorten its life.

Never exceed the standard charging rate.

Used battery disposal:

Proper disposal or recycling of used batteries will help prevent potential negative consequences for the environment and human health.

The recycling of materials will help to conserve natural resources. For more detailed information about disposing or recycling of the used battery, consult your SUZUKI dealer.

NOTE:

- 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.

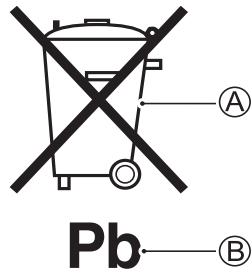
6-11

⚠ WARNING

Batteries contain toxic substances including sulfuric acid and lead. They could have potential negative consequences for the environment and human health.

Used batteries must be disposed or recycled according to the local law and must not be discarded with ordinary household waste. Make sure not to tip over the battery when you remove it from the motorcycle.

Otherwise, sulfuric acid could spill and you might get injured.



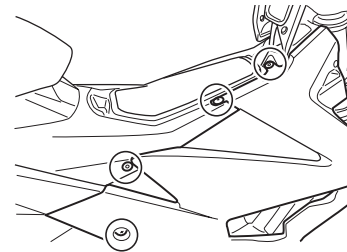
The crossed-out wheeled bin symbol (A) located on the battery label indicates that used battery should be collected separately from ordinary household waste.

The chemical symbol "Pb" (B) indicates the battery contains more than 0.004% lead.

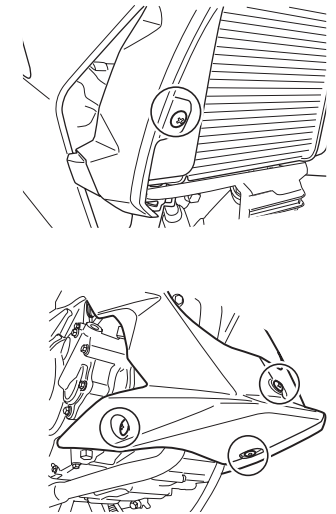
6-12

UNDER COWLING AND FRONT BOX REMOVAL

1. Place the motorcycle on the center stand.
2. Open the front box by referring to the FRONT BOX section.

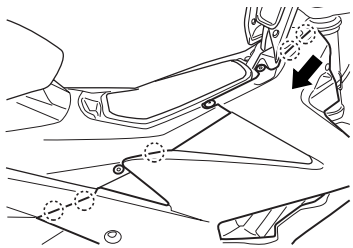


3. Remove the right and left screws and fasteners.

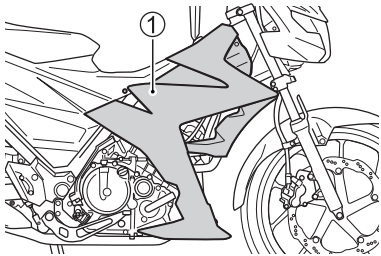


6-13

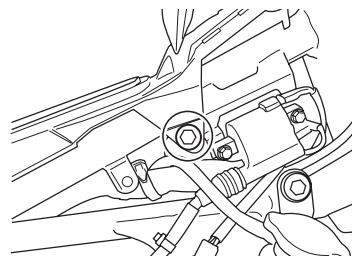
4. Unhook the hooks



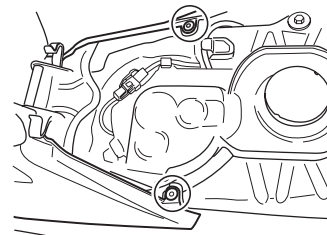
5. Remove the right and left under cowlings
①.



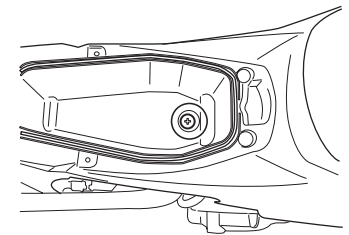
6. Remove the right and left bolts.



7. Open the seat by referring to the SEATLOCK AND HELMET HOLDERS section. Remove the right and left fasteners.



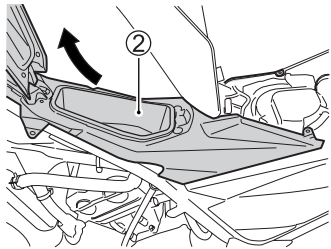
8. Remove the screw.



6-14

6-15

9. Pull off the front box assembly ②.
10. To install the under cowlings and front box, reverse the sequence described above.

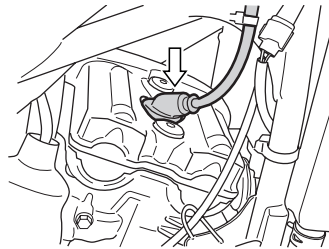


SPARK PLUG

SPARK PLUG REMOVAL

To remove the spark plug, follow the procedure below:

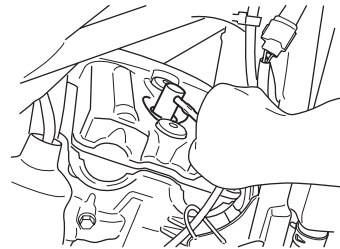
1. Remove the right side under cowling by referring to the UNDER COWLINGS AND FRONT BOX REMOVAL section.



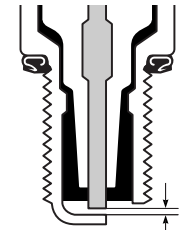
2. Disconnect the spark plug cap.

6-16

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



SPARK PLUG INSPECTION



0.8 - 0.9 mm

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

6-17

SPARK PLUG INSTALLATION

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

CAUTION

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

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

6-18

SPARK PLUG REPLACEMENT GUIDE

NGK	REMARKS
MR8E-9	Standard

CAUTION

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

CAUTION

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

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

AIR CLEANER

If the air cleaner element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. This may also cause damage in engine.

Check and clean the air cleaner element periodically according to the following procedure.

6-19

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.

CAUTION

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.

6-20

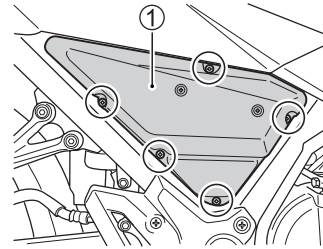
CAUTION

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

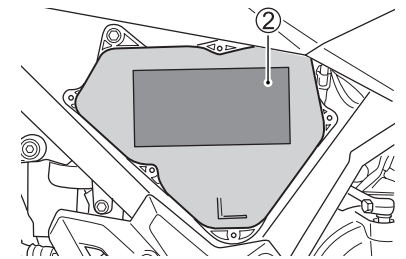
Clean the air cleaner case and element immediately if water gets in the air cleaner box.

Follow the procedure below to remove the air cleaner element.

1. Place the motorcycle on the center stand.

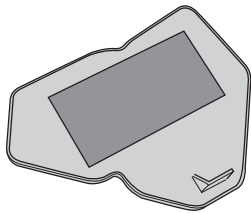


2. Remove the screws and remove the air cleaner cap ①.



6-21

4. Inspect the air cleaner element condition. Replace the air cleaner element periodically.



CAUTION

Compressed air can damage the air cleaner element.

Do not blow the air cleaner element with compressed air.

5. Reinstall the checked element or new air cleaner element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

CAUTION

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

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

6-22

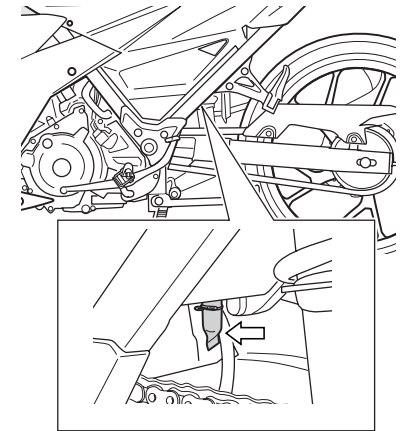
CAUTION

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

Be sure to properly install the air cleaner element.

NOTE: Be careful not to spray water on the air cleaner box when cleaning the motorcycle.

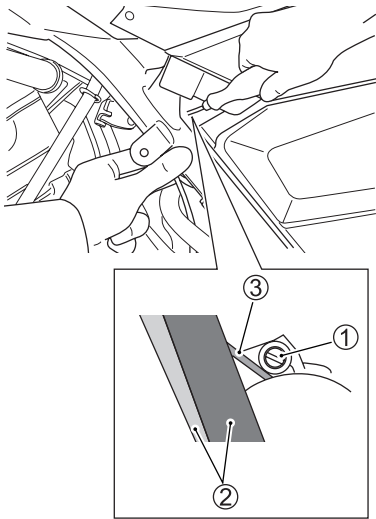
Air Cleaner Drain Plug



Remove the plug and drain water and oil at the periodic maintenance interval. The air cleaner drain plug is located beneath the air cleaner box.

6-23

IDLE SPEED ADJUSTMENT



1. Remove the left under cowlings by referring to the UNDER COWLINGS AND FRONT BOX REMOVAL section.
2. Start up the engine and let the engine run until it warms up fully.
3. After the engine warms up, shift the harnesses ② towards the front of motorcycle so that the screwdriver may not be touched. Then, turn the air screw ① in or out so that the engine may run at 1400 – 1600 r/min. Use a commercially available screw driver to turn the air screw.

CAUTION

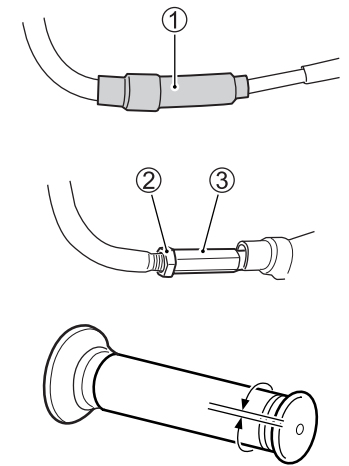
When inserting screwdriver into the idling adjustment hole, the screwdriver may damage the harnesses ② or cables ③.

To prevent damaging them, confirm the location of harnesses and cables. Then carefully perform the adjustment.

6-24

NOTE: If you have a tachometer, you can do this adjustment by referring to the procedures described above. If you do not have one, ask your Suzuki dealer or qualified mechanic to perform this adjustment.

THROTTLE CABLE PLAY



2.0 - 4.0 mm

6-25

To adjust the cable play:

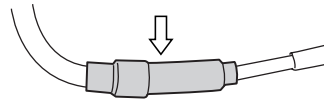
1. Remove the boot ①.
2. Loosen the lock nut ②.
3. Turn the adjuster ③ so that the throttle grip has 2.0 - 4.0 mm play.
4. Tighten the lock nut ②.
5. Return the boot ①.

⚠ WARNING

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

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

THROTTLE CABLE BOOTS

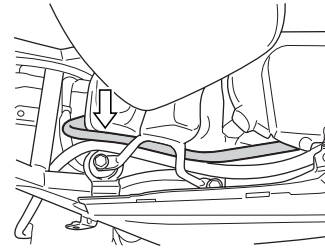


The throttle cable have a boots. Check that the boots are fit securely. Do not apply water directly to the boots when washing. Wipe off dirt from the boots with a wet cloth when the boots are dirty.

6-26

FUEL HOSE

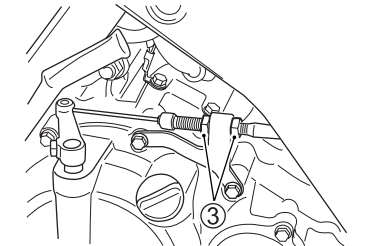
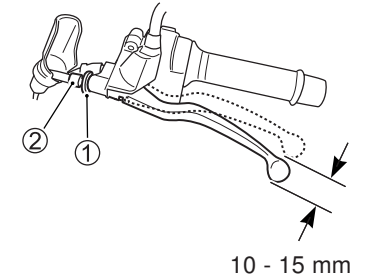
1. Remove the right side under cowling by referring to the UNDER COWLINGS AND FRONT BOX REMOVAL section.



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

6-27

CLUTCH



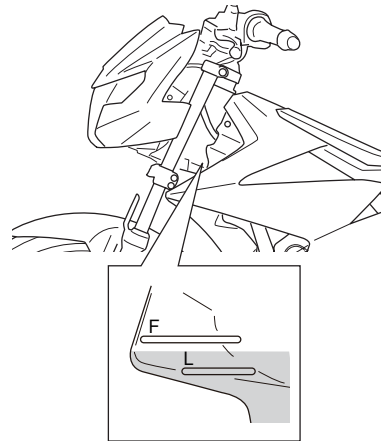
At each maintenance interval, adjust the clutch cable play with the clutch cable adjuster. The cable play should be 10 – 15 mm as measured at the clutch lever end before the clutch begins to disengage. If you find that the amount of clutch cable play is incorrect, adjust it in the following way:

1. Loosen the lock nut ①.
2. Turn the clutch lever adjuster ② clockwise as far as it will go.
3. Loosen the cable adjuster lock nuts ③ to obtain approximately 10 – 15 mm of free play at the clutch lever end as indicated.
4. Minor adjustment can now be made with the adjuster ②.
5. Tighten the lock nuts, ① and ③, after finishing adjustment.

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

6-28

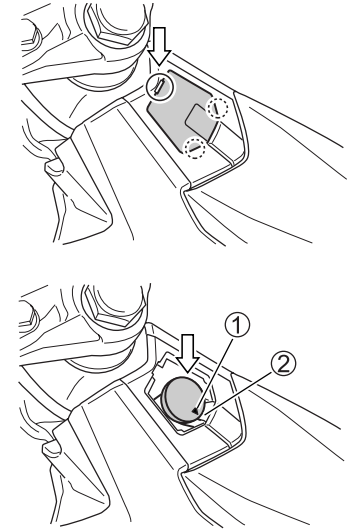
COOLANT COOLANT LEVEL



The coolant should be kept between the “F” (FULL) and “L” (LOW) level lines in the reservoir tank at all times. Inspect the level every time before riding with the motorcycle held vertically. If the coolant is found lower than the “L” level line, add specified engine coolant in the following way:

NOTE:

- Check the coolant level when the engine is cold.
- If the engine coolant reservoir is empty, check the radiator coolant level.



NOTE:

- When installing the the coolant cap, allign the marking ① to reservoir tank over flow hose ②.

6-29

Unhook the hook and remove the maintenance lid. Remove the filler cap and add specified engine coolant through the filler hole until it reaches the "F" line. Refer to the FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS section.

NOTE:

- Add coolant only from the reservoir tank cap, and never open radiator cap.
- When installing the filler cap, face the triangle mark to the reservoir tank hose side.

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. 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, move to fresh air. If coolant get in the eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out the reach of children and animals.

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

6-30

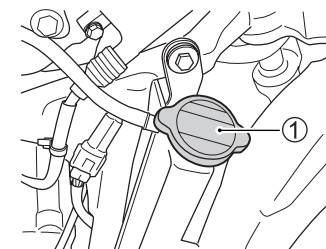
CHANGING THE COOLANT

Change the coolant periodically.

NOTE: About 1260 ml of coolant will be required when filling the radiator and reservoir tank.

RADIATOR HOSE INSPECTION

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



⚠ WARNING

If the radiator cap ① is opened, the coolant may flow out regardless of the engine temperature.

Never open the radiator cap ①.

6-31

ENGINE OIL

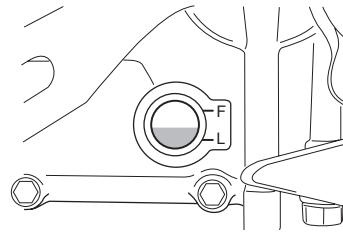
Long engine life depends much on the selection of a quality oil and the periodic changing of the engine oil. Daily engine oil level checks and periodic changes are two of the most important maintenance to be performed.

ENGINE OIL LEVEL CHECK

Follow the procedure below to inspect the engine oil level.

1. Place the motorcycle on level ground on the center stand or side stand.
2. Start the engine and run it for three minutes.
3. Stop the engine and wait for three minutes.

4. Retract the center or side stand. Hold the motorcycle vertically and inspect the engine oil level through the engine oil level inspection window on the right side of the engine.



6-32

CAUTION

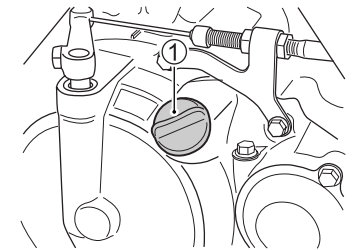
Operating the motorcycle with too little or too much oil can damage the engine.

Place the motorcycle on level ground. Check the oil level with 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.

ENGINE OIL AND FILTER CHANGE

Change the engine oil and oil filter at the scheduled time. The oil should be changed when the engine is warm so that the engine oil will drain thoroughly from the engine. The procedure is as follows:

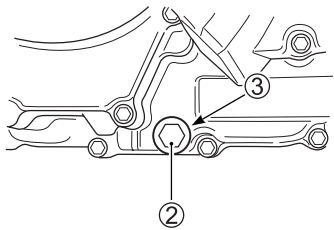
1. Place the motorcycle on the center or side stand.



2. Remove the engine oil filler cap ①.
3. Place a drain pan under drain plug.

6-33

4. Remove the drain plug ② and gasket ③ with a wrench and drain out the engine oil while holding the motorcycle vertically.

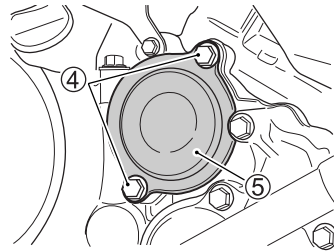


⚠ WARNING

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

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

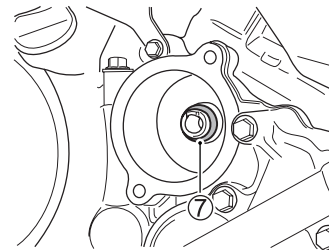
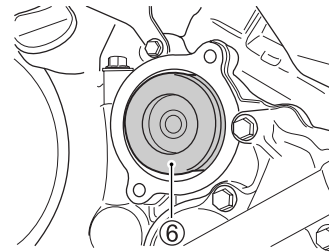
5. Remove the bolts ④ holding the filter cap ⑤ in place



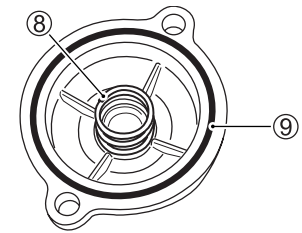
NOTE: Recycle or properly dispose used oil and solvent.

6-34

6. Replace the oil filter ⑥ and the "O" ring ⑦ with a new one.



7. Before reinstalling the oil filter cap, be sure to check that the filter spring ⑧ and the "O" ring ⑨ are installed correctly.



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

6-35

8. Install the oil filter cap and tighten the bolts securely but do not overtighten them.
9. Replace the drain plug gasket ③ with a new one. Reinstall the drain plug ② and gasket ③. Tighten the plug securely with a torque wrench. Pour fresh oil through the filler hole. Approximately 1400 ml will be required.
10. Tighten the oil filler cap.
11. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for three minutes.
12. Turn the engine off and wait approximately three minutes. Recheck the oil level on the engine oil inspection window while holding the motorcycle vertically. If it is lower than the "L" line, add oil until the oil level is between "L" line and "F" line. Inspect the area around the drain plug and oil filter for leaks.

NOTE: Check to see that no oil is leaking from the oil filter cover.

Approximately 1300 ml of oil will be required when changing oil only.

6-36

CAUTION

Using an oil filter with the wrong design can cause engine damage.

Use a genuine SUZUKI oil filter or an equivalent designed for your motorcycle.

CAUTION

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

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

Drain plug tightening torque:
18 N·m (1.8 kgf-m)

⚠ WARNING

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

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

6-37

DRIVE CHAIN

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

⚠ WARNING

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

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

Inspecting the Drive Chain

When inspecting the chain, look for the following:

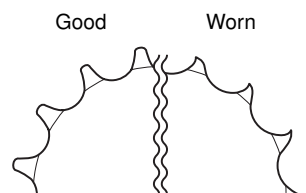
- Loose pins
- Damaged rollers
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper chain adjustment

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

Damage to the drive chain means that the sprockets may also be damaged. Inspect the sprockets for the following:

- Excessively worn teeth
- Broken or damaged teeth
- Loose sprocket mounting nuts

If you find any of these problems with your sprocket, consult your Suzuki dealer or a qualified mechanic.



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

6-38

⚠ 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 may cause an accident or severe engine damage.

Do not use a joint clip type chain. Chain replacement requires a special riveting tool and a high quality, non-joint-clip type chain. Ask an authorized Suzuki dealer or a qualified mechanic to perform this work.

DRIVE CHAIN CLEANING AND OILING

1. Remove dirt and dust from the drive chain. Be careful not to damage the seal ring.
2. Clean the drive chain with a sealed drive chain cleaner, or water and neutral detergent.

CAUTION

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 and gasoline.
- Do not use a high pressure cleaner to clean the drive chain.
- Do not use a wire brush to clean the drive chain.

6-39

3. Use a soft brush to clean the drive chain. Be careful not to damage the seal ring even though using a soft brush.
4. Wipe off water and neutral detergent.
5. Lubricate with a motorcycle sealed drive chain lubricant or high viscosity oil (#80 – 90).
6. Lubricate both front and back plates of the drive chain.
7. Wipe off excess lubricant after lubricating all around the drive chain.

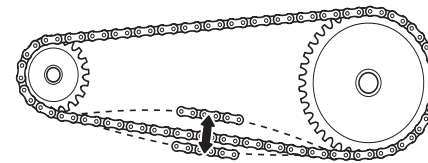
CAUTION

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.

6-40

DRIVE CHAIN ADJUSTMENT



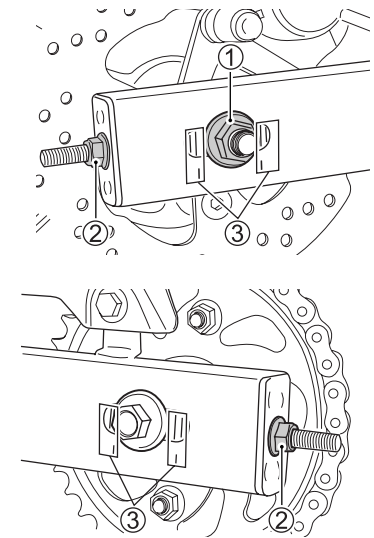
20 - 30 mm

Check the drive chain slack at the middle between the two sprockets. The chain may require more frequent adjustment than periodic maintenance interval depending on your riding conditions.

⚠ WARNING

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

Inspect and adjust the drive chain slack before each use.



6-41

To adjust the drive chain, follow these directions:

1. Place the motorcycle on the center stand.
2. Loosen the axle nut ①.
3. Adjust the drive chain slack by turning the right and left chain adjuster nuts ②. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ③ on the swingarm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
4. Tighten the axle nut ① securely after aligning and adjusting the slack in the drive chain to 20 – 30 mm.
5. Tighten the chain adjuster nuts ② lightly.
6. Recheck the chain slack after tightening and readjust if necessary.

Rear axle tightening torque:
54 N·m (5.4 kgf-m, 39.0 lb-ft)

6-42

WARNING

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

Wait until the muffler cools to avoid burns.

BRAKES

Properly operating brake systems is vital to safe riding. Be sure to perform the brake inspection requirements as scheduled. The brakes should be inspected at periodic inspection by your authorized Suzuki dealer.

WARNING

Brakes are items of personal safety and should always be maintained in proper adjustment.

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

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

6-43

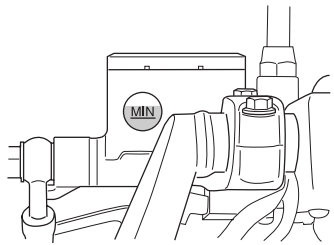
Inspect your brake system for the following items daily:

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

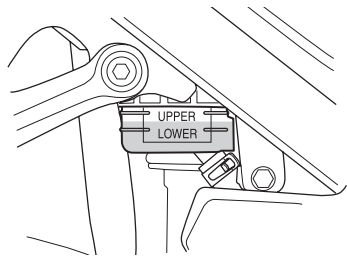
BRAKE HOSE INSPECTION

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

BRAKE FLUID



FRONT



REAR

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, inspect for brake pad wear and leaks.

WARNING

- Failure to keep the brake fluid reservoir full with proper brake fluid can be hazardous.
- Use DOT3 or DOT4 brake fluid from a sealed container.
- Never use or mix different types of brake fluid.
- If there is frequent loss of brake fluid, take your motorcycle to a Suzuki dealer or a qualified mechanic for inspection.

6-44

CAUTION

Spilled brake fluid can damage painted surfaces and plastic parts.

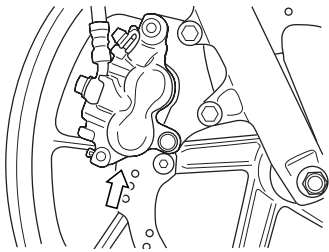
Avoid spilling any fluid when filling the reservoir. Wipe up spills immediately.

6-45

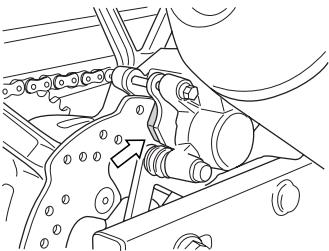
WARNING

- Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes.
- If swallowed, do not induce vomiting. Immediately contact a physician.
- If brake fluid gets in eyes, flush eyes with water and seek medical attention.
- Wash thoroughly after handling.
- Solution can be poisonous to animals.
- Keep out of reach of children and animals.

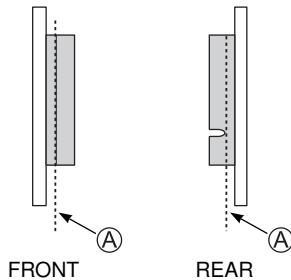
BRAKE PADS



FRONT



REAR



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

6-46

⚠ WARNING

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

⚠ WARNING

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

Before riding, “pump” the brake repeatedly until brake pads are pressed against the brake disc and proper lever stroke and firm feel are restored.

6-47

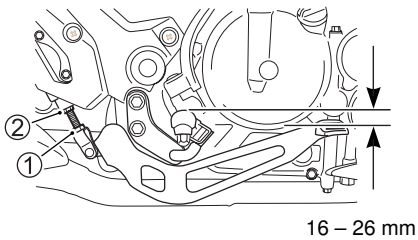
⚠ WARNING

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

Always replace both pads together.

REAR BRAKE PEDAL ADJUSTMENT

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



Adjust the brake pedal position in the following manner:

1. Loosen the lock nut ①, and rotate the push rod ② to locate the pedal 26 mm below the top face of the footrest.
2. Retighten the lock nut ① to secure the push rod ② in the proper position.

⚠ WARNING

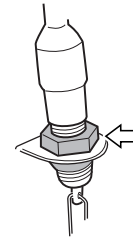
An incorrectly adjusted brake pedal may force brake pads to continuously rub against the disc, causing damage to the pads and disc.

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

6-48

REAR BRAKE LIGHT SWITCH

To adjust the brake light switch, hold the switch body and turn the adjuster so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.



6-49

TIRES

⚠ WARNING

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

Follow these instructions:

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

⚠ 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 referring to the BREAK-IN section and avoid hard acceleration, hard cornering, and hard braking for the first 160 km.

TIRE PRESSURE AND LOADING

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

Check tire pressure each day before you ride, and be sure the pressure is correct for the motorcycle load according to the table as follows.

Tire pressure should only be checked and adjusted before riding, since riding will heat up the tires and lead to higher inflation pressure readings.

Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear.

Over-inflated tires have a smaller amount of tire in contact with the road, which can contribute to skidding and loss of control.

6-50

Cold Tire Inflation Pressure

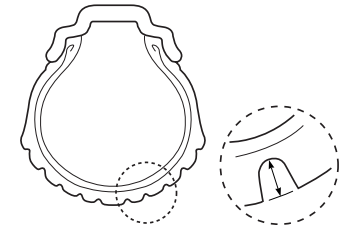
Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear. Over-inflated tires cause a smaller amount of tire to be in contact with the road, which can contribute to skidding and loss of control.

	SOLO RIDING	DUAL RIDING
FRONT	200 KPa 2.00 kgf/cm ² 29 psi	200 KPa 2.00 kgf/cm ² 29 psi
REAR	225 KPa 2.25 kgf/cm ² 33 psi	280 KPa 2.80 kgf/cm ² 41 psi

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

6-51

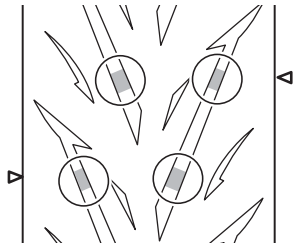
TIRE CONDITION AND TYPE



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

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



NOTE: 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.

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

⚠ WARNING

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

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

Cold Tire Inflation Pressure and Tire Type Table

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

FU150MF (Cast Wheel Type)

LOAD	FRONT						REAR					
	SOLO RIDING			DUAL RIDING			SOLO RIDING			DUAL RIDING		
COLD TIRE PRESSURE	kPa	kgf/cm ²	psi	kPa	kgf/cm ²	psi	kPa	kgf/cm ²	psi	kPa	kgf/cm ²	psi
	200	2.00	29	200	2.00	29	225	2.25	33	280	2.80	41
SIZE	70/90-17MC 38P						80/90-17MC 50P					
TYPE	IRC		NR93 (TUBELESS)						NR93 (TUBELESS)			

⚠ WARNING

Failure to follow the instructions below for tubeless tires may result in an accident due to tire failure. Tubeless tires require different service procedures than tube tires.

- Tubeless tires require an airtight seal between the tire bead and wheel rim.
- Repair punctures in tubeless tires by removing the tire and applying an internal patch.
- Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering forces experienced by a motorcycle tire.

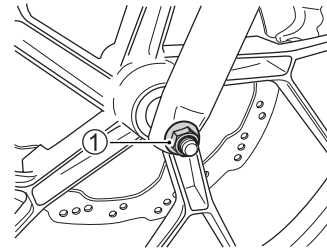
6-54

⚠ WARNING

- After repairing a tire, do not exceed 80 km/hr for the first 24 hours. This is to avoid excessive heat build-up which could result in a tire repair failure and tire deflation.
- Replace the tire if it is punctured in the side wall area, or if a puncture in the tread area is larger than 6 mm. These punctures cannot be repaired adequately.

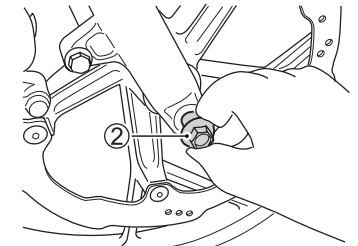
FRONT WHEEL REMOVAL

1. Place the motorcycle on the center stand.



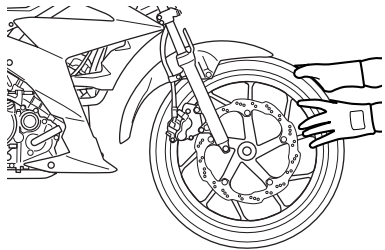
2. Remove the axle nut ①.
3. Carefully position a jack under the engine and raise until the front wheel is slightly off the ground.

4. Draw out the axle shaft ②.



6-55

5. Slide the front wheel forward.
6. To reinstall the wheel assembly, reverse the sequence described above.
7. After installing the wheel, apply the brake several times to restore the proper lever stroke.



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

6-56

⚠ WARNING

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

Before riding, “pump” the brake lever repeatedly until the 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

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.

6-57

⚠ WARNING

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

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

Front axle nut tightening torque:
53 N·m (5.3 kgf-m)

REAR WHEEL REMOVAL

CAUTION

A hot muffler can burn you.

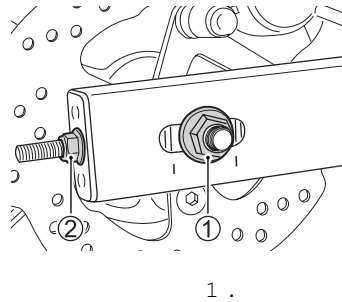
Wait until the muffler cools before removing the axle nut.

CAUTION

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

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

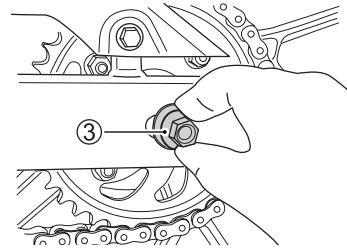
1. Place the motorcycle on the center stand.



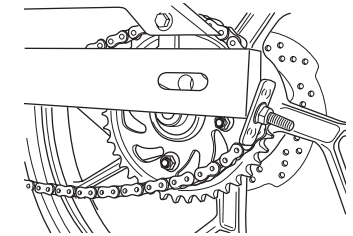
2. Remove the axle nut ①.
3. Place an accessory service stand or an equivalent stand under the swingarm to lift the rear wheel slightly off the ground.
4. Loosen the right and left chain adjuster nuts ②.

6-58

5. Draw out the axle shaft ③.

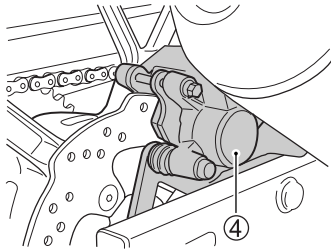


6. With the wheel moved forward, remove the chain from the sprocket.

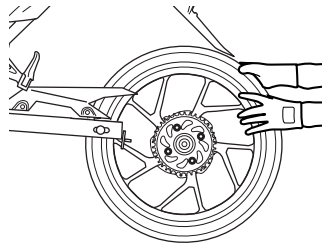


6-59

7. Remove the rear brake caliper assembly
④.



8. Pull the rear wheel assembly rearward.



9. To reinstall the wheel assembly, reverse the sequence described above.
10. Adjust the drive chain slack.
11. After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

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.

6-60

⚠ WARNING

Failure to adjust the drive chain and failure to torque bolts and nuts properly could lead to an accident.

- After installing the rear wheel, adjust the drive chain as described in the **DRIVE CHAIN ADJUSTMENT** section.
- Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized Suzuki dealer or a qualified mechanic to do this.

6-61

⚠ WARNING

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

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

CAUTION

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

Always use the specified light bulb.

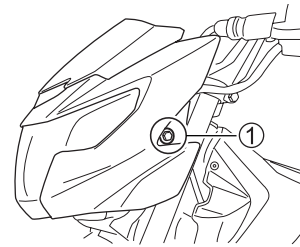
Headlight	LED
Position light	LED
Front turn signal light	12V 10W × 2
Rear turn signal light	12V 10W × 2
Brake light/Taillight	12V 18/5W
License plate light	12V 5W

6-62

FRONT TURN SIGNAL LIGHT

To replace the front turn signal light bulb, follow the procedure below:

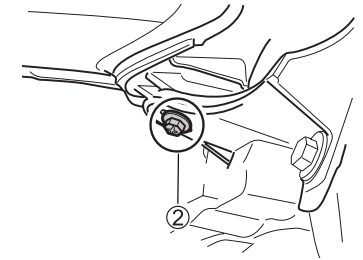
1. Remove the right and left bolts ①.



CAUTION

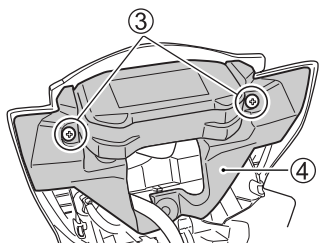
Oil from your skin may damage the bulb or shorten its life. Grasp the new bulb with a clean cloth.

2. Remove the headlight beam adjuster bolt ②.



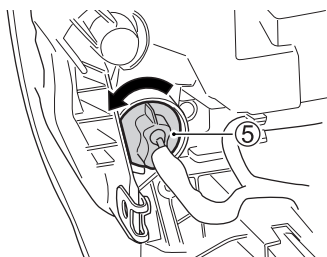
6-63

3. Pull open the headlight assembly. Remove the screw ③. Remove the meter bracket ④.

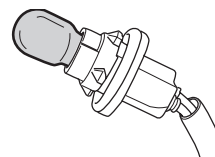


6-64

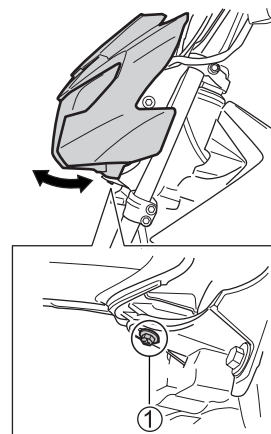
4. Turn the socket ⑤ counterclockwise and remove it.



5. Pull off the bulb from the socket.
6. Fit the new bulb.



HEADLIGHT BEAM ADJUSTMENT



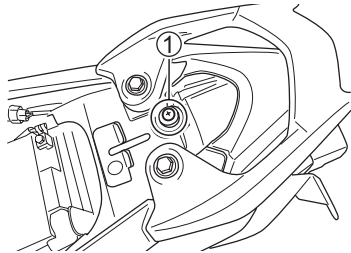
The headlight beam can be adjusted up and down if necessary. Loosen the headlight beam adjuster bolt ①. To adjust the beam, move the headlight forward or backward.

6-65

REAR TURN SIGNAL LIGHT AND BRAKE LIGHT/TAILLIGHT

To replace the rear turn signal light and brake light/taillight bulb, follow the procedure below:

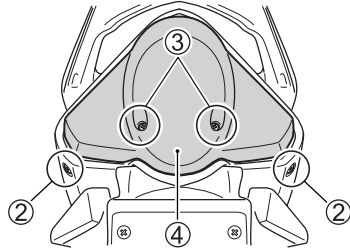
1. Open the seat by referring to the SEATLOCK AND HELMET HOLDERS section.



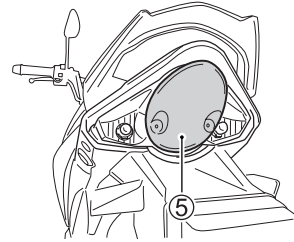
2. Remove the screw ①.

6-66

3. Remove the screws ②. Remove the screws ③ and remove the outer lens ④.



4. Remove the inner lens ⑤.

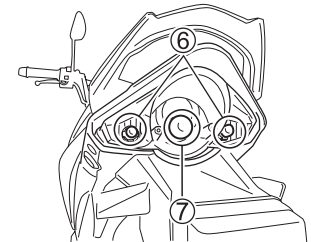


Rear turn signal light bulb

5. Pull off the rear turn signal lights bulb ⑥ from the socket.
6. Fit the new bulb.

Brake light/Taillight bulb

5. Push in on the brake light/taillight bulb ⑦, turn it to the left, and pull it out.
6. To fit the replacement bulb, push it in and twist it to the right while pushing.



6-67

CAUTION

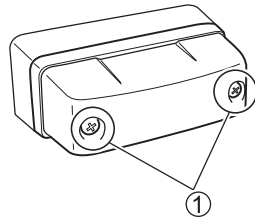
Overtightening the screws when reinstalling the lens may cause the lens to crack.

Tighten the screws only until they are fit comfortably.

LICENSE PLATE LIGHT

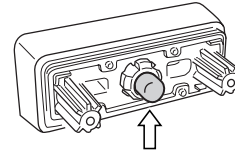
To replace the license plate light bulb, follow the procedure steps:

1. Remove the screws ① and take off the cover with the lens.



6-68

2. Pull off the bulb from the socket.
3. To replace the license plate light, reverse the above steps.



FUSE

If something electrical on your motorcycle stops working, the first thing you should check for is blown fuse. The electrical circuits on the motorcycle are protected from overload by fuses in the circuits.

If a blown fuse is found, then the electrical problem must be inspected and repaired before replacing the blown fuse with a new one. Consult your Suzuki dealer for the electrical system check and repair.

6-69

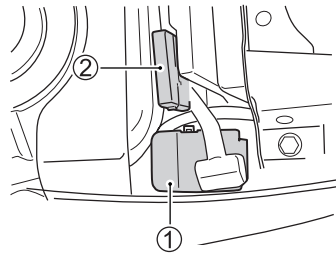
CAUTION

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

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

The main fuse is located under the seat. One 20A spare fuse is located in the starter relay box ①.

The fuses are located under the seat. One 10A spare fuse is located in the fuse box ②.



6-70

FUSE LIST

- 20A MAIN fuse protects all electrical circuits.
- 10A SUB fuse protects the horn, cooling fan relay, turn signal lights, taillight, stop lamp, license light and speedometer.
- 10A FAN fuse protects the cooling fan motor.

CATALYTIC CONVERTER

The purpose of the catalytic converter is to minimize the amount of harmful pollutants in your motorcycle's exhaust. Use of leaded fuel in motorcycles equipped with catalytic converters is prohibited because lead deactivates the pollutant-reducing components of the catalyst system.

The converter is designed to last the life of the motorcycle under normal usage and when unleaded fuel is used. Not special maintenance is required on the converter. However, it is very important to keep the engine properly tuned. Engine misfiring, which can result from an improperly tuned engine, may cause overheating of the catalyst. This may result in permanent heat damage to the catalyst and other motorcycle components.

6-71

⚠ WARNING

If you park or operate the motorcycle in areas where there are combustible materials such as dry grass or leaves, these materials may come in contact with the catalytic converter or other hot exhaust components. This can cause a fire.

Avoid parking or operating your motorcycle in areas with any combustible materials.

6-72

CAUTION

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:

- Maintain the engine in the proper operating condition.
- In the event of an engine malfunction, particularly one involving engine misfire or other apparent performance loss, stop riding the motorcycle and turn off the engine and have the motorcycle serviced promptly.
- Do not shut off the engine or interrupt the ignition when the transmission is in gear and the motorcycle is in motion.

CAUTION

- Do not try to start the engine by pushing the motorcycle or by coasting down a hill.
- Do not idle the engine with any sparkplug wires disconnected or removed, such as during diagnostic testing.
- Do not idle the motorcycle for prolonged periods if idling seems rough or there are other malfunctions.
- Do not allow the fuel tank to get near the empty level.

6-73



TROUBLESHOOTING

FUEL SYSTEM CHECK ·····	7-2
IGNITION SYSTEM CHECK ·····	7-3
ENGINE STALLING ·····	7-4



TROUBLESHOOTING

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

CAUTION

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

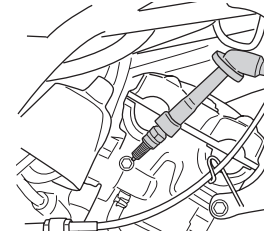
If you are not sure about the proper action, consult your Suzuki dealer or qualified mechanic about the problem.

7-2

FUEL SYSTEM CHECK

If the malfunction indicator light comes on, trouble in the fuel injection system, take your machine to an authorized Suzuki dealer. Refer to the "INSTRUMENT PANEL" section for an explanation of the malfunction indicator light.

IGNITION SYSTEM CHECK



1. Remove the spark plug and reattach it to the spark plug cap.
2. While holding the spark plug firmly against the crank case of the engine, push the starter switch with the ignition switch in the "ON" position, the transmission in neutral. If the ignition system is operating properly, a blue spark should jump across the spark plug gap.

7-3

3. If there is no spark, clean the spark plug. Replace it if necessary. Retry the above procedure with the cleaned spark plug or a new one.
4. If there is still no spark, consult your Suzuki dealer for repairs.

⚠ WARNING

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

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

ENGINE STALLING

1. Make sure there is enough fuel in the fuel tank.
2. If the malfunction indicator light comes on, trouble in the fuel injection system, take your machine to an authorized Suzuki dealer. Refer to the "INSTRUMENT PANEL" section for an explanation of the malfunction indicator light.
3. Check the ignition system for intermittent spark.
4. Check the idle speed. If necessary, adjust it using a tachometer. The correct idle speed is 1400 – 1600 r/min.

7-4



MOTORCYCLE CLEANING AND STORAGE PROCEDURE

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8-1

MOTORCYCLE CLEANING AND STORAGE PROCEDURE

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, follow the instructions below:

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 mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

NOTE: Clean the motorcycle immediately after riding on road salt or riding along coast with cool water. Be sure to use cool water because warm water can hasten corrosion.

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

- Ignition switch
- Spark plug
- Fuel tank cap
- Fuel injection system
- Brake master cylinder
- Throttle cable boots

CAUTION

High pressure washers and parts cleaner can damage your motorcycle.

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

8-2

3. Once the dirt have been completely removed, rinse off the detergent with running water.
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 on 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.

CAUTION

Cleaning with any alkaline or strong acid cleaner, gasoline, brake fluid, or any other solvent will damage the motorcycle parts. Clean only with soft cloth and warm water with mild detergent.

8-3

Waxing the Motorcycle

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

1. Only use waxes and polishes of good quality.
2. 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 or surfaces which have matte finish. The use of polishing compounds will change the appearance of the matte finish.

Solid type waxes may be difficult to remove from surfaces with a matte finish.

Excessive rubbing or polishing of a surface with a matte finish will change its appearance.

Inspection after cleaning

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

WARNING

Wet brakes can cause poor braking performance and may lead to an accident.

Avoid a possible accident by expecting longer stopping distance after washing your motorcycle. Apply brakes several times to let heat dry the brake pads or shoes.

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

8-4

STORAGE PROCEDURE

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

MOTORCYCLE

Clean the entire motorcycle. Place the motorcycle on the center stand on a firm, flat surface where it will not fall over. Turn the handlebars all the way to the left and lock the steering, and remove the ignition key.

FUEL

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. Pour one tablespoon of motor oil into each spark plug hole. Reinstall the spark plug and crank the engine a few times.
2. Drain the engine oil thoroughly and refill the crankcase with fresh engine oil all the way up to the filler hole.
3. Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

WARNING

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

8-5

BATTERY

1. Remove the battery from the motorcycle by referring to the BATTERY section.

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

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

TIRE

Inflate the tires to the normal pressure.

EXTERNAL

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

PROCEDURE DURING STORAGE

Once a month, recharge the battery with a specified charging rate (Ampere). Standard charging rate is $0.5A \times 5$ to 10 hours.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Remove the oily rags from the air cleaner intake and muffler outlet.
- Drain all the engine oil. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
- Remove the spark plug. Turn the engine a few times. Reinstall the spark plug.
- Reinstall the battery by referring to the BATTERY section.
- Make sure that the motorcycle is properly lubricated.
- Perform the INSPECTION BEFORE RIDING as listed in this manual.
- Start the motorcycle as outlined in this manual.

8-6

CORROSION PREVENTION

It is important to take good care of your motorcycle to protect it from corrosion and keep it looking new for years to come.

Important Information About Corrosion

Common causes of corrosion

- Accumulation of road salt, dirt, moisture, or chemicals in hard-to-reach areas.
- Chipping, scratches, and any damage to treated or painted metal surfaces resulting from minor accidents or impacts from stones and gravel.

Road salt, sea air, industrial pollution, and high humidity will all contribute to corrosion.

How to Help Prevent Corrosion

- Wash your motorcycle frequently, atleast once a month. Keep your motorcycle as clean and dry as possible.
- Remove foreign material deposits. Foreign material such as road salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage your motorcycle's finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer's directions when using these special cleaners.
- Repair finish damage as soon as possible. Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.

8-7

- 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 harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.



SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	1945 mm
Overall width	670 mm
Overall height	980 mm
Wheelbase	1280 mm
Ground clearance	140 mm
Seat height	764 mm
Curb mass	109 kg

ENGINE

Type	4-stroke, liquid-cooled, DOHC
Number of cylinders	1
Bore	62.0 mm
Stroke	48.8 mm
Displacement	147 cm ³
Corrected compression ratio	11.5 : 1
Fuel system	Fuel injection
Air cleaner	Paper element
Starter system	Electric starter / Kick starter
Lubrication system	Wet sump

DRIVE TRAIN

Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down, 5-up
Primary reduction ratio	3.285 (69/21)
Gear ratios, Low	2.923 (38/13)
2nd	1.933 (29/15)
3rd	1.476 (31/21)
4th	1.217 (28/23)
5th	1.045 (23/22)
Top	0.925 (25/27)
Final reduction ratio	2.714 (38/14)
Drive chain	RK 428KLO, 116 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Swingarm type, coil spring, oil damped
Front fork stroke	90 mm
Rear wheel travel	105 mm
Caster	25.5°
Trail	86 mm
Steering angle	45° (right and left)
Turning radius	2.0 m
Front brake	Disc brake
Rear brake	Disc brake
Front tire size	70/90-17M/C 38P, tube less
Rear tire size	80/90-17M/C 50P, tube less

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK MR8E-9
Battery	12V 18.0 kC(5.0 Ah)/10HR
Generator	Single-phase A.C.generator
Fuse	20/10/10A
Headlight	LED
Position light	LED
Brake light/Taillight	12V 18/5W
Front turn signal light	12V 10W x 2
Rear turn signal light	12V 10W x 2
License plate light	12V 5W
High beam indicator light	LED
Turn signal indicator light	LED
Oil pressure/Coolant	LED
temperature indicator light	
Neutral indicator light	LED
Malfunction indicator light	LED
Engine RPM indicator light	LED

CAPACITIES

Fuel tank	4.0 L
Engine oil, oil change	1300 ml
with filter change	1400 ml
overhaul	1500 ml
Coolant	1260 ml



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Warranty System



WARRANTY COVERAGE

FOR ALL MODELS

24 months or 20,000km
whichever comes first

EXPENDABLE PARTS NOT COVERED BY WARRANTY

- Spark plugs
- Lamp bulbs
- Fuses
- Rubber parts except engine oil seals
- Bolts, nuts, washers
- Brake / clutch linings
- Cables
- Gaskets
- Tires and inner tubes
- Mags
- Spokes
- Sprockets (Engine and wheel)
- Drive chain / V-belt

CONDITIONS NOT COVERED BY WARRANTY

- Units that have not undergone required periodic inspection.
- Units serviced by mechanics not authorized by Suzuki.
- Units damaged by use of parts other than Suzuki Genuine Parts.
- Damages caused by users negligence or abuse.
- Delivery or transport problems.
- Changes or alterations in the unit not recommended by Suzuki.
- Accidents, collisions, over-revolution of engine, racing...
- Use of fuel and oil not recommended by Suzuki.
- Trouble caused by breaking a seal or disassembling any unremovable parts such as ECM, CDI unit, switches, speedometer, oil pump, fuel pump, etc.
- Trouble caused by inappropriate care (Rusting, fading of color, natural deterioration, etc.)

SERVICE RECORD

Reliability and performance depend on the special care and maintenance of your motorcycle. Visit your dealers for Periodic Maintenance Service when your motorcycle has reached the specified number of month/s or kilometer reading (whichever comes first) as shown below.

Owner's Name				Dealer Name	
Address				Address	
Model		Color		Date Purchased	
Eng No.				Frame No.	

1st Month (1,000 km) Service						
Service Date			Km Reading		JO No.	
Servicing Dealer / Address						
Mechanic Name / Signature			Customer Name / Signature			
Replaced Oil?	<input type="checkbox"/> YES <input type="checkbox"/> NO		Replaced Oil filter?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If YES what oil brand?	

4th Month (4,000 km) Service

Service Date		Km Reading		JO No.	
Servicing Dealer / Address					
Mechanic Name / Signature		Customer Name / Signature			
Replaced Oil?	<input type="checkbox"/> YES <input type="checkbox"/> NO	Replaced Oil filter?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If YES what oil brand?	

8th Month (8,000 km) Service

Service Date		Km Reading		JO No.	
Servicing Dealer / Address					
Mechanic Name / Signature		Customer Name / Signature			
Replaced Oil?	<input type="checkbox"/> YES <input type="checkbox"/> NO	Replaced Oil filter?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If YES what oil brand?	

12th Month (12,000 km) Service

Service Date		Km Reading		JO No.	
Servicing Dealer / Address					
Mechanic Name / Signature		Customer Name / Signature			
Replaced Oil?	<input type="checkbox"/> YES <input type="checkbox"/> NO	Replaced Oil filter?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If YES what oil brand?	

16th Month (16,000 km) Service

Service Date		Km Reading		JO No.	
Servicing Dealer / Address					
Mechanic Name / Signature		Customer Name / Signature			
Replaced Oil?	<input type="checkbox"/> YES <input type="checkbox"/> NO	Replaced Oil filter?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If YES what oil brand?	

24th Month (20,000 km) Service

Service Date		Km Reading		JO No.	
Servicing Dealer / Address					
Mechanic Name / Signature		Customer Name / Signature			
Replaced Oil?	<input type="checkbox"/> YES <input type="checkbox"/> NO	Replaced Oil filter?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If YES what oil brand?	



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