UX110

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

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

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

⚠ WARNING/⚠ CAUTION/*NOTICE*/*NOTE*

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

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

FOREWORD

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

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

SUZUKI PHILIPPINES, INCORPORATED

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

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

TABLE OF CONTENTS

CONSUMER INFORMATION

ACCESSORY USE AND MOTORCYCLE LOADING

ACCESSORY USE

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

⚠ WARNING

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

Never use improper accessories, and make sure that any accessories that are used are properly installed. All parts and accessories added to the motorcycle should be genuine Suzuki parts or their equivalent designed for use on this motorcycle. Install and use them according to their instructions. If you have any questions contact your Suzuki dealer.

ACCESSORY INSTALLATION GUIDELINE

- Install aerodynamic affecting accessories such as a fairing, windshield, backrests, saddlebags and travel trunks as low as possible, as close the motorcycle and as near the center of gravity as is feasible. Check that the mounting brackets and other attachment hardware are rigidly mounted.
- Inspect for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the motorcycle should be as light as possible and kept to a minimum.
- Select an accessory which does not limit the freedom of rider movement.
- Select an electric accessory which does not exceed motorcycle's electrical system capacity. Severe overloads may damage the wiring harness or create hazardous situations.
- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.

LOADING GUIDELINES

⚠ WARNING

Overloading or improper loading can cause lose of motorcycle control and an accident.

Follow loading guidelines in this manual

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

- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Keep cargo weight low and close to the center of the motorcycle as possible.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Do not install a luggage carrier or a luggage box protruding over the tail end of the motorcycle.
- Do not carry any items that protrude over the tail end of the motorcycle.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to page 6-44.
- Improperly loading your motorcycle can reduce your ability to balance and steer the motorcycle. You should ride at reduced speeds when you are carrying cargo or have added accessories.

MODIFICATION

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

SAFE RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

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

WEAR A HELMET

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

RIDING APPAREL

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

RIDING CAPACITY
Capacity of this motorcycle is limited to two persons only. Do not admit any riders if there's no seat available, nor load luggages in the space where there is no seat or loading platform.

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 motorcycle 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.

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

DO NOT RIDE YOUR MOTORCYCLE ON FLOODED ROAD

In case you ride your motorcycle on flooded road, go slowly checking braking operation and park the motorcycle in a safe place, and have your motorcycle inspected in the following items at a Suzuki dealer.

- Braking efficiency
- Wet connector and wiring
- Drive belt slipping
- Poor lubrication for bearing, etc.
- Level and condition of gear oil (if oil is whitish, water is mixed, and oil change is required)

NOTICE

Running the motorcycle on flooded road affects the engine stop, failure of electric parts, drive belt slipping and engine breakage.

Do not ride your motorcycle on flooded road or puddles.

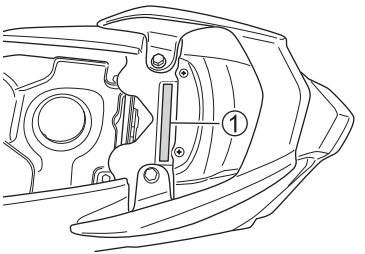
RIDE DEFENSIVELY

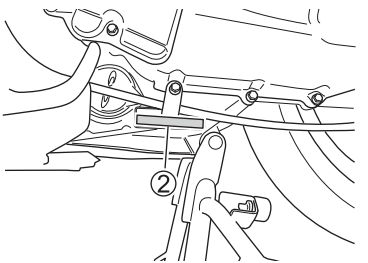
The most common type of motorcycle accident occurs when a car traveling towards a motorcycle turns round corner in front of the motorcyclist. Ride defensively. Wise motorcyclist uses a strategy of assuming they are invisible to other drivers, even in broad daylight. Wear bright, reflecting clothing. 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.

LABELS

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

SERIAL NUMBER LOCATION





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

The frame number ① is stamped on the frame located under the seat. The engine serial number ② is stamped on the crankcase assembly.

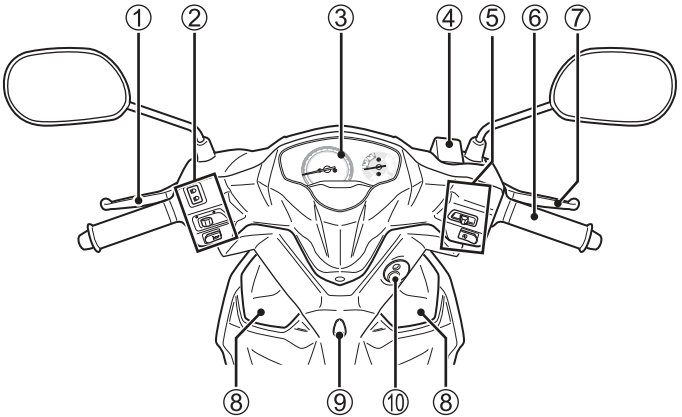
Please write down the numbers in the box provided below for your future reference.

Frame Number:

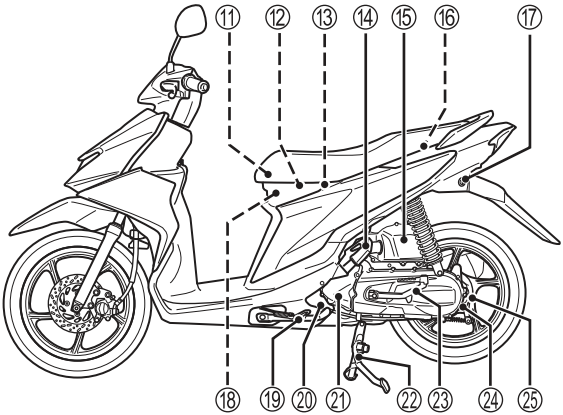
Engine Number:

CONTROLS

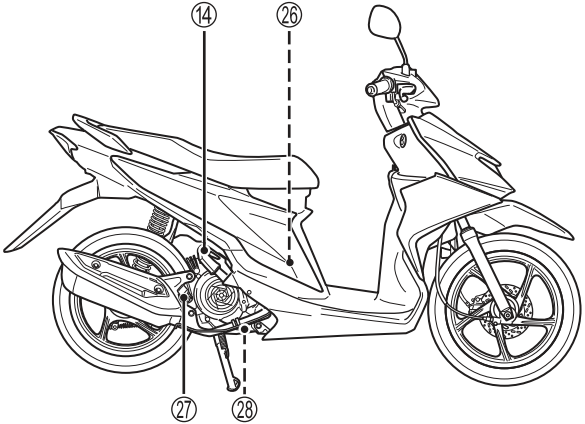
LOCATION OF PARTS



① Rear brake lever
② Left handlebar switches
③ Instrument panel
④ Front brake fluid reservoir
⑤ Right handlebar switches
⑥ Throttle grip
⑦ Front brake lever
⑧ Front racks
⑨ Front hook
⑩ Ignition switch

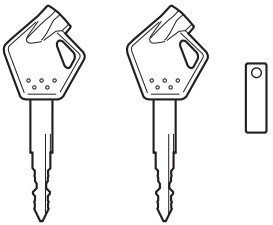


⑪ Helmet holders
⑫ Battery and fuses
⑬ Trunk
⑭ Passenger footrest
⑮ Air cleaner
⑯ Fuel tank cap
⑰ Seat lock
⑱ Tools
⑲ Side stand
⑳ Engine oil filter
㉑ Cooling fan filter
㉒ Center stand
㉓ Kick starter lever
㉔ Gear oil drain plug
㉕ Gear oil filler plug



㉖ Spark plug
㉗ Engine oil filler cap
㉘ Engine oil drain plug

KEY

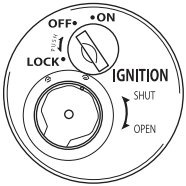


This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place.

The key number is stamped on a plate provided with the keys. 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



The ignition switch has three positions:

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

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

NOTE: Start the engine promptly after turning the key to the "ON" position, or the battery will be drained due to consumption by the headlight and taillight.

"LOCK" POSITION ③

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

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

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

⚠ WARNING

If the motorcycle falls down due to a slip or collision, unexpected damage to the motorcycle could cause the engine to keep running, which could result in a fire, or could result in injury from moving parts such as the rear wheel.

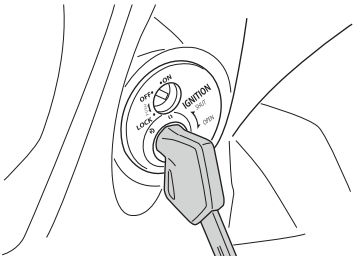
If the motorcycle falls down, turn the ignition switch "OFF" immediately. Ask your authorized Suzuki dealer to inspect the motorcycle for unseen damage.

⚠ WARNING

Key holders made of metal that is big and heavy may disturb riding.

Use small key holders made of cloth or leather and check that handling will not be affected.

To open the ignition key-hole shutter:

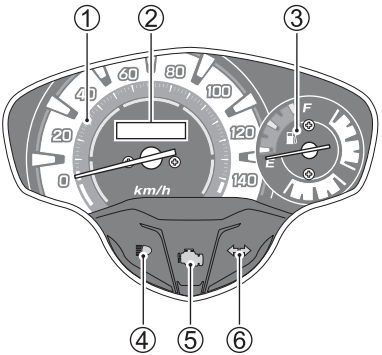


1. Match the ignition key head to the square hole on the ignition switch.
2. Turn the key clockwise.

NOTE:

- *Apply anti-freeze chemicals when ambient temperature becomes less than freezing point to avoid ignition key-hole shutter freeze.*
- *Spray anti-corrosion chemicals to the shutter release knob to avoid shutter corrosion trouble.*

INSTRUMENT PANEL



SPEEDOMETER ①
The speedometer indicates the road speed in kilometers per hour.

ODOMETER ②
The odometer registers the total distance that the motorcycle has been ridden. The odometer ranges from 0 to 99999.9.

NOTE: The odometer display returns to 00000.0 when the total distance exceeds 99999.9.

FUEL METER ③
The "E" mark indicates the fuel tank is empty or nearly so. The "F" mark indicates the fuel tank is full.

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.

HIGH BEAM INDICATOR LIGHT " ≡D "⑥
This blue indicator light will be lit when the headlight high beam is turned "ON".

MALFUNCTION INDICATOR LIGHT (MIL) "⑤"

If the fuel injection system fails, the MIL⑤ comes "ON" in the following two modes.

A. The MIL comes "ON" and remains lit.
B. The MIL blinks slowly.

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

NOTICE

The MIL "⑤" comes "ON" to indicate a problem in the fuel injection system.

If the MIL "⑤" comes "ON", have your authorized Suzuki dealer or a qualified mechanic inspect the fuel injection system as soon as possible.

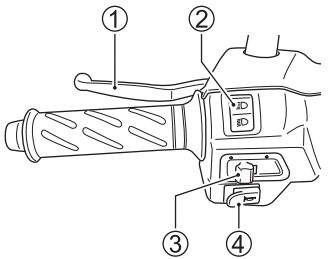
NOTE: If the MIL "⑤" comes "ON" and blinks quickly, the battery voltage is low. Try charging the battery.

TURN SIGNAL INDICATOR LIGHT ⑥

When the turn signals are being operated either to the right or to the left, the indicator will blink intermittently.

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

LEFT HANDLEBAR



REAR BRAKE LEVER ①
The rear brake is applied by squeezing the left lever gently towards the grip. The brake light will be lit when the lever is squeezed inward.

DIMMER SWITCH ②

"≡D" position
The headlight low beam turns on.
"≡D" position
The headlight high beam turns on. The high beam indicator light ⑥ also comes on.

NOTICE

Do not put objects in front of the headlight or taillight when headlight is turned "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.

NOTICE

Holding the dimmer switch between "≡D" and "≡D" position will light both the high and the low headlight beam. This improper operation can damage the motorcycle's headlight.

Use the dimmer switch to select only at "≡D" or "≡D" position.

NOTICE

Sticking tape or placing objects in front of the headlight can obstruct headlight heat radiation. This can result in headlight damage.

Do not stick tape on the headlight or place objects in front of the headlight.

TURN SIGNAL LIGHT SWITCH "⇦⇨" ③
Moving the switch to the "⇦" position will flash the left turn signals. Moving the switch to the "⇨" position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch in.

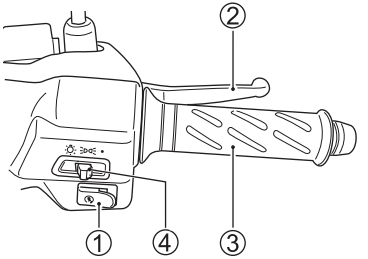
⚠ WARNING

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

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

HORN SWITCH "" ④
Press the switch to sound the horn.

RIGHT HANDLEBAR



ELECTRIC STARTER SWITCH "⚡"①
Push in the electric starter switch to operate the starter motor.

NOTE: If the brake lever is not squeezed, the starter motor will not operate.

NOTICE

Engaging the starter motor for more than five seconds at a time can damage the starter motor and wiring harness from overheating.

Do not engage the starter motor for 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 ①
The Suzuki Easy Start System permits engine starting by simple one-push action on the electric starter switch. When the brake lever is squeezed, the engine can be started.

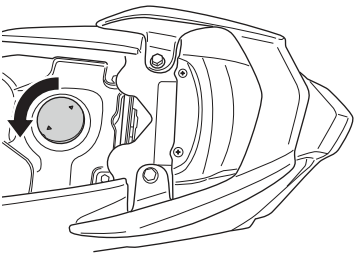
NOTE: When the electric starter is pushed, the starter will continue turning for a few seconds even when you release your hand from the switch. After a few seconds, or when the engine is started, the starter motor will stop automatically.

FRONT BRAKE LEVER ②
Apply the front brake by squeezing the front brake lever towards the grip. The brake light will be lit when the lever is squeezed.

THROTTLE GRIP ③
Engine speed is controlled by the position of the throttle grip. Twist it toward you to increase engine speed. Turn it away from you to decrease the engine speed.

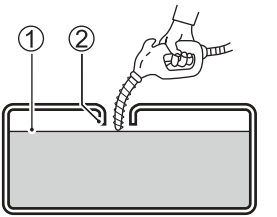
LIGHT SWITCH ④
"☼" position
All lights, including headlights comes "ON".
"≋" position
Position light, taillight, license plate light and meter illumination comes "ON".
"•" position
All lights go "OFF"

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, align the cap guides with the slots of the filler neck and turn it clockwise.

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

If you overfill the fuel tank, fuel may overflow when it expands due to engine heat or heating by the sun. Fuel that overflows can catch fire.

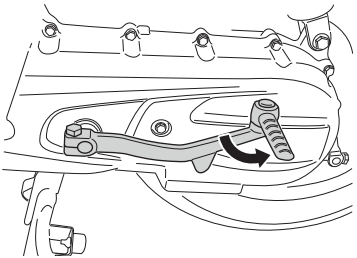
Stop adding fuel when the fuel level reaches the bottom of the filler neck.

⚠ WARNING

Failure to follow safety precautions when refueling could result in fire or cause you to breathe toxic fumes.

Refuel in a well ventilated area. Make sure the engine is turned "OFF" and avoid spilling fuel on a hot engine. Do not smoke, and make sure there are no open flames or sparks in the area. Avoid breathing gasoline vapors. Keep children and pets away when you refuel the motorcycle.

KICK STARTER LEVER



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

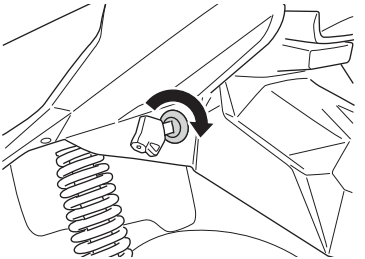
⚠ WARNING

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

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

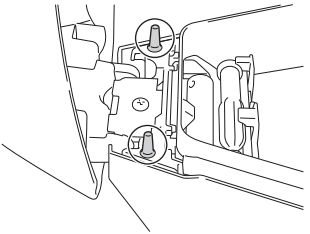
SEAT LOCK AND HELMET HOLDER

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.

⚠ WARNING

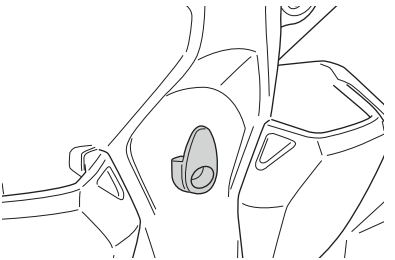
Riding with a helmet fastened to the helmet holder can interfere with rider control.

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

FRONT HOOK

The motorcycle is equipped with a front hook.

The hook load capacity is 1.5 kg.

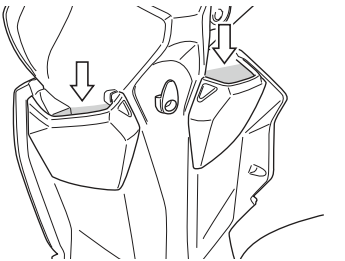


To unlock the seat lock, insert the ignition key into the lock and turn it clockwise. To lock the seat, push down firmly until t

FRONT RACKS

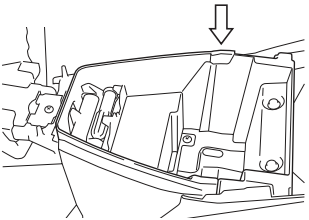
The motorcycle are equipped with front racks.

The racks total load capacity is 1 kg.



TRUNK

The trunk load capacity is 3 kg. Do not allow water to get inside the trunk.



⚠ WARNING

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

Never exceed the load capacity.

NOTE:

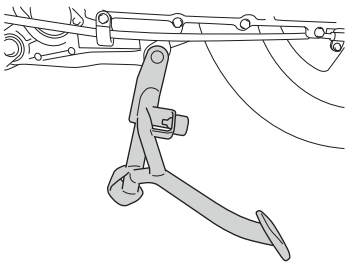
- *Do not keep low heat-resistant items in the trunk since the trunk may get hot.*
- *Do not keep valuable items in the trunk when leaving the motorcycle unattended.*
- *Push down the rear end of the seat if the seat does not unlock with key operation.*

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

STANDS

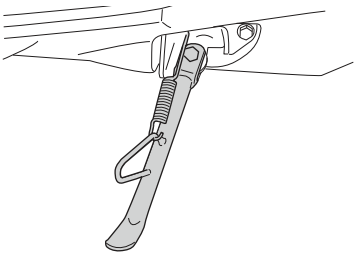
This motorcycle is equipped with a center-center stand and side stand.

CENTER STAND



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

SIDE STAND



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

⚠ 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.

NOTICE

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, or the motorcycle on the side stand may roll off.

FUEL AND ENGINE OIL RECOMMENDATION

FUEL AND ENGINE OIL RECOMMENDATION

FUEL

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

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 drivability of your motorcycle when you are using an oxygenated fuel, or if engine pinging is experienced, substitute another brand as there are differences between brands.*

⚠ CAUTION

Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle. Wipe up spilled gasoline immediately.

⚠ CAUTION

Do not use leaded gasoline. It causes the catalytic converter to malfunction.

ENGINE OIL

Use Suzuki genuine engine oil or equivalent. If Suzuki genuine engine oil is not available, select a proper engine oil according to the following guideline.

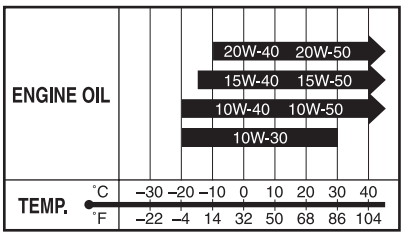
Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil. Use oil with an API (American Petroleum Institute) classification of SG or higher with a JASO classification of MA.

SAE	API	JASO
10W-40	SG, SH, SJ, SL, SM or SN	MB

API: American Petroleum Institute
JASO: Japanese Automobile Standards Organization

SAE Engine Oil Viscosity

Suzuki recommends the use of SAE 10W-40 engine oil. If SAE 10W-40 engine oil is not available, select an alternative according to the following chart.



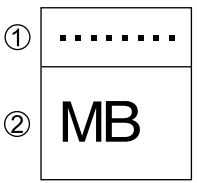
* USE ONLY SG, SH, SJ or SL.

SUZUKI GENUINE OIL

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" and "RESOURCE CONSERVING" oils. Some engine oils which have an API classification of SH or higher have an "ENERGY CONSERVING" or "RESOURCE CONSERVING" indication in the API classification donut mark. These oils can affect engine life and clutch performance.

API SG or higher

Recommended

API from SH to SM

API SN or higher

Not recommended

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

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

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

MAXIMUM THROTTLE OPENING RECOMMENDATION

The table below shows the maximum throttle opening recommendation during the break-in period.

Initial	800 km	Less than 1/2 throttle
Up to	1600 km	Less than 3/4 throttle

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.

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.

⚠ 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.

⚠ WARNING

If you operate this motorcycle with improper tires or improper or uneven tire pressure, you may lose control of the motorcycle. This will increase your risk of an accident.

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

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1600 km.

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

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

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The 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 performance of the 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 INSPECTION AND MAINTENANCE section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

INSPECTION BEFORE RIDING

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.

WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No play or looseness
Throttle (☞ 6-22)	• Correct play in the throttle cable • Smooth operation and positive return of the throttle grip to the closed position
Brakes (☞ 6-35)	• Smooth lever operation • Fluid level in the reservoir above the “LOWER” line • No fluid leakage • Brake shoes and pads not to be worn down to the limit line • Correct lever play • No “sponginess” • No dragging
Suspensions (☞ 2-17)	• Smooth movement • No oil leakage
Fuel (☞ 2-11, 2-13)	Enough fuel for the planned distance of operation
TIres (☞ 6-40)	• Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 6-25)	Correct level
Lighting (☞ 2-6, 2-11)	Operation of all lights and indicators
Horn (☞ 2-9)	Correct function

⚠ 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 lights and throttle.

⚠ WARNING

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

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

RIDING TIPS

STARTING THE ENGINE

Sit on the motorcycle and retract the side stand, or place 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.

NOTE: If the electric starter switch or kick lever is operated with the throttle grip turned about 2/3 or more, the fuel injection and igniion systems are disabled to prevent starting.

⚠ 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.

Suzuki Easy Start System

The Suzuki Easy Start System permits engine starting by simple one-push action on the electric starter switch. When the brake lever is squeezed, the engine can be started.

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

When the Engine is Cold:

1. Check that the throttle grip turns from the fully closed position to the fully opened position smoothly, and returns to the fully closed position smoothly when the grip is released.
2. Squeeze the front or rear brake lever.
3. Close the throttle completely and push the electric starter switch or depress the kick starter lever.
4. After the engine starts, let the engine run until the engine sufficiently warm up.

NOTE: The motorcycle engine needs warming up to operate normally after the cold engine is started. Repeated short distance riding of several kilometers without sufficient engine warming up will disturb normal engine operation and will shorten engine life. Warm up the engine sufficiently when the ambient temperature is low.

NOTE: The colder it is, the longer it takes to pre-heat the engine. Riding with the engine fully pre-heated can reduce engine wear.

When the Engine is Warm:

1. Check that the throttle grip turns from the fully closed position to the fully opened position smoothly, and returns to the fully closed position smoothly when the grip is released.
2. Squeeze the front or rear brake lever.
3. Close the throttle completely and push the electric starter switch or depress the kick starter lever.
4. After the engine starts, let the engine run until the engine sufficiently warms up.

⚠ WARNING

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

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

NOTICE

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

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

STARTING OFF

Close the throttle and apply the brake when taking the motorcycle off the center stand. Open the throttle grip toward you and the motorcycle will start moving forward.

.

⚠ WARNING

Riding at excessive speeds increases your chances of losing control of the motorcycle which can result in an accident.

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

⚠ WARNING

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

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

⚠ WARNING

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

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

STOPPING AND PARKING

1. Turn the throttle grip away from you to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time.

⚠ WARNING

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

Apply both brakes evenly and at the same time.

⚠ WARNING

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

Brake before you begin to turn.

⚠ WARNING

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

Brake lightly and with care on slippery or irregular surfaces.

⚠ WARNING

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

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

NOTICE

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

Use the brakes when stopping the motorcycle on inclines.

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

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.

⚠ CAUTION

A hot muffler can cause severe burns. The muffler will be hot enough to cause burns for some time after stopping the engine.

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

4. Turn the ignition key to the "OFF" position to stop the engine.
5. Apply the side stand or center stand.
6. Turn the handlebars all the way to the left and lock the steering for security.
7. Remove the ignition key.

NOTE: If an optional anti-theft lock such as U-shape lock, brake disk lock and chain is used to avoid theft, be sure to remove anti-theft lock before moving the motorcycle.

INSPECTION AND MAINTENANCE

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.

⚠ WARNING

Improper maintenance or failure to perform recommended maintenance can lead to an accident.

Keep your motorcycle in good condition. Ask your Suzuki dealer or a qualified mechanic to perform the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience.

If you are not sure how to do any of the jobs, ask your Suzuki dealer to do the maintenance.

⚠ WARNING

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

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

⚠ CAUTION

Servicing electric parts with the ignition switch in the "ON" position can damage the electric parts when the electric circuit is shorted.

Turn off the ignition switch before servicing the electric parts to avoid short-circuit damage.

⚠ CAUTION

Poorly-made replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

When replacing parts on your vehicle, use only Suzuki Genuine Parts or their equivalent.

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

NOTE: If you use your motorcycle under dusty condition or on water flooded road, shorten the periodic maintenance of cooling fan filter, drive belt and clutch housing maintenance interval.

MAINTENANCE CHART

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

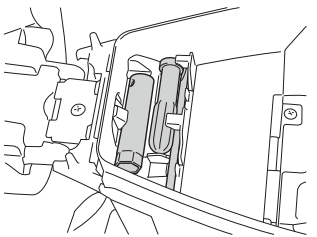
Interval / Item	km / Months	1000 / 1	4000 / 4	8000 / 8	12000 / 12	16000 / 16	20000 / 24
Air cleaner element (☞ 6-16)		-	I	I	R	I	R
		Replace every 12,000 km					
*Exhaust pipe bolts and muffler mounting bolts		T	T	T	T	T	T
*Valve clearance		I	I	I	I	I	I
Sparkplug (☞ 6-12)		-	I	R	I	R	I
		Replace every 8,000 km					
Fuel Hose (☞ 6-21)		-	I	I	I	I	I
		Replace every 4 years					
Engine oil (☞ 6-24)		R	R	R	R	R	R
Engine oil filter (☞ 6-27)		R	R	R	R	R	R
Oil strainer (☞ 6-29)		I	I	I	I	I	I
*Gear Oil (☞ 6-31)		I	-	I	-	I	-
Throttle cable play (☞ 6-31)		I	I	I	I	I	I
*Idle Speed (☞ 6-19)		I	I	I	I	I	I
*Drive V-belt		I	I	I	I	I	R
		Replace every 20,000 km or if necessary					

Interval / Item	km / Months	1000 1	4000 4	8000 8	12000 12	16000 16	20000 24
*Brakes (☞ 6-32)		I	I	I	I	I	I
		Replace if necessary					
Brake fluid (☞ 6-33)		I	I	I	I	I	I
		Replace every 2 years					
Brake hose (☞ 6-32)		I	I	I	I	I	R
		Replace every 4 years					
Tires (☞ 6-39)		I	I	I	I	I	I
*Steering		I	I	I	I	I	I
*Front fork		I	I	I	I	I	I
*Rear suspension		I	I	I	I	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

TOOLS

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



LUBRICATION POINTS

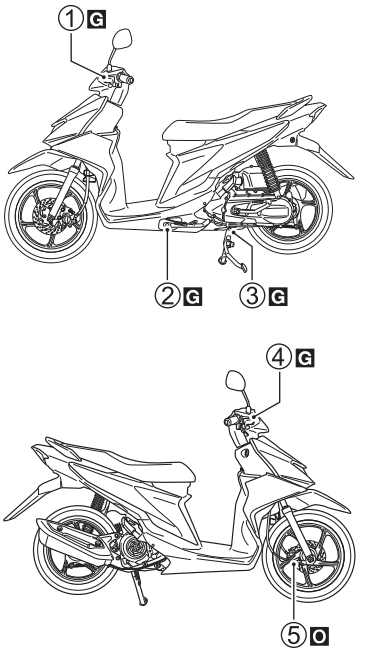
Proper lubrication is important for safe riding and smooth, long life of each working part of your motorcycle. It is a good practice to lubricate the motorcycle after a long rough ride or after it gets wet in the rain or motorcycle washing . Major lubrication points are indicated as follows.

①....Rear brake lever pivot
②....Side stand pivot and spring hook
③....Center stand pivot and spring hook
④....Front brake lever pivot
⑤....Speedometer cable
O .Oil
G .Grease

⚠ CAUTION

Electrical switches can be damage if lubricated.

Do not apply grease and oil to electrical switches.



BATTERY

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

Recharge if open circuit voltage is less than 12.4V. The standard charging rate is 0.3A × 5 to 10 hours and the maximum rate is 3A × 30 min. Never exceed the maximum charging rate.

⚠ CAUTION

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

Never exceed the standard charging rate.

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. Lead is harmful to your health if it gets into your blood stream.

Wash hands after handling any parts containing lead.

⚠ WARNING

Diluted sulfuric acid from battery can cause blindness or severe burns.

When working near the battery, use proper eye protection and gloves. Flush eyes or body with ample water and get medical care immediately if you suffer injury. Keep batteries out of reach of children.

⚠ WARNING

Batteries produce flammable hydrogen gas which can explode if exposed to flames or sparks.

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

⚠ WARNING

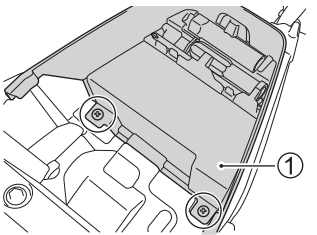
Wiping the battery with a dry cloth can cause a static electricity spark, which can start a fire.

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

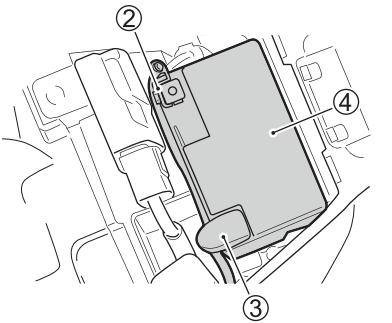
BATTERY REMOVAL

To remove the battery, follow 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 screws.
4. Remove the cover ①.
5. Disconnect the NEGATIVE (-) terminal ②.
6. Remove the cap. Disconnect the positive (+) terminal ③.
7. Remove the batteryl ④.



⚠ CAUTION

To prevent spark when disconnecting and connecting battery terminals follow the procedure below:

- **When disconnecting battery terminals remember to disconnect negative (-) terminal first before the positive (+) terminal.**
- **When reconnecting battery terminals remember to connect positive (+) terminal first before the negative (-) terminal.**

BATTERY INSTALLATION

To install the battery:

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.

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

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.*

USED BATTERY DISPOSAL

By ensuring the used battery is disposed or recycled correctly, you will help prevent potential negative consequences for the environment and human health, which could otherwise be caused by inappropriate waste handling of the battery. The recycling of materials will help to conserve natural resources. For more detailed information about disposing or recycling of the used battery, consult your SUZUKI dealer.

⚠ WARNING

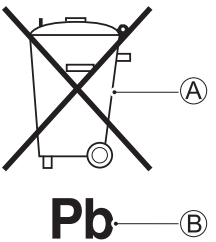
Batteries contain toxic substances including sulfuric acid and lead. They could have potential negative consequences for the environment and human health.

Used battery must be disposed or recycled according to the local law and must not be discarded with ordinary household waste.

The recycling of materials will help to conserve natural resources.

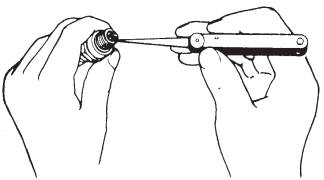
Make sure not to tip over the battery when you remove it from the motorcycle. Otherwise, sulfuric acid could run out and you might get injury.

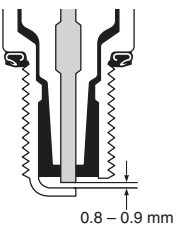
The crossed-out wheeled bin symbol Ⓐ located on the battery label indicates that used battery should be collected separately from ordinary household waste. The chemical symbol of “Pb” Ⓑ indicates the battery contains more than 0.004% lead.



SPARK PLUG

Remove the carbon deposits periodically from the spark plug with a piece of hard wire or pin. Readjust the spark plug gap to 0.80-0.90 mm by using a spark plug gap thickness gauge.





Replace spark plug periodically as indicated in the maintenance chart.

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

Plug Replacement Guide

NGK	DENSO	REMARKS
CPR6EA-9	U20EPR9	If the standard plug appears wet, use this type.
CPR7EA-9	U22EPR9	Standard spark plug
CPR8EA-9	U24EPR9	If the standard plug appears to be over-heated, replace it with this type.

⚠ CAUTION

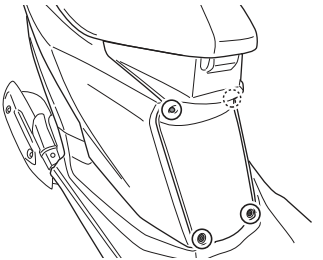
An improper spark plug may have an incorrect fit or inappropriate heat range for your engine. This may cause severe engine damage which may not be covered under warranty.

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

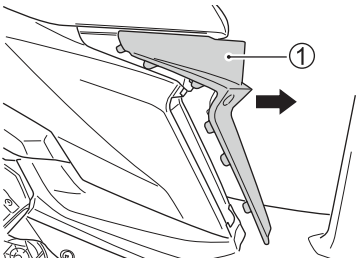
SPARK PLUG REMOVAL

To remove the spark plug, follow the procedure below:

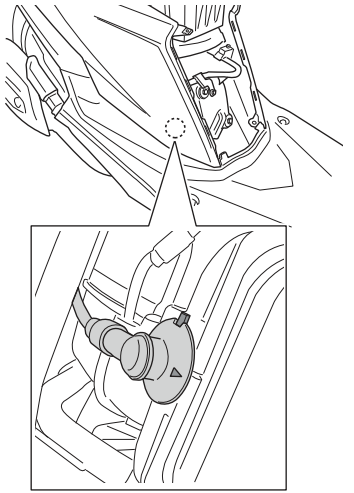
1. Remove the screws and fasteners.



2. Pull the front frame cover1 and slide the front frame cover in a direction with an arrow to remove it.



3. Disconnect the spark plug cap.
4. Remove the spark plug with a spark plug wrench.



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 wrench about 1/8 turn past finger tight.

⚠ CAUTION

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

AIR CLEANER

If the elements have become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption.

If you use your motorcycle under normal low-stress conditions, you should service the air cleaner at the intervals specified. If you ride in dusty, wet or muddy conditions, you will need to inspect the air cleaner element much more frequently.

⚠ 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

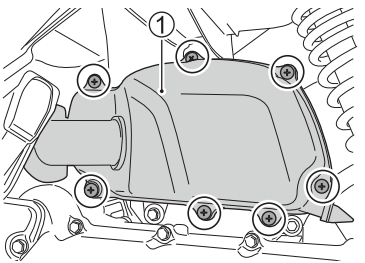
Failure to inspect the air cleaner element frequently if the vehicle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions and engine damage may result.

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

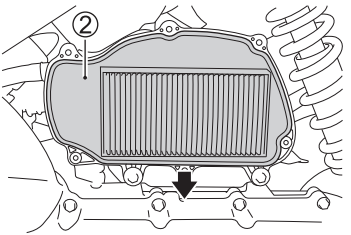
AIR CLEANER REMOVAL AND CLEANING

Follow the procedure below to remove the air cleaner element.

1. Place the motorcycle on the center stand.
2. Remove the screws and air cleaner cap ①.



3. Remove the air cleaner element ②.



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.

⚠ CAUTION

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

Replace a torn air cleaner element with a new one.

NOTE: If driving under dusty conditions, replace the air cleaner element more frequently. The surest way to accelerate engine wear is to operate the engine without the element or to use a torn element. Make sure that the air cleaner is in good condition at all times. The life of the engine depends largely on this component

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

⚠ CAUTION

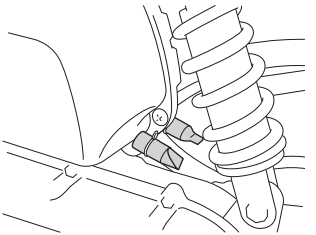
Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.

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

Air cleaner drain plugs

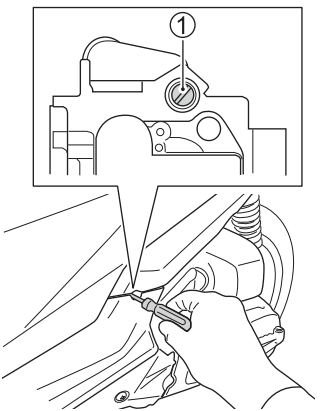
Remove the plugs and drain water and oil at the periodic maintenance interval. The air cleaner drain plugs are located beneath the air cleaner box..



IDLE SPEED ADJUSTMENT

Follow the procedure below to adjust the throttle stop screw.

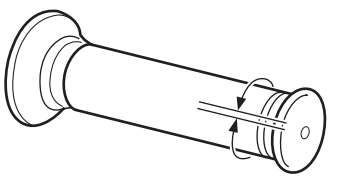
1. Start up the engine and let the engine run until it warms up fully.
2. After engine warms up, turn the throttle stop screw ① in or out so that engine may run at 1,400 - 1,600 RPM.



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

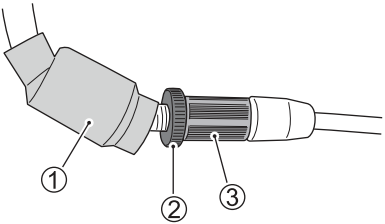
THROTTLE CABLE PLAY

Measure the throttle cable play by turning the throttle grip. The throttle grip should have 2.0 - 4.0 mm play.



2.0 – 4.0 mm

To adjust the cable play:



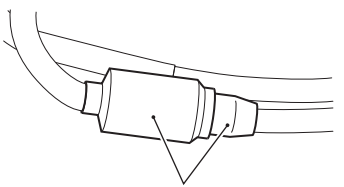
1. Remove the boot ① .
2. Loosen the lock nut ②.
3. Turn the adjuster ③ so that the throttle grip has 2.0 - 4.0 mm play.
4. Tighten the lock nut ②.
5. Return the boot ①.

⚠ WARNING

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

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

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

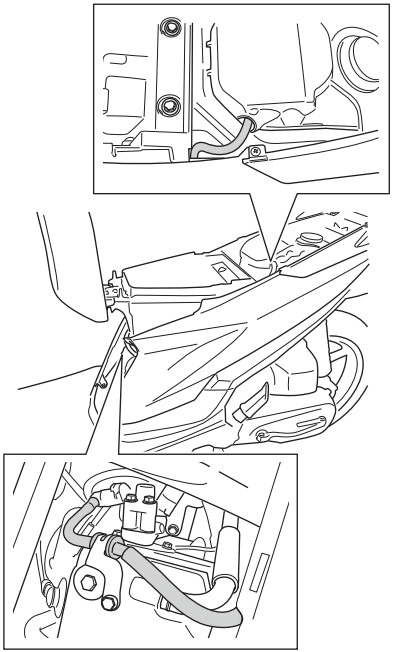


Boots

FUEL HOSE

The fuel hose is located under the seat and behind the front frame cover. Inspect the fuel hose for damage and fuel leakage. If any defects are found, the fuel hose must be replaced.

1. Open the seat by referring to the SEATLOCK AND HELMET HOLDERS section.
2. Remove the front frame cover by referring to the SPARK PLUG section.
3. Inspect the fuel hose for damage and fuel leakage.

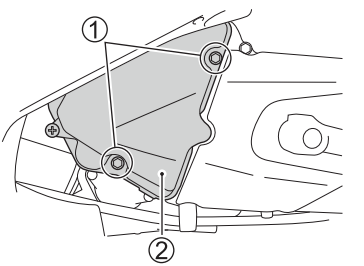


COOLING FAN FILTER

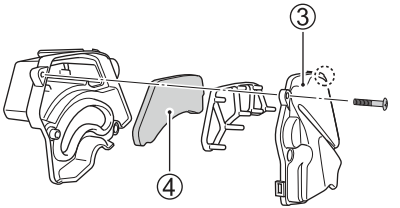
The cooling fan filter is located on the left side of crankcase assembly. Clean the cooling fan filter every 4000 km.

Follow the procedure below to remove the cooling fan filter.

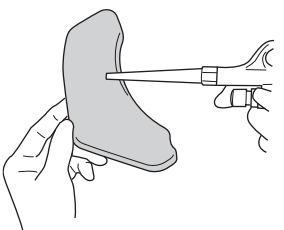
1. Remove the bolts ① and cooling fan filter box assembly ②.



2. Remove the screw.

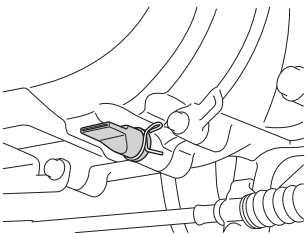


3. Unhook the hook and cooling fan filter box cap ③.
4. Remove the cooling fan filter ④.
5. Carefully use an air hose to blow the dust from the cooling fan filter.



Cooling Fan Drain Plugs

Remove the plugs and drain water at the periodic maintenance interval. The cooling fan drain plugs are located beneath the clutch cover.

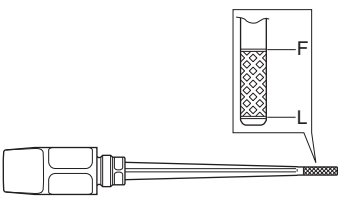


ENGINE OIL

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

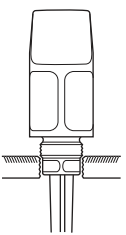
Check the engine oil level with the engine oil dipstick. The dipstick comes out together with the oil filler cap as shown. The level found in the dipstick should be between "L" (Low) and "F" (Full) lines.



The oil level inspection should be performed under the following conditions:

1. Support the motorcycle with the center stand on a flat, level ground.
2. Start the engine and allow it to idle for a few minutes. If the engine is cold, warm up the engine sufficiently.
3. Stop the engine and wait approximately three minute.
4. Remove the oil dipstick and clean the dipstick.
5. Insert the oil dipstick through the oil filler hole.

NOTE: Do not screw in the oil dipstick when checking the engine oil level.



6. Pull out the oil dipstick and check the oil level.
7. Refit the oil dipstick.

⚠ CAUTION

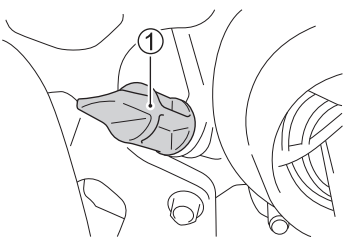
Operating the motorcycle with too little or too much oil can damage the engine.

Be sure the engine oil level is always above the "L" (low) line and not higher than the "F" (full) line.

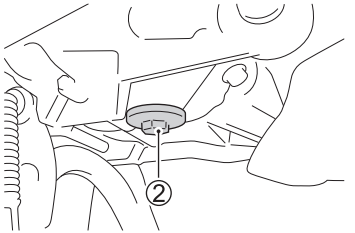
ENGINE OIL CHANGE

Change the engine oil and engine oil filter at the scheduled time. The engine 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 stand.
2. Remove the oil filler cap ①.



3. Place a drain pan under the plug ②.



4. Using a wrench, remove the drain plug ② and drain out the engine oil.

⚠ CAUTION

Hot engine oil and exhaust pipes can burn you.

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

⚠ WARNING

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

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

⚠ CAUTION

Turning the engine while draining the engine oil will cause oil film shortage and adversely affect the engine.

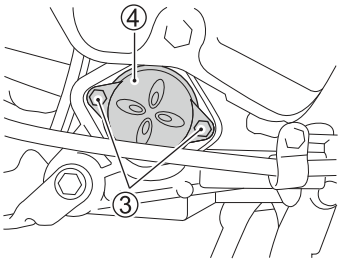
Do not use the electric starter switch during engine oil replacement work.

NOTE:

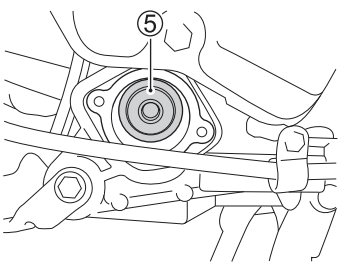
- *Recycle or dispose properly used oil.*
- *Before starting the work, check that there is no dust, mud, or foreign object inside the oil jug or on the oil filter mounting surface.*

ENGINE OIL FILTER CHANGE

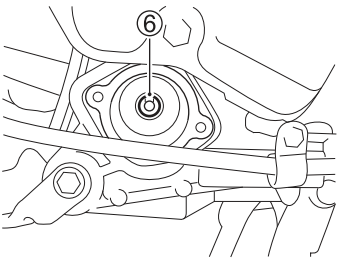
5. Remove the bolts ③ holding the filter cap ④ in place.



6. Remove the engine oil filter ⑤.



7. Replace engine oil filter ⑤ and o-ring ⑥, which is located inside crankcase, with a new one.



⚠ CAUTION

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

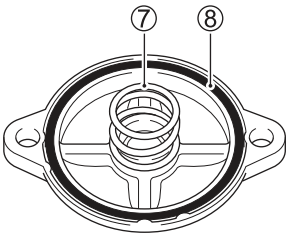
Insert the open end of the new oil filter element into the engine.

⚠ CAUTION

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

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

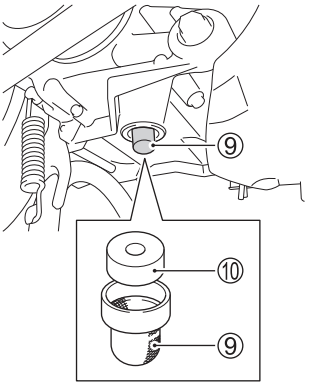
8. Before returning the filter cap ④, be sure to check that the engine oil filter spring ⑦ and the o-ring ⑧ are installed correctly.



NOTE: Use new o-rings ⑥ and ⑧ each time the engine oil filter element is replaced.

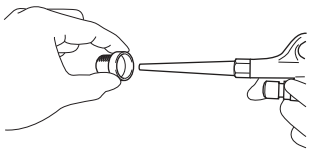
9. Return the oil filter cap ④ and tighten the bolts ③ securely but do not over-tighten them.

Oil strainer cleaning

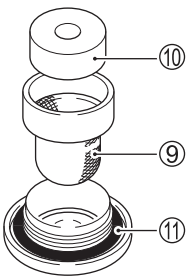


10. Remove the oil strainer ⑨ and the oil strainer plug ⑩.

11. Carefully use an air hose to blow the contamination from the oil strainer.



12. Before replacing the drain plug, be sure to check that the oil strainer plug ⑩, the strainer ⑨ and the "O" ring ⑪ are installed correctly.



NOTE: Insert a new "O" ring each time the engine oil is replaced.

13. Replace the drain plug and tighten it securely with a torque wrench. Pour fresh oil through the filler hole. Approximately 700 ml will be required.

NOTE:

- *About 650 ml of oil will be required when changing oil only.*
- *Drain plug tightening torque: 35 N·m (3.6 kgf-m, 26.0 lbf-ft)*

14. Tighten the oil filler cap ①.
15. Start the engine and allow it to idle for three minutes.
16. Check the oil level according to Oil Level Check procedure.

⚠ CAUTION

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

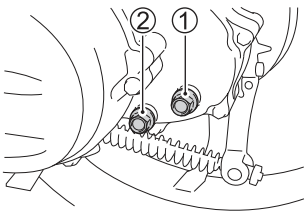
Use the oil specified in the FUEL AND ENGINE OIL RECOMMENDATION section.

NOTE: Check to see that no oil is leaking from the oil filter cap ④.

GEAR OIL

Change the gear oil at the scheduled interval. The procedure is as follows:

1. Support the motorcycle with the center stand on a flat, level ground.
2. Remove the oil filler plug ①.



3. Drain the oil by removing the drain plug ② from a suitable container from the bottom of the final gear case.
4. Reinstall the drain plug ② and tighten it securely after all the oil has been drained out. Pour fresh oil through the filler hole.

NOTE: Approximately 90 ml of oil will be required.

5. Reinstall the oil filler plug ①.

⚠ WARNING

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

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

NOTE: Recycle or dispose used oil properly.

BRAKES

This motorcycle utilizes a disk brake on the front and a drum brake on the rear.

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

⚠ WARNING

Failure to properly inspect and maintain your motorcycle's brake systems can increase your chance of having an accident.

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

Inspect your brake system for the following items daily:

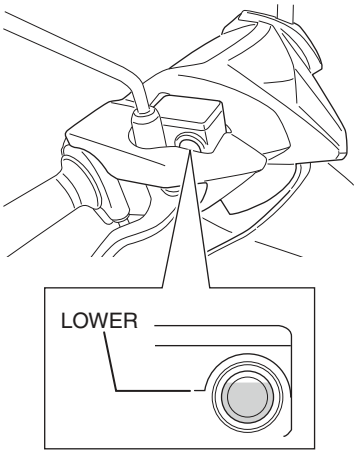
- Inspect the front brake system for signs of fluid leakage.
- Inspect the front brake hose for leakage or a cracked appearance.
- Check the wear of the disk brake pads and drum brake shoe.
- The rear brake lever should have the proper stroke and be firm at all times.

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.

FRONT BRAKE FLUID

Check the brake fluid level in the front brake fluid reservoir. If the level in reservoir is below the lower mark, inspect pad wear and leaks.



⚠ WARNING

Brake fluid will gradually absorb moisture through the brake hoses. Brake fluid with high water content lowers the boiling point and can cause brake system malfunction due to corrosion of brake components. Boiling brake fluid or brake system malfunction could result in an accident.

Replace the brake fluid every two years to maintain braking performance.

⚠ WARNING

The use of any fluid except DOT3 or DOT4 brake fluid from a sealed container can damage the brake system and lead to an accident.

Clean filler cap before removing. Use only DOT3 or DOT4 brake fluid from a sealed container. Never use or mix with different types of brake fluid.

⚠ WARNING

Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes. Solution can be poisonous to animals.

If brake fluid is swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

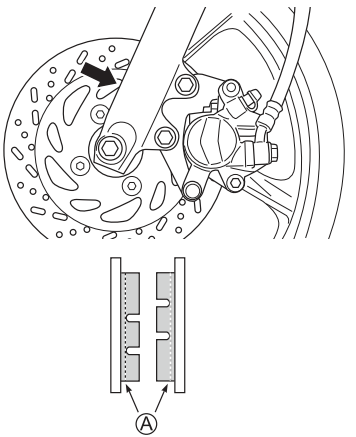
⚠ CAUTION

Spilled brake fluid can damage painted surfaces and plastic parts.

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

BRAKE PAD

Inspect the front brake pads by noting whether or not the friction pads are worn down to the grooved wear limit line Ⓐ. If a 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.



⚠ WARNING

Failure to inspect and maintain the brake pads and replace them when recommended can increase your chance of having an accident.

If you need to replace brake pads, have your Suzuki dealer do this work. Inspect and maintain the brake pads as recommended.

NOTE: After replacing either the front brake pads, the front brake lever must be pumped several times. This will extend the pads to their proper position.

⚠ WARNING

After brake system repair or brake pad replacement, you may get poor braking performance which could result in an accident.

Pump the front brake lever several times until brake pads are pressed against the brake disks and proper lever stroke and firm feel are restored.

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

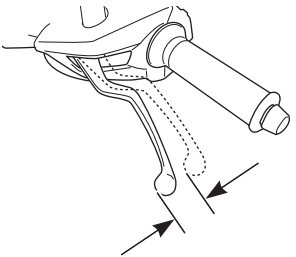
⚠ WARNING

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

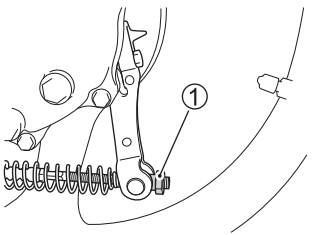
Always replace both pads together.

REAR BRAKE LEVER PLAY ADJUSTMENT

The rear brake lever free play position must be properly adjusted at all times. The brake lever free play should be between 15 - 25 mm.



To adjust the brake lever to the specified free play, turn the rear brake adjusting nut ① clockwise or counterclockwise to decrease or increase the distance.

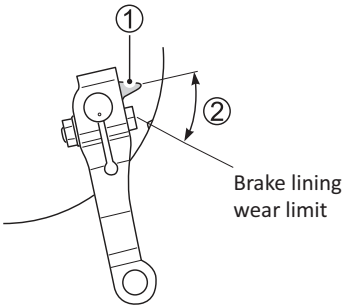


⚠ WARNING

- **Too much play in the rear brake pedal can cause poor braking performance and may lead to an accident.**
- **Too little play may force brake shoes to rub againts the drum at all times causing damage to the shoes and drum.**

BRAKE LINING WEAR LIMIT

The motorcycle is equipped with a brake lining wear limit indicator on the rear brakes. Inspection procedure as follows:



While fully applying the rear brake lever, check to see the extension line of the index mark ①.

- If index mark ① coincides within the range indicated on the brake panel as shown in the figure, the brake shoes are in good condition.
- If the index mark ① coincides with the brake lining wear limit or beyond the range indicated, the brake shoe assembly should be replaced with a new set.

⚠ WARNING

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

Always replace both shoe together.

⚠ WARNING

- **Inspect brake shoe wear before each use. Ask your Suzuki dealer or qualified mechanic to replace brake shoes if they are worn to the limit.**
- **Riding with worn brake shoes will reduce braking performance and will increase your chance of having an accident.**

TIRES

⚠ WARNING

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

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

⚠ WARNING

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

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 control.

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

Cold Tire Inflation Pressure

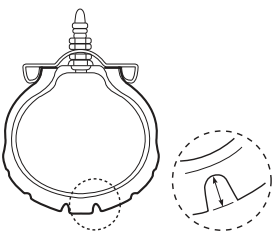
Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear. Over-inflated tires have a smaller amount of tire in contact with the road, which can contribute to skidding and loss of control.

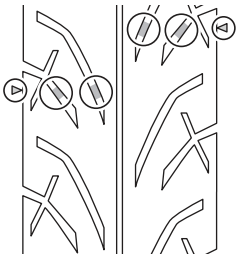
	SOLO RIDING	DUAL RIDING
FRONT	200 kPa 2.00 kgf/cm^2 29 psi	200 kPa 2.00 kgf/cm^2 29 psi
REAR	225 kPa 2.25 kgf/cm^2 33 psi	225 kPa 2.25 kgf/cm^2 33 psi

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,cuts or if tread depth is less than 1.6 mm at the front and 1.6 mm at the rear.





NOTE: The "Triangle" 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.

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

	FRONT	REAR
SIZE	80/90-14M/C 40P	90/90-14M/C 46P
TYPE	IRC SS-530F	IRC SS-530R

NOTE: Do not use a tubeless tire for replacing a tire because this motorcycle's wheels are not applicable for tubeless tires. Use only tube type tire.

⚠ WARNING

An improperly repaired or installed tire can cause abnormal wear of tire and could result to handling stability problems.

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

LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown on the 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.

Headlight	12V 32/32W
Turn signal light	12V 10W X 4
Brake light/ Tail light bulb	12V 18/5W
Position light	12V 3.4W#

⚠ CAUTION

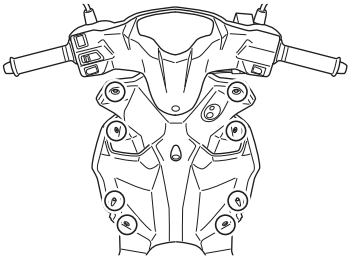
Failure to use a light bulb with the correct wattage rating can overload the electrical system of your motorcycle or cause the bulb to burn out sooner.

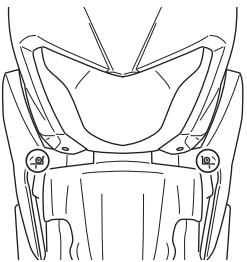
Use only the specified light bulbs.

HEADLIGHT, FRONT TURN SIGNAL LIGHT AND POSITION LIGHT

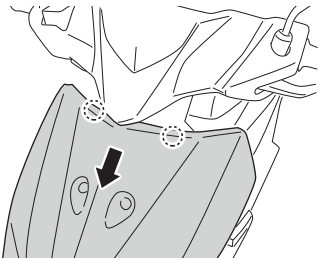
To replace the headlight bulb, front turn signal light bulb and position light bulb, follow the procedure below:

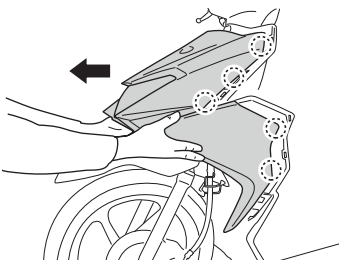
1. Remove the screws.





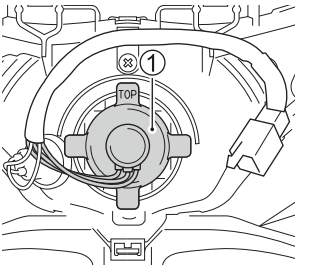
2. Unhook the hooks. Remove the headlight cover with the headlight assembly.



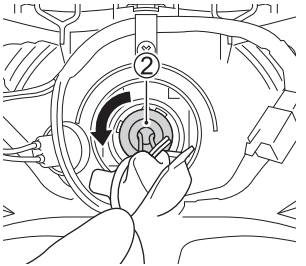


Headlight

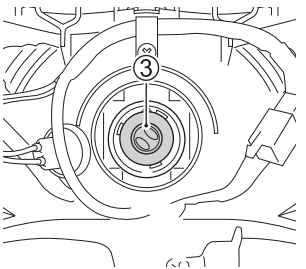
1. Remove the rubber cap ①.



2. Push in on the socket ② twisting it clockwise, and pull it out.



3. Pull out the bulb ③.



4. Fit the new bulb.
5. To reinstall the headlight, reverse the sequence described above.

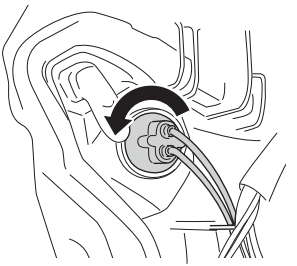
⚠ CAUTION

The headlight bulb's life may be shortened by oil from your fingers if you touch it.

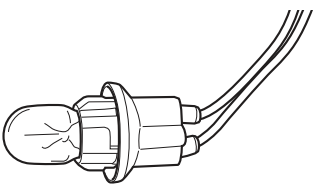
When replacing the headlight bulb, be careful not to touch the glass.
Grasp the new bulb with a clean cloth.

Front turn signal light

1. Turn the socket counterclockwise and remove it.

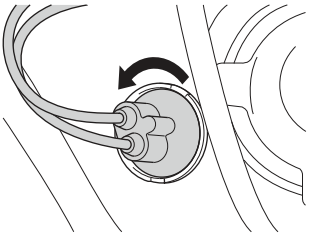


2. Pull off the bulb from the socket.

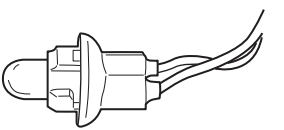


Position light

1. Turn the socket counterclockwise and remove it.

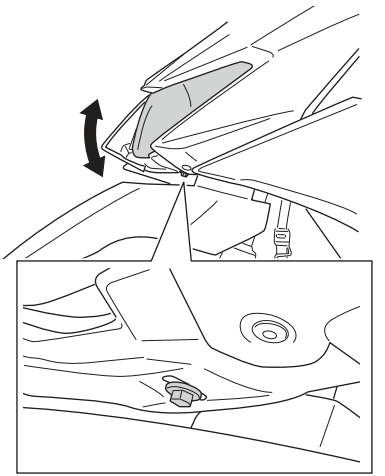


2. Pull off the bulb from the socket.



HEADLIGHT BEAM ADJUSTMENT

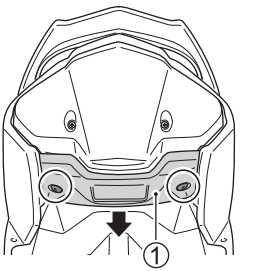
The headlight beam can be adjusted up and down if necessary. Loosen the headlight adjustment bolt, and move the headlight up or down as required.



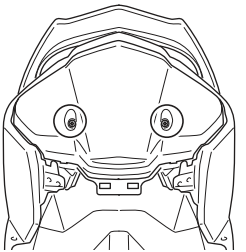
REAR TURN SIGNAL LIGHT / BRAKE LIGHT / TAIL LIGHT

Rear Turn signal light

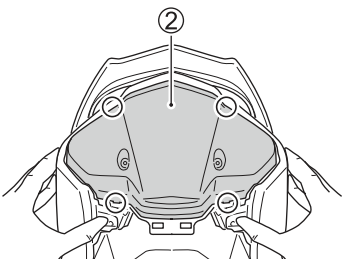
1. Remove the screws and take off the under frame cover ① backward.



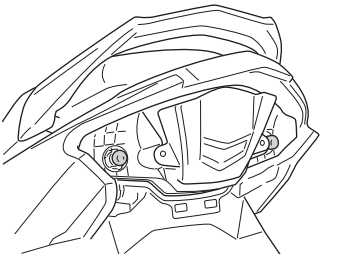
2. Remove the screws.



3. Unhook the hooks and take off the lens ②. Widen the covers when removing and replacing the lens to avoid scratching on the lens.

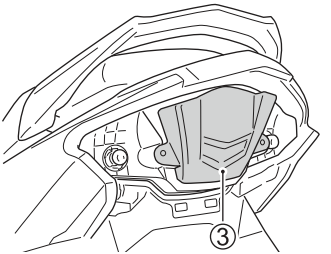


4. Pull off the bulb from the socket.

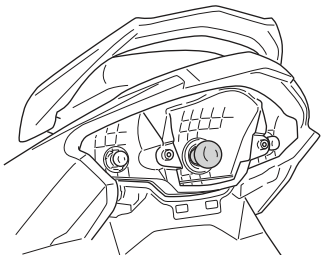


Brake light / Tail light

5. Take off the lens ③.



6. Push in the burned-out bulb, turn it to the left, and pull it out.



7. To fit the replacement bulb, push it in and turn it to the right while pushing.

⚠ CAUTION

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

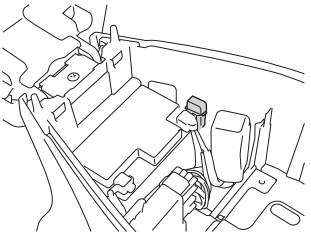
Tighten the screws only until they are snug.

FUSE

If some electrical components of your motorcycle stops working the first thing you should check is a 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 cause of 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.

The fuse is located beside the battery. The 15A fuse is equipped. It is designed to open when a circuit overload exists in individual electrical system circuits. If any electrical system fails to operate, then the fuse must be checked. A 15A spare fuse is attached to the fuse case.



⚠ WARNING

Replacing a fuse with incorrect ampere rating or substitute such as aluminum foil or wire, it may cause serious damage to the electrical system and possible fire. Always replace a blown fuse with a fuse of the same ampere rating.

If the new fuse blows in a short time, the electrical problem may not be fixed. Have your motorcycle inspected immediately by your Suzuki dealer.

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. No 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.

⚠ WARNING

Catalytic converters becomes very hot after motorcycle use.

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

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

⚠ CAUTION

Improper motorcycle operation may cause catalyst and other engine component damage.

The following precautions should be observed to avoid damage to the catalyst or other related components.

- **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.**

- **Do not try to start the engine by pushing the motorcycle or by coasting down a hill.**
- **Do not idle the engine with any spark plug 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.**

TROUBLESHOOTING

TROUBLESHOOTING

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

NOTICE

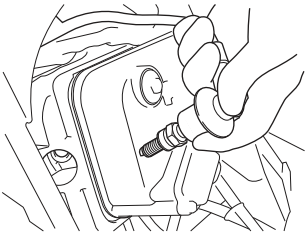
Improper repairs or adjustments may damage the motorcycle instead of fixing it. Such damage may not be covered under warranty.

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

If the engine is hard to start or does not start at all, perform the following inspections to determine the cause.

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 engine, crank the engine with the ignition switch in the "ON" position. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your Suzuki dealer for repairs.

⚠ WARNING

Performing the spark test improperly can be hazardous. You could get a high voltage electrical shock if you are not familiar with this procedure.

Do not perform this check if you are not familiar with the procedure.

Do not point the spark plug near the spark plug hole during this test.

Do not perform this test if you have a heart condition or wear a pacemaker.

FUEL SUPPLY CHECK

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

ENGINE STALLING

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

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

If the motorcycle is to be left unused for extended period of time, it 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 motorcycle 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 system.

BATTERY

1. Remove the battery from the motorcycle.
2. Clean the outside of the battery with a mild detergent and remove any corrosion from the terminals and wiring harness connections.
3. Make sure battery is fully charged before storing.
4. Store the battery in a room above freezing.

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

TIRE
Inflate the tires to the normal specifications.

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

PROCEDURE DURING STORAGE

Batteries normally self discharge when not in use during storage. The battery should be inspected and recharged every month, as necessary if battery voltage is below 12.4 V.

The standard charging rate when charging the battery is 0.3A x 5 to 10 hours.

PROCEDURE FOR RETURNING TO SERVICE

1. Clean the entire motorcycle.
2. Reinstall the battery by referring to the BATTERY section.
3. Adjust the pressure of tires as described in the TIRE section.
4. Lubricate all places as instructed in this manual.
5. Perform the INSPECTION BEFORE RIDING as listed in this manual.

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

- Store your motorcycle in a dry, well-ventilated area. If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.
- Cover your motorcycle. Exposure to mid-day sun can cause the colors in paint, plastic parts and instrument faces to fade. Covering your motorcycle with a high-quality, “breathable” motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

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*

NOTICE

High pressure washers have enough pressure to damage the parts of your motorcycle. It may cause rust, corrosion and increase wear. Parts cleaner can also damage motorcycle parts.

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

3. Once the dirt has 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 to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage following the procedure below:

   a. Clean all damaged spots and allow them to dry.
   b. Stir the paint and "touch-up" the damaged spots lightly with a small brush.
   c. Allow the paint to dry completely.

NOTE: Headlight lens can be fogged after washing the motorcycle or riding in a rain. Headlight fogging will be cleared gradually when the engine is running and headlight is turned on.

NOTICE

Cleaning your motorcycle 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.

SPEEDOMETER DISPLAY CLEANING

When the speedometer display is to be cleaned, wipe gently using a moist cloth.

NOTICE

When the speedometer display is wiped or rubbed aggressively using a dry cloth, the display might be scratched.

Use a moist soft cloth.

WAXING THE MOTORCYCLE

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

- Only use waxes and polishes of good quality.
- When using waxes and polishes, observe the precautions specified by the manufacturers.

Special care for MATTE FINISH

Do not use polishing compounds or wax that contain polishing compounds on surfaces which have a matte finish. The use of polishing compounds will change the appearance of the matte finish.

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

Friction while riding, 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

Operating the motorcycle with wet brakes can be hazardous. Wet brakes may not provide as much stopping power as dry brakes. This could lead to an accident.

Test your brakes after washing the motorcycle, while riding at slow speed. If necessary, apply the brakes several times to let friction dry out the linings.

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

SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	1890 mm
Overall width	675 mm
Overall height	1045 mm
Wheelbase	1260 mm
Ground clearance	150 mm
Seat height	750 mm
Curb mass	93 kg

ENGINE

Type	Four-stroke, air-cooled, SOHC
Number of cylinder	1
Bore	51.0 mm
Stroke	55.2 mm
Displacement	113.0 cm^3
Compression ratio	9.5 : 1
Fuel System	Fuel injection
Air cleaner	Paper element
Starter system	Electric and primary kick
Lubrication system	Wet sump

DRIVE TRAIN

Clutch	Dry shoe, automatic, centrifugal type
Transmission	CVT
Gearshift pattern	Automatic
Primary reduction ratio	3.666
Final reduction ratio	9.942 (44/16 x 47/13)
Drive system	V-belt drive

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Swingarm type, coil spring, oil damped
Front fork stroke	90.0 mm
Turning radius	2.0 m
Front brake	Disk brake
Rear brake	Drum brake
Front tire size	80/90-14M/C 40P, tube type
Rear tire size	90/90-14M/C 46P, tube type

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK: CPR7EA-9, ND : U22EPR9
Battery	12V 10.8 kC (3.0 Ah)/10HR
Generator	Single-phase AC generator
Main fuse	15A
Headlight	12V 32/32W
Position light	12V 3.4W
Brake light/Taillight	12V 18/5W
Turn signal light	12V 10W
Speedometer illumination light	12V 1.7W
Turn signal indicator light	12V 1.7W
High beam indicator light	12V 1.7W
Malfunction indicator light	12V 1.7W

CAPACITIES

Fuel tank, including reserve	3.60 L
Engine oil, oil change	650 ml
With filter change	700 ml
Overhaul	800 ml
Final gearbox oil, oil change	90 ml
Overhaul	100 ml

INDEX

S

T

V

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?	☐ YES ☐ NO	Replaced Oil filter?	☐ YES ☐ 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?	☐ YES ☐ NO	Replaced Oil filter?	☐ YES ☐ 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?	☐ YES ☐ NO	Replaced Oil filter?	☐ YES ☐ 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?	☐ YES ☐ NO	Replaced Oil filter?	☐ YES ☐ 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?	☐ YES ☐ NO	Replaced Oil filter?	☐ YES ☐ 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?	☐ YES ☐ NO	Replaced Oil filter?	☐ YES ☐ NO		If YES what oil brand?

REPAIR AND INSPECTION RECORD

(To be filled up by Suzuki dealer's mechanic.)

Repair Order No.	Repair Description	Servicing Dealer	Mechanic Name	Repair Date dd/mo/yr	Km Reading

SUZUKI PHILIPPINES, INCORPORATED
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