

SUZUKI

SUZUKI MOTOR CORPORATION

OWNER'S MANUAL

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GSX-R250

IMPORTANT

BREAK-IN INFORMATION FOR YOUR MOTORCYCLE

The first 1600 km (1000 miles) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.

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

Please refer to the "BREAK IN" section for specific break-in recommendations.

WARNING/CAUTION/NOTE

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

⚠ WARNING

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

⚠ CAUTION

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

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

FOREWORD

THANK YOU for choosing Suzuki. We at Suzuki have designed, tested and produced this motorcycle using the most modern technology available to provide you with many, happy, enjoyable, safe miles of riding. Motorcycling is one of the most exhilarating sports and to insure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

SUZUKI MOTOR CO., LTD.



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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

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

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

- (1) Anytime that additional weight of aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid, non-movable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.

- (2) Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.

- (3) 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 handlebar or front fork of the machine should be as light as possible and kept to a minimum.

- (4) Windshields, fairings, backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore, caution should be used when selecting and installing all accessories.

- (5) Certain accessories displace the rider from his normal riding position. This limits the freedom of movement of the rider and may limit his control ability.

- (6) Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

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

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Only all applicable equipment regulations on actual areas.

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

RIDING APPAREL

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

INSPECTION BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

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

KNOW YOUR LIMITS

Ride within the boundaries of your own skill at all times. Knowing these limits and staying within them will help you to 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 of the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges. Whenever in doubt about road conditions, slow down.

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.



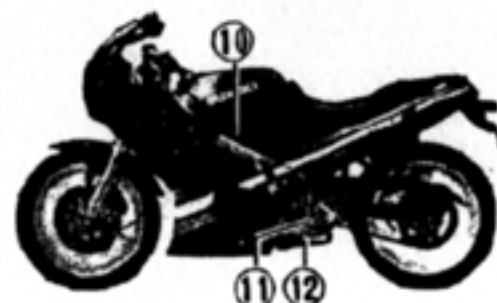
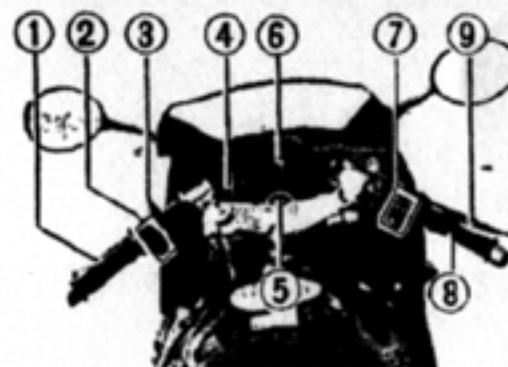
The frame number ① is stamped on the steering head tube. The engine serial number ② is stamped on the right side of the crankcase assembly.

Please write down the serial numbers here for your future reference.

Frame No.:

Engine No.:

LOCATION OF PARTS



- ① Clutch lever
- ② Left handlebar switches
- ③ Carburetor choke lever
- ④ Speedometer
- ⑤ Ignition switch
- ⑥ Tachometer
- ⑦ Right handlebar switches
- ⑧ Throttle grip
- ⑨ Front brake lever
- ⑩ Fuelcock
- ⑪ Gearshift lever
- ⑫ Side stand
- ⑬ Rear brake pedal

CONTROLS

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 down your key number in the box provided for your future reference.

Key No.:

IGNITION SWITCH

The ignition switch has four positions:



"OFF" POSITION

All electrical circuits are cut off.

"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.

"LOCK" POSITION

To lock the steering, turn the handlebar all the way to the right or the left. Push down and turn the key to the "LOCK" position and remove the key. All electrical circuits are cut off.

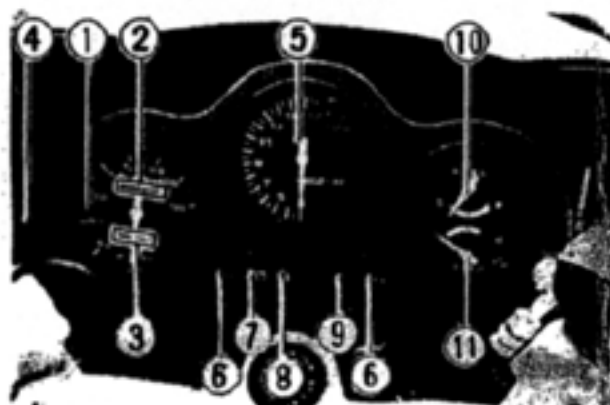
"P" (Parking) POSITION

When parking the motorcycle, turn the handlebar all the way to the right or to the left. Push down and turn the key to the parking position. The key can now be removed and the parking light and taillight will remain lit and the steering will be locked. This position is for night time roadside parking to increase visibility.

⚠ WARNING

- Before turning the ignition switch to the "P" (PARKING) or "LOCK" position, stop the motorcycle and place the motorcycle on either the side stand or the center stand.
- Never attempt to move the motorcycle when the steering is locked, or you may lose balance.

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.

TRIP METER ③

The trip meter is a resettable odometer located in the instrument panel. It can be used to indicate the distance traveled on short trips or between fuel stops. Turning the knob ④ counter-clockwise will return the meter to zero.

TACHOMETER ⑤

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

TURN SIGNAL INDICATOR LIGHT ⑥

When the turn signals are being operated either to the right or to the left, the amber indicator light will flash at the same time.

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

HIGH BEAM INDICATOR LIGHT ⑦

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

NEUTRAL INDICATOR LIGHT ⑧

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

OIL PRESSURE INDICATOR LIGHT ⑨

With the ignition switch in the "ON" position but the engine not started, the oil pressure indicator light should be lit. As soon as the engine is started, the light should go out.

⚠ CAUTION

Whenever the oil pressure indicator lights up, indicating no oil pressure stop the engine immediately. First check the oil level and determine if the proper amount of oil is in the engine. If the light still does not go out, then have your authorized Suzuki dealer inspect your motorcycle to determine the difficulty. Do not operate the motorcycle when the light is lit as it may cause serious damage to the internal parts of the engine or transmission.

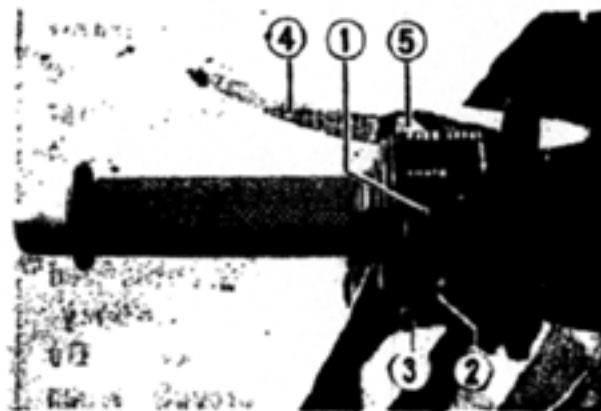
FUEL METER ⑩

The fuel meter indicator indicates the amount of fuel in the fuel tank. "E" mark indicates fuel is empty or nearly so. "F" mark indicates fuel is full.

COOLANT TEMPERATURE GAUGE ⑪

The coolant temperature meter indicates the coolant temperature. If the needle reaches red zone, stop the engine immediately and allow the engine cool.

LEFT HANDLEBAR



DIMMER SWITCH ①

When the dimmer switch is moved to the "HI" position, the high beam will be lit. At the same time that the high beam is lit, the high beam indicator light will also light in the instrument panel. When the dimmer switch is moved to the "LO" position, the low beam will be lit.

TURN SIGNAL LIGHT SWITCH ②

Sliding the switch to the "L" position will flash the left turn signal. Moving the switch to the "R" position will flash the right turn signal. The indicator will also flash intermittently. To cancel turn signal operation, push the switch on.

⚠ WARNING

Always use the turn signal when you intend to change lanes or make a turn. ALWAYS be sure to push the turn signal switch after completing the turn or lane change.

HORN SWITCH ③

Press the button to operate the horn.

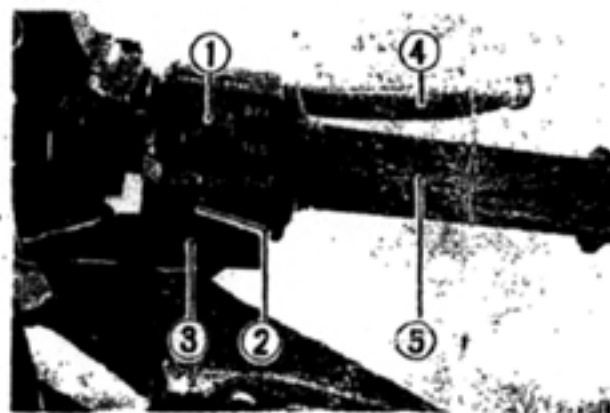
CLUTCH LEVER ④

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

PASSING LIGHT SWITCH ⑤

Press the switch to light the headlight.

RIGHT HANDLEBAR



ENGINE STOP SWITCH ①

The engine stop switch is located on the top of the right handlebar grip switch housing. This is a "rocker" style switch which pivots in the center. In the "RUN" position the ignition circuit is on and the engine will operate. The switch is intended primarily as a safety or emergency switch. When the switch is in the "OFF" position neither the starter motor nor the ignition circuit will be energized.

LIGHTING SWITCH ②

"OFF" position — headlight and taillight go off.

"•" position — small light and taillight come on.

"ON" position — headlight and taillight come on.

ELECTRIC STARTER BUTTON ③

This button is used to turn the starter motor. With the ignition switch in the "ON" position, the transmission in neutral, and the clutch disengaged, push the electric starter button to engage the starter motor and start the engine.

NOTE: This motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- (1) The transmission is in neutral and the clutch is disengaged, or
- (2) The transmission is in gear, the side stand is fully up, and the clutch is disengaged.

⚠ CAUTION

Do not engage the starter motor for more than five seconds at a time as it may overheat the wiring harness and starter motor. If the engine does not start after several attempts, check the fuel supply and ignition system. (Refer to the "TROUBLESHOOTING" section).

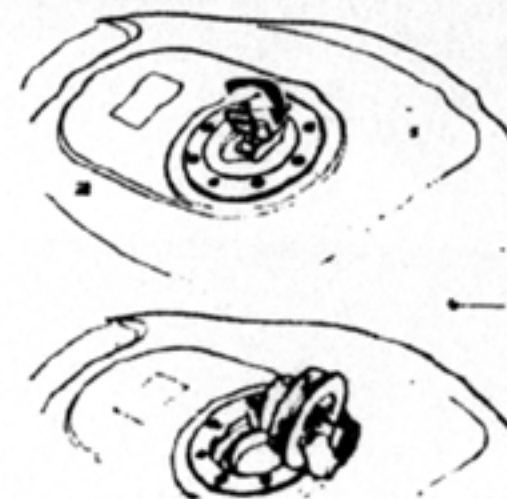
FRONT BRAKE LEVER ④

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

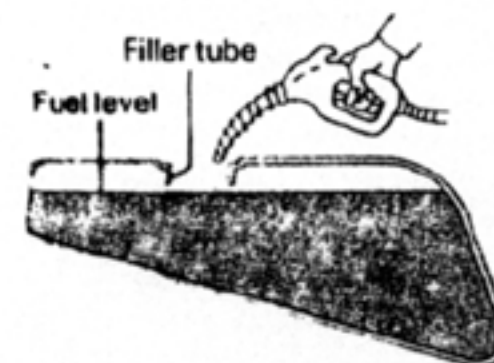
THROTTLE GRIP ⑤

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

FUEL TANK CAP



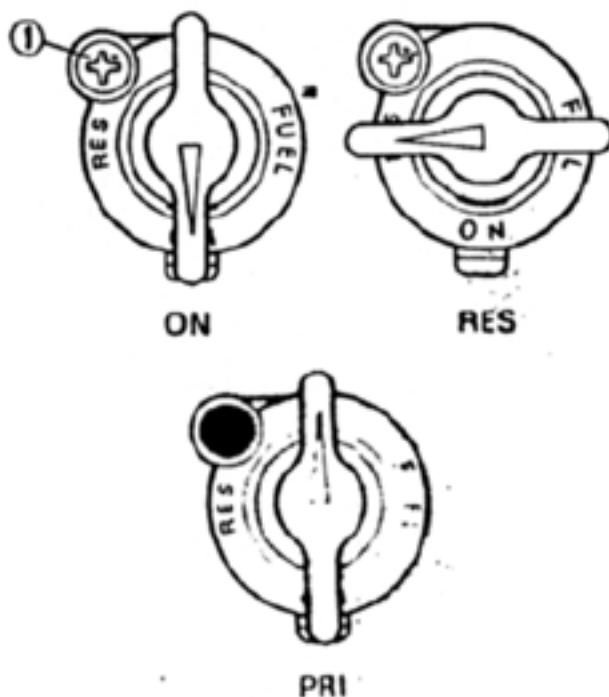
To open the fuel tank cap, insert the ignition key into the lock and turn it clockwise. With the key still held in position, lift up with the key and lift up the fuel tank cap. To replace the fuel tank cap, push the cap down firmly with the key in the cap lock.



⚠ WARNING

- Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.
- When refueling, always shut the engine off and turn the ignition key to the "OFF" position. Never refuel near an open flame.

FUELCOCK



This motorcycle is equipped with an automatic type, diaphragm style fuelcock. There are three positions. "ON," "RESERVE" and "PRIME."

"ON" The normal position for the fuelcock lever is in the "ON" position. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.

"RESERVE" If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.

RESERVE FUEL SUPPLY:
2.4 L (2.5/2.1 US/Imp qt)

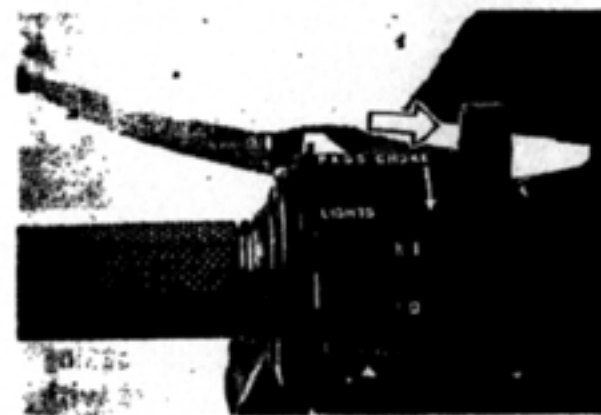
"PRIME" If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetors. In this instance the fuelcock lever should be moved to the "PRIME" position. Remove the screw ① before moving the lever to the PRIME position. This will allow the fuel to flow directly into the carburetor even though the engine is not operating. Upon starting the engine, be sure to return the lever to the "ON" position or, if necessary, to the "RESERVE" position.

CAUTION

Leaving the fuelcock in the "PRIME" position may cause the carburetors to overflow and fuel to run into the engine. It is possible that this may cause severe mechanical damage when the engine is started.

NOTE: After switching the fuel tank supply to the "RESERVE" position, it is advisable that the fuel tank be refilled at the closest gas station. After refueling, be sure to move the fuelcock lever to the "ON" position.

CARBURETOR CHOKE LEVER



The carburetors of this motorcycle is equipped with a choke system to provide easy starting. When starting a cold engine, turn the choke lever towards you. After the engine starts, return the choke lever halfway. Let the engine run until the engine sufficiently warm up, thereafter return the choke lever to its normal position. The choke system will operate only when the throttle is in the closed position as opening the throttle will bypass the choke system. When the engine is warm, the choke system does not need to be used for starting.

GEARSHIFT LEVER



This motorcycle is equipped with a 6-speed constant mesh transmission which operates as shown in the figure. The shift lever is attached to a ratchet type mechanism in the transmission. Each time that a gear is selected, the gearshift lever will return to its normal position ready to select the next gear. Neutral is located between low and 2nd gear. Low gear is engaged by depressing the lever downward from the neutral position. Shifting into the higher gears is accomplished by lifting up on the shift lever once for each gear. It is not possible to up shift or down shift more than one gear at a time due to the ratchet mechanism being used. When shifting from low to 2nd gear or 2nd gear to low, neutral will be automatically skipped. When neutral is desired, depress or lift the lever to a position halfway between low and 2nd gear.

NOTE:

When the transmission is in neutral the green indicator light in the instrument panel will be lit. However, even though the light is illuminated, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

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

REAR BRAKE PEDAL



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

SEAT LOCK AND HELMET HOLDER



To unlock the seat lock, insert the ignition key into the lock and turn it clockwise. To lock the seat, slide the seat hook into the seat hook retainer and push down firmly.

To unlock the helmet holder, insert the ignition key into the lock and turn it counter-clockwise. Push the latch to lock the helmet holder.

⚠ WARNING

- Do not operate the motorcycle with a helmet fastened to the helmet holder. The helmet may be caught in the wheel causing loss of control, or interfere with the safe operation of the motorcycle.
- Make sure to properly position and securely attach the seat when you install it. Failure to install the seat properly could allow the seat to move and cause loss of rider control.

FRONT FORK

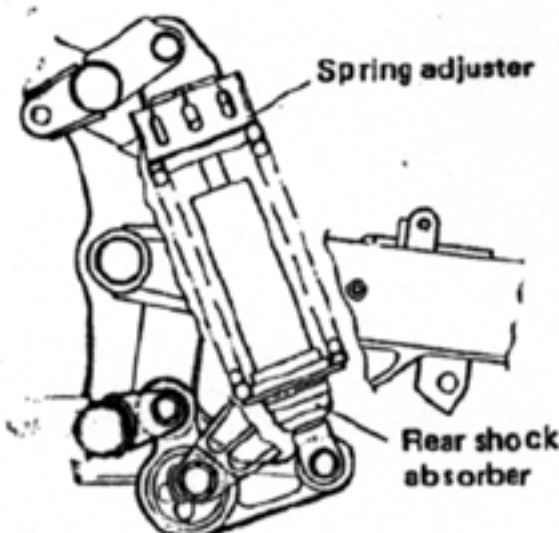


Remove the air valve cap and push the air valve in to equalize the front fork air pressure with atmospheric temperature. Be sure to release the pressure with the front wheel off the ground.

⚠ WARNING

Be sure to adjust the front fork air pressure on both forks equal. Making one front fork higher pressure than the other will interfere with the stability of the motorcycle.

REAR SUSPENSION



The rear suspension spring preload is adjustable to compensate for rider, load, riding style and road conditions. The adjustment can be performed in seven positions. To change the spring preload setting, place the motorcycle in the side stand. Twist the spring tension ring to the desired position with the adjuster provided in the tool kit. Position 1 provides the softest spring tension and position 7 provides the stiffest. This motorcycle is delivered from the factory with its adjuster set in the 3 position.

SIDE STAND



An interlock switch is provided to cut off the ignition circuit when the side stand is down and the transmission is in any gear other than neutral.

The side stand/ignition interlock switch works as follows:

- (1) If the side stand is down and the transmission is in gear, the engine can not be started.
- (2) If the engine is running and the transmission is shifted into gear with the side stand down, the engine will stop running.
- (3) If the engine is running and the side stand is put down with the transmission in gear, the engine will stop running.

⚠ WARNING

Be sure to check the side stand/ignition interlock switch for proper operation before riding, according to the instructions in the SIDE STAND/IGNITION INTERLOCK SWITCH section. If the switch is not working and the side stand is left down, it may interfere with rider control during a left turn.

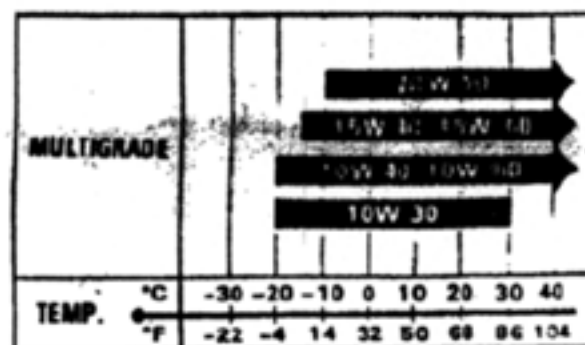
FUEL AND OIL RECOMMENDATION

FUEL

Use gasoline with an octane number of 90 or higher (Research Method), preferably unleaded.

ENGINE OIL

Using a premium quality four-stroke motor oil will increase the service life of your motorcycle. Use only oils which are rated SE or SF under the API classification system. The viscosity rating should be SAE 10W-40. If an SAE 10W-40 motor oil is not available, select an alternative according to the chart below.



BREAK-IN

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

MAXIMUM ENGINE SPEED RECOMMENDATION

This table shows the maximum recommended engine speed during the break-in period.

Initial	800 km (500 miles)	8000 r/min
Up to	1600 km (1000 miles)	13000 r/min
Over	1600 km (1000 miles)	17000 r/min

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.

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 (1000 miles).

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 (600 miles) 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 oil and oil filter will be replaced.

Proper performance of the 1000 km (600 miles) service will ensure optimum service life and performance from the engine.

⚠ CAUTION

The 1000 km (600 miles) service should be performed as outlined in the "INSPECTION AND MAINTENANCE" section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.



INSPECTION BEFORE RIDING

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

WHAT TO CHECK	CHECK FOR:
Steering	1) Smoothness 2) No restriction of movement 3) No play or looseness
Brakes	1) Fluid level in the reservoir to be above "LOWER" line. 2) No "sponginess" 3) No dragging 4) No fluid leakage
Tires	1) Correct pressure 2) Adequate tread depth 3) No cracks or cuts
Fuel	Enough fuel for the planned distance of operation
Lighting	Operation of all lights - HEADLIGHT, TAILLIGHT, BRAKE LIGHT, INSTRUMENT LIGHTS, TURN SIGNALS, PARKING LIGHT
Indicator lights	High beam, Neutral, Turn signal, Oil pressure
Horn and engine stop switch	Correct function
Engine oil	Correct level
Battery	Solution level to be above "LOWER" line
Throttle	1) Correct play in the throttle cable 2) Smooth operation and positive return of the throttle grip to the closed position
Clutch	1) Correct play in the cable 2) Smooth and progressive action

Drive chain	1) Correct tension or slack 2) Adequate lubrication
Side stand/ignition interlock switch	Proper operation
Coolant	1) Proper coolant level 2) No leaks from the cooling system

RIDING TIPS

⚠ WARNING

- If this is the first time that you have ridden a machine of this type, we suggest that you practice on a non-public road to become thoroughly familiar with the controls and operation of the motorcycle.
- One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and both feet securely on the footrests. Under no circumstances should both hands be removed from the handlebars.
- Don't down shift in the midst of cornering. Slow down to a safe speed before negotiating a corner.
- When the road surface is wet or slushy, there is a reduction in tire traction. You should reduce speed whenever these conditions exist on braking and cornering.
- At side winds which may be experienced at the exits of tunnels, when passing by the cut of a hill, or when being overtaken by larger vehicles, you should reduce speed and ride alertly.
- Obey the speed limit and traffic regulations at all times.

STARTING THE ENGINE

⚠ WARNING

Never start the engine or let it run indoors or where there is little or no ventilation. Exhaust gas contains carbon monoxide, a potentially lethal gas that is colorless and odorless.

⚠ CAUTION

Do not let the engine run too long without riding, or it will overheat and may damage internal engine components.

Before attempting to start the engine, make sure:

- (1) The transmission is in neutral.
- (2) The fuelcock is in the "ON" position.
- (3) The engine stop switch is in the "RUN" position.

NOTE This motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- (1) The transmission is in neutral and the clutch is disengaged, or
- (2) The transmission is in gear, the side stand is fully up, and the clutch is disengaged.

When the engine is cold:

Turn the carburetor choke lever toward you. Close the throttle completely. Push the electric starter switch and the engine will start. As soon as the engine starts, return the choke lever halfway. Return the choke knob all the way back to its normal disengaged position if the engine revs steadily without choke.

When the engine is warm:

Open the throttle 1/8 to 1/4 turn and push the electric starter switch. Operation of the carburetor choke system is usually not necessary when the engine is warm.

STARTING OFF

Make sure that the side stand is in the fully up position. Pull the clutch lever in and pause momentarily. Engage first gear by depressing the gear shift lever downward. Twist the throttle grip toward you and at the same time release the clutch lever gently and smoothly. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, accelerate gently, then close the throttle and pull the clutch lever in simultaneously. Lift the gear shift lever upward to select the next gear, release the clutch lever and open the throttle again. Select the gears in this manner until top gear is reached.

NOTE: This motorcycle is equipped with a side stand/ignition interlock switch. If you shift the transmission into gear when the side stand is down, the engine will stop running.

USING THE TRANSMISSION

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

⚠ CAUTION

Never allow the engine to rev up to the red zone in the tachometer in any gear.

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When descending a long, steep grade, use engine compression to assist the brakes by shifting to a lower gear. Continuous brake application can overheat the brakes and reduce their effectiveness.
- Be careful, however, not to allow the engine to over rev.

STOPPING AND PARKING

- Twist the throttle grip away from yourself to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.
- Downshift through the gears as motorcycle speed decreases.
- Select neutral with the clutch lever squeezed towards the grip (disengaged position) just before the motorcycle stops. Neutral position can be confirmed by observing the neutral indicator light.

⚠ WARNING

- As motorcycle speed increases, stopping distance increases progressively. Be sure you have a safe stopping distance between you and the vehicle or object ahead of you.
- Apply the brakes lightly and with great care on a wet highway pavement or other slippery surfaces and at all corners. Any abrupt braking on slippery or irregular roads can cause loss of rider control.

Park the motorcycle on a firm, flat surface.

⚠ WARNING

The muffler and exhaust pipe become very hot during and after operation. Avoid burns by being careful not to touch these parts. Park the motorcycle where others are not likely to touch it.

- When the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Return to neutral before starting engine.
- Turn the ignition key to the "OFF" position to stop the engine.
- Turn the fuelcock lever to the "OFF" position.
- Remove the ignition key from the switch.
- Lock the steering for security.

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

The chart indicates the intervals between periodic services in kilometers (miles) 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 insure reliability of the machine as explained in the maintenance section. Your Suzuki dealer can provide you with further guidelines. Steering components, suspension 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

Proper break-in maintenance (1000 km or 600 miles) is a **MANDATORY** item for making certain that your machine is reliable and gives full performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

⚠ CAUTION

Periodical inspections may reveal one or more parts that may need replacement. Whenever replacing parts on your motorcycle, it is recommended that you use Genuine Suzuki replacement parts or their equivalent. Whether you are an expert or do-it-yourself mechanic, Suzuki recommends that those items on the "MAINTENANCE CHART" marked with an asterisk (*) be performed by your authorized Suzuki dealer or a qualified service mechanic. You may perform the unmarked items easily by referring to the instructions in this section.

MAINTENANCE CHART

INTERVAL. This interval should be judged by odometer, reading or months, whichever comes first.	miles	600	3000	6000	9500
	km	1000	5000	10000	15000
	months	3	15	30	45
Battery (Specific gravity of electrolyte)	-	-	I	I	I
*Cylinder head nuts & exhaust pipe bolts	T	T	T	T	T
* Valve clearance	I	I	I	I	I
Spark plug	-	-	I	R	I
Air cleaner	Clean every 3000 km				
Carburetor	I	I	I	I	I
	I	-	I	-	-
Radiator hose	* Replace every 4 years				
Coolant	* Replace every 2 years				
	I	I	I	I	I
Fuel line	* Replace every 4 years				
Clutch	I	I	I	I	I
Engine oil and oil filter	R	R	R	R	R
	I	I	I	I	I
Drive chain	Clean and lubricate every 1000 km				
Brake	I	I	I	I	I
	I	I	I	I	I
Brake master	* Replace every 4 years				
	I	I	I	I	I
Brake fluid	* Replace every 2 years				
Steering	I	I	I	I	I
	I	I	-	I	I
Front fork	Inspect oil pressure every 6 months.				
	I	I	-	I	I
Rear suspension	Inspect oil pressure every 6 months.				
	I	I	I	I	I
Tire	I	I	I	I	I
Chassis bolts and nuts	T	T	T	T	T

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

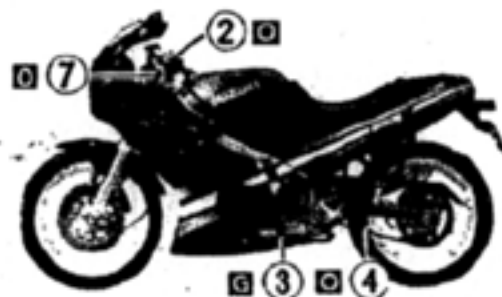
* = Tighten, R = Replace

TOOLS



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

LUBRICATION POINTS



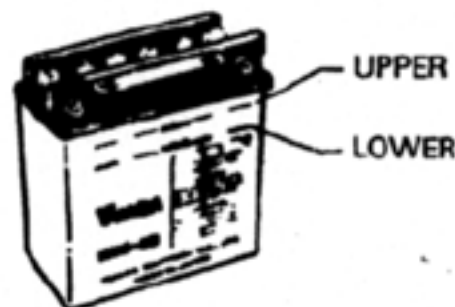
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to oil the machine after a long

rough ride and after getting it wet in the rain or after washing it. Major oiling points are indicated below.

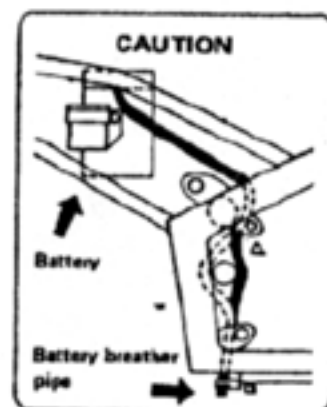
- ①... Brake lever holder
- ②... Clutch lever holder and clutch cable
- ③... Side stand pivot and spring hook
- ④... Drive chain
- ⑤... Brake pedal pivot and brake rod link
- ⑥... Throttle cable
- ⑦... Choke cable

- ☐... Motor oil
- ☒... Grease

BATTERY



The battery is located under the seat. The solution level must be kept between the UPPER and LOWER level lines at all times. If the solution level is below the LOWER limit line, add ONLY distilled water up to the UPPER limit line. NEVER use tap water.



CAUTION

- Once the battery has been initially serviced, NEVER add diluted sulphuric acid.
- Do not bend, obstruct or change the routing of the air vent tube from the battery. Make certain that the vent tube is firmly attached to the battery vent fitting and that the opposite end is always open. Route the battery vent tube and located the battery properly.
- When attaching the wiring harness battery leads to the battery terminals, observe the correct polarity. The red lead must go to the (+) positive terminal and the black (or black with white tracer) lead must go to the (-) negative terminal. Reversing these connections will damage the charging system and the battery.

Check battery level every 1,000 to 500 miles and every 1,000 to 3,000 miles. Check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the cells.

AIR CLEANER

The air cleaner is located under the fuel tank. If the element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. Check and clean the air cleaner element periodically according to the following procedure.

CAUTION

If driving under dusty conditions, the air cleaner element must be cleaned or replaced more frequently than it is with periodic maintenance.

- (1) Remove the seat.



- (2) Loosen the two bolts ①. Lift up the rear end of the fuel tank.



- (3) Remove the two hooks ② and slide the cover forward.

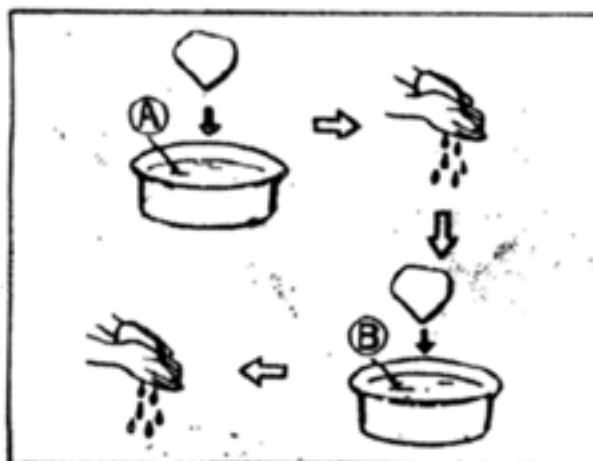
⚠ WARNING

After reinstalling the fuel tank, make sure that the fuel tank is correctly positioned. If the fuel tank is not installed properly, it may come loose and interfere with the rider's control.

⚠ CAUTION

Take care not to damage the fuel tank hoses when raising the fuel tank.

Cleaning the Element



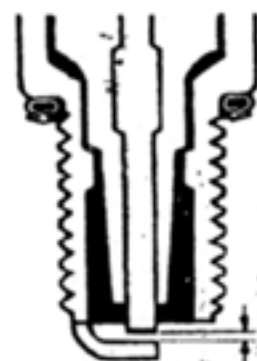
- (1) Full a washing pan large enough to hold the element with a non-flammable cleaning solvent (A). Immerse the element in the solvent and wash it.
- (2) Squeeze the element by pressing it between the palms of both hands to remove excess solvent. Do not twist or wring the element or it will develop cracks.
- (3) Dry the element thoroughly.
- (4) Immerse the element into the pool of motor oil (B).

- (5) Squeeze the element to remove excess oil.
- (6) Reinstall the cleaned element or new air cleaner element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

⚠ CAUTION

Before and during the cleaning operation, carefully examine the element for any tears in the material. A torn element must be replaced with a new one.

SPARK PLUG



0.6 – 0.7 mm
(0.024 – 0.028 in)

Remove the carbon deposits from the spark plug with a small wire brush or a spark plug cleaning machine. Readjust the spark plug gap to 0.6–0.7 mm (0.024–0.028 in) by using a spark plug gap thickness gauge.

Plug replacement guide

NGK	NIPPON DENSO	REMARKS
C7HA	U22FS-U	If the standard plug is apt to get wet, replace with this plug.
C8A	U24FS-C	Standard

⚠ CAUTION

- Do not overtorque or cross thread the spark plug or the aluminum threads of the cylinder head will be damaged. Do not allow contaminants to enter the engine through the spark plug hole when the plug is removed.
- The standard spark plug for this motorcycle has been carefully selected to meet the vast majority of all operational ranges. If the spark plug color indicates that other than a standard spark plug is used, it is best to consult your Suzuki dealer before selecting an alternate plug or heat range. The selection of an improper spark plug can lead to severe engine damage.

FUEL LINE



Replace the fuel line every 4 years.

ENGINE OIL

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

OIL LEVEL CHECK



⚠ CAUTION

Never operate the motorcycle if the engine oil level is below the "L" (Low) line on the engine oil dipstick. Never fill the engine oil level above the "F" (Full) line.

- (1) Place the motorcycle on the side stand.



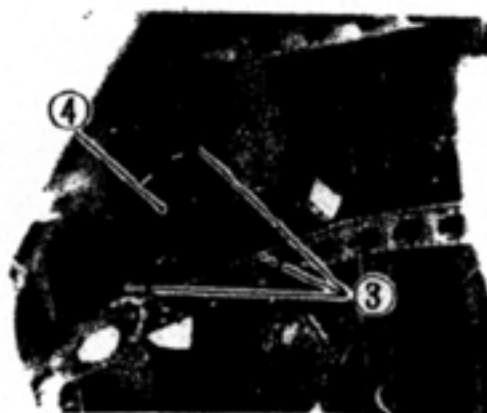
- (2) Remove the oil filler cap ①.



- (3) After removing the drain plug ② from the bottom of the engine, drain the engine oil.

⚠ WARNING

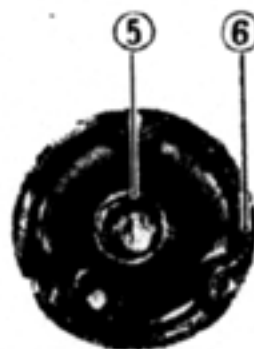
- The engine oil temperature may be high enough to burn you when the drain plug is loosened. Wait until the drain plug is cool enough to touch with bare hands.
- Be careful not to touch the exhaust pipe when it is hot; a hot exhaust pipe can burn you.



- (4) Remove the three nuts ③ holding the filter cap ④ in place.
- (5) Remove the filter cover, pull out the element and replace with a new oil filter element.

⚠ CAUTION

When reassembling the oil filter, make sure to check the oil filter installed as shown above. The filter installed with a wrong way will cause the serious engine damage.



- (6) Before replacing the oil filter cover, be sure to check that the filter spring ⑤ and the "O" ring ⑥ are installed correctly.

⚠ CAUTION

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

- ⑦ Replace the oil filter cover and tighten the nuts securely but do not overtighten them.
- ⑧ Replace the drain plug and tighten it securely. Pour fresh oil through the filler hole. Approximately 2300 ml (2.4/2.0 US/Imp qt) will be required.

NOTE: About 2000 ml (2.1/1.8 Imp qt) of oil will be required when changing oil only.

- ⑨ Start the engine and allow it to idle for a few minutes.

CARBURETOR

Proper carburetion is the basis for the performance you ought to expect of your engine. The carburetor was set at the factory for the best performance. Do not attempt to alter its setting. There are two forms of carburetor adjustment: **CHOKE** and **THROTTLE CABLE**.

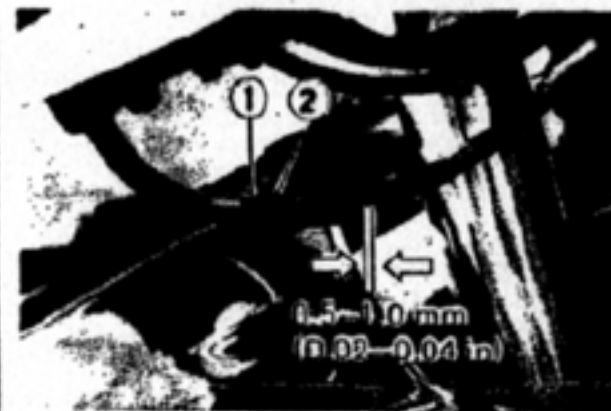
CHOKE IDLE SPEED ADJUSTMENT



- (1) Start up the engine and warm it up.
- (2) After engine warms up, turn the throttle stop screw located on the carburetor in or out so that engine may run at 1500–1700 r/min.

NOTE: The engine idle speed should be adjusted after the engine warms up.

THROTTLE CABLE ADJUSTMENT



Adjust the throttle cable in the following manner:

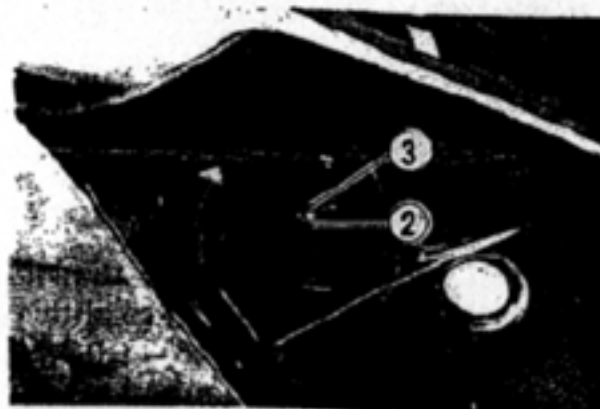
- (1) Loosen the lock nut ①.
- (2) Adjust the cable slack by turning the adjuster ② in or out to obtain the correct slack of 0.5–1.0 mm (0.02–0.04 in).
- (3) After adjusting the slack, tighten the lock nut.

⚠ CAUTION

After completing cable adjustment, check that the handlebar movement does not raise the engine idle speed and that the throttle grip returns smoothly and automatically.

CLUTCH

At each maintenance interval, adjust the clutch cable play with the clutch cable adjuster. The cable play should be 4 mm (0.16 in) as measured at the clutch lever holder before the clutch begins to disengage. If you find the play of the clutch incorrect, adjust it in the following way.



- (1) Turn the adjuster ① clockwise as far as it will go.
- (2) Loosen the lock nut ②. Turn the cable adjuster ③ to obtain approximately 4 mm (0.16 in) of free play at the clutch lever holder as indicated.
- (3) Minor adjustment can now be made with the adjuster ①.

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

DRIVE CHAIN

This motorcycle is equipped with a special drive chain. It is an endless type that does not use a master link. We recommend that you take your motorcycle to your authorized Suzuki dealer to have the drive chain replaced when it becomes worn.

⚠ WARNING

For maximum safety, the drive chain condition and adjustment should be checked prior to operating the motorcycle.

At the periodic inspections, the drive chain should be inspected for the following conditions.

1. Loose pins
2. Damaged rollers
3. Dry or rusted links
4. Kinked or binding links
5. Excessive wear
6. Improper chain adjustment

If the drive chain has any of these items wrong with it, then there is a strong possibility that the sprockets will have some damage to them also. Inspect the sprockets for the following:

1. Excessively worn teeth
2. Broken or damaged teeth
3. Loose sprocket mounting nut(s)

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

NOTE: The chain is an endless type ~~chain~~ (No master link) for maximum strength. Chain replacement requires ~~not~~ the swingarm be removed. Trust ~~no~~ work only to a qualified technician. Do not install a master link type ~~chain~~.

DRIVE CHAIN CLEANING AND OILING

The chain is permanently sealed inside the rollers of this motorcycle chain by the use of special "O" rings. At intervals of 600 miles (1000 km) clean and oil the chain, as follows:



Clean the chain with kerosene. If the chain tends to rust, the interval must be shortened. Kerosene is a petroleum product and will provide some lubrication as well as a cleaning action.

⚠ CAUTION

Do not use gasoline, trichloroethylene or other commercial cleaning solvents. These fluids have a strong dissolving power that could damage the "O" rings in the chain. This will allow the grease to run out of the chain and the chain would have to be replaced.

- (2) Allow the chain to dry, then oil the links with a motor oil (SAE 20W/40).

⚠ CAUTION

Some lubricants which are sold as drive chain lubricant can damage your motorcycle's chain. Your motorcycle's chain contains "O" rings which can be damaged by the solvents and additives in some types of drive chain lubricant.

DRIVE CHAIN ADJUSTMENT

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

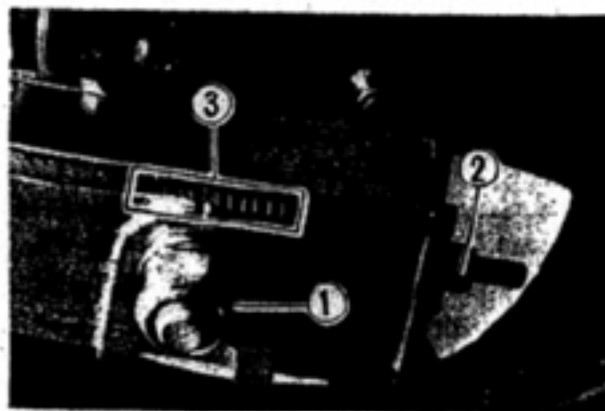
⚠ WARNING

The drive chain should be inspected every time before riding. Excessive chain slack could cause the chain to come off the sprockets and result in an accident or serious engine damage.

- (1) Place the machine on the side stand



15 — 25 mm (0.6 — 1.0 in)



- (2) Loosen the axle nut ①.
- (3) Adjust the slack in the drive chain by turning the right and left chain adjuster nuts ②. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ③ on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other. After aligning and adjusting the slack in the drive chain to 15–25 mm (0.6–1.0 in), retighten the axle nut securely. Tighten the chain adjuster lock nuts and perform a final inspection.

⚠ CAUTION

The drive chain for this motorcycle is made of the special material. The chain should be replaced with a DAIDO D.I.D.520V7 or TAKASAGO RK520SM0-Z9. Use of another chain may lead to premature chain failure.

BRAKES

This motorcycle utilizes front and rear disc brakes. Properly operating brake system are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

BRAKE SYSTEM

⚠ WARNING

- If the brake system or pads needs to be repaired or serviced we strongly advise you to have your authorized Suzuki dealer perform service. He has the proper tools and proper training to perform the job in a safe and economical manner.
- Disc brake systems operate under extremely high pressures. For safety, the brake hose and brake fluid should be changed at intervals of no longer than those scheduled in MAINTENANCE SCHEDULE section of this manual.

Inspect your brake system for the following items daily:

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

BRAKE FLUID



⚠ WARNING

Brake fluid may be harmful if swallowed or if it comes in contact with skin or eyes. Contact your physician immediately. If swallowed induce vomiting. If brake fluid gets into the eyes or in contact with the skin, it should be flushed thoroughly with plenty of water.

⚠ CAUTION

- This motorcycle uses a glycol-based brake fluid. Do not use or mix different types of brake fluid such as silicone-based or petroleum-based fluid, otherwise serious damage will result to the brake system.
- Never use any brake fluid that has been stored in a used or unsealed container. Never reuse brake fluid left over from the last servicing and stored for long periods as it absorbs moisture from the air.
- Use only DOT 4 brake fluid.
- Do not spill any brake fluid on painted or plastic surfaces as it will damage the surface severely.

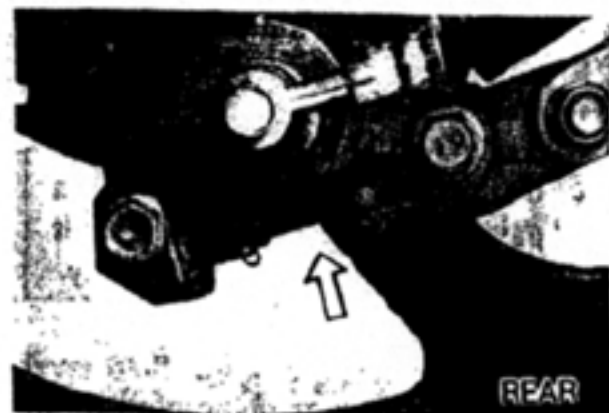
Be sure to check the brake fluid level in the front and rear reservoirs. If the level was found to be lower than the lower mark while holding the motorcycle upright, replenish with the proper brake fluid that meets Suzuki's requirements. As the brake pads wear, the fluid level will drop to compensate for the new position of the brake pads. Replenishing the brake fluid reservoir is considered normal periodic maintenance.

NOTE: Rear brake fluid reservoir is located under the right frame cover.

BRAKE PAD

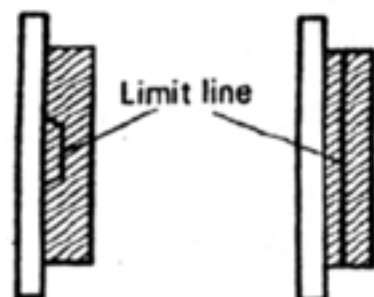


FRONT



REAR

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



⚠ WARNING

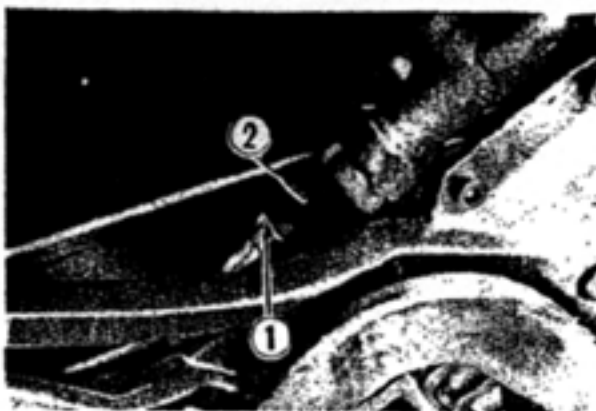
After front or rear disc brake pad replacement, do not ride the motorcycle until the brake lever pedal has been "pumped" several times to extend the pads and restore the proper lever stroke and firm feel.

⚠ CAUTION

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

REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal position must be properly adjusted at all times. Adjust the brake pedal position in the following manner:



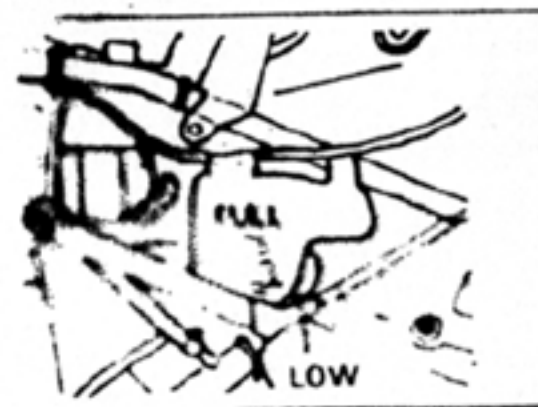
- 1) Loosen lock nut ①, and rotate push rod ② to locate the pedal 40-50 mm (1.6-2.0 in) below the top face of the footrest.
- 2) Retighten lock nut ① to secure push rod ② in the proper position.

COOLANT

⚠ WARNING

- Do not open the radiator cap when the engine is hot, as you may be injured by escaping hot liquid or vapor.
- Coolant may be harmful. If swallowed, induce vomiting. If it gets in contact with the skin, wash with plenty of water.

COOLANT LEVEL



The coolant level should be kept between the "FULL" and "LOW" level lines in the reservoir tank at all times. Inspect the level every time before riding while holding the motorcycle in a vertical position. If the coolant is found lower than "LOW" level line, add properly-mixed coolant until it reaches the "FULL" line.

⚠ CAUTION

- Do not add water only to the coolant. Adding water only will dilute the coolant and lower its performance.
- Do not spill any coolant on painted or plastic surfaces as it will damage the surface severely.
- If the coolant needs to be changed, we strongly advise you to have your authorized Suzuki dealer perform this service, as this job is very difficult for customers.

COOLANT RECOMMENDATION

Use a coolant compatible with the aluminum radiator, mixed with distilled water only, at the ratio of 50:50.

The coolant acts as rust inhibitor and as well as an anti-freeze. Therefore, the coolant should be used at all times even though the atmospheric temperature in your area does not go down to freezing point.

Suzuki recommends the use of SUZUKI GOLDEN CRUISER 1200 anti-freeze and summer coolant. If this is not available, use an equivalent which is compatible with aluminum radiator.

⚠ WARNING

The tires on your motorcycle form the crucial link between your motorcycle and the road. Proper tire inflation pressure, condition, loading, and tire type are important conditions for you to monitor. Failure to follow these warnings may result in an accident due to tire failure or motorcycle control difficulty:

- check tire pressure and condition each day before you ride
- do not overload your tires
- replace tires when tread is worn to specified limits, or if tires show visual evidence of damage, such as cracks or cuts.
- when replacing tires, use only tires of the specified size and type, and balance the wheel after installing a new tire.
- do not use external tire repair plugs to repair tubeless tires.
- read the following sections carefully.

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 vehicle control.

Check tire pressure each day before you ride, and be sure the pressure is correct for the vehicle 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.

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.

COLD TIRE INFLATION PRESSURE

	FRONT	REAR
SOLO RIDING	200 kPa 2.0 kg/cm ² 28 psi	225 kPa 2.25 kg/cm ² 32 psi
DUAL RIDING	200 kPa 2.0 kg/cm ² 28 psi	225 kPa 2.25 kg/cm ² 32 psi
HIGH SPEED RIDING	200 kPa 2.0 kg/cm ² 28 psi	250 kPa 2.5 kg/cm ² 36 psi

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

TIRE CONDITION AND TYPE

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

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



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

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

	FRONT	REAR
SIZE	110/80-17 52H	130/70-17 62H
TYPE	BRIGESTONE G549G DUNLOP K655F	BRIGESTONE G550 DUNLOP K655

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

⚠ WARNING

Proper procedures for repairing or replacing tires, and balancing wheels, are very important. These procedures should only be performed by those with the proper tools and experience. For this reason, we recommend that you have an authorized Suzuki dealer perform these procedures.

⚠ CAUTION

The front and rear tires of this motorcycle are directional. This means they must be mounted on the wheels in a specified direction, as indicated by the arrow on the tire's side wall. Whenever the tire is dismounted or replaced, be sure that the tire is mounted in the proper direction. Installing the tire in the reverse direction will affect tire life.

⚠ WARNING

Tubeless tires require different service procedures than tube type tires.

- Tubeless tires require an air-tight seal between the tire bead and wheel rim. Damage to the tire bead surface or the wheel rim inner surface will result in an air leak. Therefore, special care must be taken when removing or installing the tire. Special tire irons and rim protectors, or a specialized tire mounting machine, must be used to prevent damage.
- Repair punctures in tubeless tires by removing the tire and applying an INTERNAL patch.
- After re-installing a repaired tire, do not exceed 50 mph (80 km/h) for at least 24 hours. This will help avoid excessive heat buildup which could lead to tire repair failure and subsequent tire deflation.
- Do not operate your motorcycle at speeds above 80 mph (130 km/h) with a repaired tire. Heat buildup could lead to tire repair failure and subsequent tire deflation.
- Do not use an external tire repair plug to repair a puncture, since the plug may work loose as a result of the cornering forces experienced in a motorcycle tire.
- Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 5 mm (3/16 in). These punctures cannot be repaired adequately.

SIDE STAND/IGNITION INTERLOCK SWITCH



Check the side stand/ignition interlock switch for proper operation as follows:

- (1) Sit on the motorcycle in the normal riding position, with the side stand up.
- (2) Shift into first gear, hold the clutch in, and start the engine.
- (3) While continuing to hold the clutch in, move the side stand to the down position.

If the engine stops running when the side stand is moved to the down position, then the side stand/ignition interlock switch is working properly. If the engine continues to run with the side stand down and the transmission in gear, then the side stand/ignition interlock switch is not working properly. Have your motorcycle inspected by an authorized Suzuki dealer or some other qualified service mechanic.

⚠ WARNING

Make sure that the side stand/ignition interlock switch is working properly before riding. If the switch is not working and the side stand is left down, it may interfere with rider control during a left turn.

FUSE



The fuse is located under the right side frame cover. The fuse is designed to open when a circuit overload exists in electrical system circuits. If any electrical system fails to operate, then the fuse must be checked.

⚠ CAUTION

- Never use other than specified 20A fuse.
- Always be sure to replace the blown fuse with the correct amperage fuse. Never use a substitute, for example, aluminum foil or a wire to replace a blown fuse.
- If a fuse blows out in a short period of time, it means that you could have a major electrical problem. You should consult your Suzuki dealer immediately.

TROUBLESHOOTING

NOTE: It is best consult your Suzuki dealer before attempting to troubleshoot any problem. If the machine is still within the warranty, then the Suzuki dealer should definitely be consulted before any repairs are attempted on the machine by yourself. Tampering with the machine while in warranty may affect warranty consideration.

If the engine refuses to start, perform the following inspections to determine the cause.

- (1) Is there enough fuel in the fuel tank?
- (2) Is the fuel reaching the carburetors from the fuelcock? Disconnect the fuel line from the carburetor, turn the fuelcock to the "PRI" position and see if gasoline flows from the hose. Then turn the fuelcock to the "ON" position and crank the engine for a brief moment and see if fuel still flows.
- (3) If it has been determined that fuel is reaching the carburetor, the ignition system should be checked next

⚠ WARNING

Do not allow the fuel to spill. Catch the fuel in a container. Do not allow any fuel to come in contact with the hot engine or exhaust system. Extinguish any smoking materials before performing this check, and stay away from any other fire or heat source.

- (1) Remove the four spark plugs and reattach them to the spark plug leads.
- (2) While holding the spark plugs firmly against the engine, push the starter switch with the ignition switch in the "ON" position, the engine stop switch in the "RUN" position, the transmission in neutral, and the clutch disengaged. 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

Do not hold the spark plug close to the open spark plug hole in the cylinder head as gasoline vapor inside the cylinder could be ignited, creating a fire hazard. To reduce the chance of electrical shock, hold the metal shell of the spark plug against an unpainted metal portion of the engine. Due to the possibility of electrical shock, anyone with a heart condition or pacemaker should avoid this check.

ENGINE STALLING

- (1) Check the fuel supply in the fuel tank.
- (2) Check the ignition system for intermittent spark.
- (3) Check the engine idle speed.

STORAGE PROCEDURE

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

MOTORCYCLE

Place the motorcycle on its center stand and thoroughly clean the entire motorcycle.

FUEL

- Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
- Drain the carburetor or run the engine for a few minutes until the stabilized gasoline fills the carburetor.

⚠ CAUTION

Make sure that the fuel is shut off at the fuelcock, otherwise the fuel may leak into the engine.

ENGINE

- Pour one tablespoon of motor oil into the spark plug hole. Reinstall the spark plug and crank the engine a few times. Drain the engine oil thoroughly and remove the oil filter. It is not necessary to install an oil filter. Refill the crankcase with the fresh engine oil all the way up to the filler hole.

BATTERY

- Remove the battery from the motorcycle.

⚠ CAUTION

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

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

TIRE

Inflate the tires to the normal specifications.

EXTERNAL

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

PROCEDURE DURING STORAGE

Once a month, carry out the following steps: Recharge the battery with a charging rate (Ampere) of 1/10 of its capacity (Ah) as shown in the specifications page.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery.

⚠ CAUTION

- Make sure that the battery vent hose is routed properly.
- Be sure to connect the positive terminal first, then connect the negative terminal.

- Remove the spark plugs. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstall the spark plugs.
- Drain the engine oil thoroughly. Replace the oil filter with a new one and fill the engine with fresh oil as outlined in this manual.
- Adjust the pressure of tires as described in the TIRE section.
- Lubricate all places as instructed in this manual.
- Do the "INSPECTION BEFORE RIDING" as listed in this manual.

SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	2000 mm (78.7 in)
Overall width	700 mm (27.6 in)
Overall height	1105 mm (43.5 in)
Wheelbase	1370 mm (53.9 in)
Ground clearance	125 mm (4.9 in)
Dry mass	138 kg (304 lbs)

ENGINE

Type	Four-stroke, water-cooled, DOHC
Number of cylinders	4
Bore	49.0 mm (1.929 in)
Stroke	33.0 mm (1.299 in)
Piston displacement	248 cm ³ (15.1 cu. in)
Compression ratio	12.5 : 1
Carburetor	MIKUNI BSW27
Air cleaner	Polyurethane foam element
Starter system	Electric
Lubrication system	Wet sump

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down, 5-up
Primary reduction ratio	2.285 (90/35)
Gear ratios, Low	3.454 (38/11)
2nd	2.268 (34/15)
3rd	1.750 (28/16)
4th	1.450 (29/20)
5th	1.250 (30/24)
Top	1.150 (23/20)
Final reduction ratio	3.615 (47/13)
Drive chain	DAIDO D.I.D 520V7 or TAKASAGO RK520 SM0-Z9, 108 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Full floating suspension system, oil damped, spring preload 7-way adjustable
Caster	64°
Trail	103 mm (4.1 in)
Steering angle	35°
Turning radius	2.8 m (9.2 ft)
Front brake	Disc brake, twin
Rear brake	Disc brake
Front tire size	100/80-17 62H
Rear tire size	130/70-17 62H

ELECTRICAL

Ignition type	Transistorized
Ignition timing	25° B.T.D.C. at 1800 r/min and
Spark plug	NGK C8A or NIPPON DENSO U24FUS-U
Battery	12V 32.4 kC(9Ah)/10HR
Generator	Three-phase A.C. generator
Fuse	20A
Headlight	12V 35/35W
Turn signal light	12V 23W
Tail/Brake light	12V 5/21W
Speedometer light	12V 3.4W
Tachometer light	12V 3.4W
Neutral indicator light	12V 3.4W
High beam indicator light	12V 1.7W
Turn signal indicator light	12V 3.4W
Oil pressure indicator light	12V 3.4W

CAPACITIES

Fuel tank, including reserve	14.0 L (3.7/3.1 US/Imp gal)
reserve	2.4 L (0.6/0.5 US/Imp gal)
Engine oil, with filter change	2300 ml (2.4/2.0 US/Imp qt)
without filter change	2000 ml (2.1/1.8 US/Imp qt)
overhaul	2800 ml (2.7/2.3 US/Imp qt)