Address 125

[UZ125NEY]

OWNER'S MANUAL

SUZUKI

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

FOREWORD

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

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

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

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

SUZUKI MOTOR CORPORATION

IMPORTANT

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

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

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

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

⚠ WARNING/⚠ CAUTION/*NOTICE*/*NOTE*

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

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

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SAFETY GUIDELINES

MOST ACCIDENTS CAN BE AVOIDED

Please follow the basic precautions described in this chapter regarding daily use, and ensure that you ride carefully.
To prevent crashes, always pay the utmost attention when riding.

- Motorcycle crashes sometimes occur because other drivers do not notice you. Please be careful of the following when riding.
  - Be aware that crashes often occur when a car traveling towards a motorcycle turns left in front of the motorcycle.
  - Do not ride in other drivers' blind spots.
- Do not turn the handlebars swiftly or ride with one hand, as this may cause skidding or falls.
- To minimize injuries caused by falls or crashes, wear protective equipment such as helmets and gloves. For information on appropriate equipment and clothing, see "PROTECTIVE APPAREL" on page 1-4.
- When riding, grip the handlebars with both hands and place your feet on the footrests. Passengers should grip the rider's body firmly with both hands, or hold onto the seat strap or grab bar, as equipped, and place their feet on the rear footrests.
- Read and follow all the labels on the motorcycle. Make sure you understand all of the labels. Do not remove any labels from the motorcycle.
- The accessories you use with your motorcycle and the manner in which you load your gear onto the bike might create hazards. Aerodynamics, handling, balance, and cornering clearance can suffer, and the suspension and tires can be overloaded. Read the "ACCESSORY USE AND MOTORCYCLE LOADING" section on page 1-20.

Routine checks and periodic inspections
To prevent crashes or breakdowns, be sure to carry out routine checks and periodic inspections.
If the motorcycle makes an unusual sound, smells, or leaks fluid, have it inspected by a Suzuki dealer. For information on routine checks and periodic inspections, see “INSPECTION AND MAINTENANCE” on page 3-2.

⚠ WARNING

Riding at excessive speeds increases your chances of losing control of the motorcycle, which can result in a crash.

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

⚠ WARNING

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

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

PROTECTIVE APPAREL

Description

Both rider and passenger should be sure to wear helmets, as well as clothing and protective equipment that affords a high level of protection. Refer to the following when obtaining this equipment.

⚠ WARNING

To reduce the risk of injury:

- **Wear a helmet, eye protection, and protective clothing.**
- **Read owner's manual carefully.**

Helmet

- Be sure to wear a helmet and tighten the strap firmly. Choose a helmet that fits your head snugly but does not exert excessive pressure.
- Be sure to wear a helmet shield or goggles. These items protect the field of view from the wind, and also protect the eyes against airborne insects, dust, and small stones thrown up by vehicles driving ahead of you.

⚠ WARNING

If you don't wear a helmet, you have an increased risk of death or severe injury in a crash. If you wear a helmet that doesn't fit properly or is not securely strapped on, the helmet may not provide the protection for which it was designed.

The rider and passenger should be sure to wear a helmet that fits properly and is securely strapped on.

Riding gear

- Wear protective equipment and clothing that affords a high level of protection. Wear bright, eye-catching long-sleeved uppers and full-length trousers that expose a minimum of skin. This will reduce the impact of unexpected events on the body. Loose, fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.
- Be sure to wear gloves. Gloves made of friction-resistant leather are suitable.
- Wear footwear that is easy to operate the motorcycle in, and which covers your ankles.
- When necessary, wear jackets and trousers fitted with protectors.

⚠ WARNING

If the person in the rear seat wears a long jacket or coat, they may obscure the tail light or turn signal light. This is dangerous as following vehicles may not be aware of you.

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

Gear of a passenger

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

SPECIAL SITUATIONS REQUIRE SPECIAL CARE

Windy day

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

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

⚠ WARNING

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

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

Rainy day, Snowy day

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

NOTE: After the motorcycle has been washed or when it has traveled through puddles, the brakes may grip poorly. If the brakes grip poorly, travel at low speed while paying sufficient attention to the front and rear of the vehicles, operating the brakes lightly until they grip firmly.

⚠ WARNING

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

Brake carefully when traction is limited.

Flooded road

Do not ride your motorcycle on flooded roads.

If you do ride your motorcycle on a flooded road, go slowly checking braking operation. After riding on a flooded road, ask your Suzuki dealer to check for the following:

- Braking efficiency
- Drive belt slipping
- Poor lubrication for bearings etc.
- Level and appearance of gear oil (if oil is whitish, there is water into the oil and an oil change is required)

NOTICE

Riding the motorcycle on a flooded road can cause the engine to stop running, and can cause failure of electric parts, drive belt slipping and engine damage.

Do not ride your motorcycle on flooded roads.

KNOW YOUR LIMITS

Always ride within the boundaries of your own skills. Knowing these limits and staying within them will help you avoid crashes.

A major cause of crashes involving only a motorcycle (and no other vehicles) is going too fast through a turn. Before entering a turn, select an appropriately low cornering speed and appropriate cornering angle.

Even on straight roads, ride at a speed that is appropriate for the traffic, visibility and road conditions, your motorcycle, and your experience.

Riding a motorcycle safely requires that your mental and physical skills are fully part of the experience. You should not attempt to operate a motor vehicle, especially one with two wheels, if you are tired or under the influence of alcohol or other drugs. Alcohol, illegal drugs, and even some prescription and over-the-counter drugs can cause drowsiness, loss of coordination, loss of balance, and especially the loss of good judgment. If you are tired or under the influence of alcohol or other drugs, PLEASE DO NOT RIDE your motorcycle.

PRACTICE AWAY FROM TRAFFIC

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

CARRYING A PASSENGER

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

How to carry a passenger

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

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

- TIRE PRESSURE AND LOADING: (☞ 3-49)
- LOADING: (☞ 1-22)

Before you invite someone to be a passenger on your motorcycle, you need to be thoroughly familiar with motorcycle operation.

Ensure that passengers understand the following before they ride with you.

- The passenger should always hold onto your waist or hips, or onto the seat strap or grab bar, as equipped.
- Ask your passenger not to make any sudden movements. When you lean going around a corner, the passenger should lean with you.
- The passenger should always keep his or her feet on the footrests, even when you are stopped at a light. To help prevent burn injuries, warn your passenger not to contact the muffler when mounting or dismounting your motorcycle.

ABOUT CARBON MONOXIDE

To prevent carbon monoxide poisoning, start the engine in a well-ventilated location.

Contained in exhaust gas, carbon monoxide is a colorless odorless gas, and thus is not noticed easily.

⚠ WARNING

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

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

BE STREET SMART

Always heed speed limits, local laws, and the basic rules of the road. Set a good example for others by demonstrating a courteous attitude and a responsible riding style.

CONCLUSION

To avoid crashes, caution and judgment appropriate to the environment is required. In addition to the state of the traffic, the road, and the weather, the state of the motorcycle also changes. Additionally, the movement of other vehicles is difficult to predict, so always be attentive.

Circumstances beyond your control could lead to a crash. You need to prepare for the unexpected by wearing a helmet and other protective gear, and learning emergency braking and swerving techniques to minimize the damage to you and your machine.

RIDING PRECAUTIONS

BREAK-IN

Description

The first 1600 km (1000 miles) is the most important in the life of your motorcycle.

Proper operation during this break-in period will help assure maximum life and performance from your new motorcycle.

During the break-in period, avoid needless idling, sudden acceleration or deceleration, abrupt steering changes, or sudden braking.

The following guidelines explain proper break-in procedures.

Maximum Throttle Opening Recommendation

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

Initial	800 km (500 miles)	Less than 1/2 throttle
Up to	1600 km (1000 miles)	Less than 3/4 throttle

Vary the engine speed

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

Breaking in the new tires

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

⚠ WARNING

Failure to perform break-in of the 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 (100 miles).

Observe Your Initial and Most Critical Service

The initial service (break-in maintenance) is the most important service your motorcycle will receive. During break-in operation, all of the engine components will have mated together and seated. Maintenance required as part of the initial service includes correction of all adjustments, tightening of all fasteners and replacement of dirty oil. Timely performance of this service will help make sure you get the best service life and performance from the engine.

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

ON HILLS

Riding on a slope

When descending a long, steep slope, use the engine compression to assist the brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.

⚠ WARNING

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

Slow down sufficiently before approaching a slope.

NOTICE

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

Use the brakes when stopping the motorcycle on inclines.

PARKING

How to park

To prevent theft, be sure to lock the handlebars and remove the key when leaving the motorcycle. See “IGNITION SWITCH” on page 2-18.

- Park the motorcycle in a location where it will not interfere with traffic.
- Do not park illegally.
- Do not touch the muffler or the engine when the engine is running, or for some time after it has stopped.
- Park the motorcycle in a flat location, and turn the handlebars fully to the left. Avoid parking the motorcycle with the handlebars turned to the right.
- Park the motorcycle in a location where other people will not touch the muffler or the engine.
- When parking the motorcycle on an unstable surface such as an incline, on gravel, on an uneven surface, or on soft ground is unavoidable, be careful when leaning or moving it.

⚠ WARNING

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

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

⚠ CAUTION

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.

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.*
- *If an optional anti-theft lock such as a U-shape lock, brake disc lock is used to avoid theft, be sure to remove the anti-theft lock before moving the motorcycle.*

WHEN PUSHING THE MOTORCYCLE

Turn OFF the ignition switch when pushing the motorcycle.

ABOUT THE BRAKES

How to use the brake system

1. Twist the throttle grip away from yourself to close the throttle completely.
2. Apply the brakes evenly and at the same time.

⚠ WARNING

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

Brake lightly and with care on slippery or irregular surfaces.

⚠ WARNING

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

Extreme caution is required when riding on slippery or poorly maintained roads while tilting the motorcycle to the side.

⚠ WARNING

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

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

⚠ WARNING

Hard braking while turning may cause wheel skid, loss of control and/or capsize.

Brake before you begin to turn.

NOTICE

Do not rev the engine for long periods of time with the brakes applied.

The clutch may overheat and cause a malfunction.

FUEL GUIDELINES

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

Fuel used: Unleaded gasoline
Fuel tank capacity:
5.0 L (1.3/1.1 US/Imp. gal)

NOTE:

- *If the engine develops some trouble like lack of acceleration or insufficient power, the cause may be the fuel. In such case, try changing to a different gas station. If the situation is not improved by changing, consult your Suzuki dealer.*
- *If pinking or knocking is experienced, substitute higher octane grade gasoline or another brand, because there are differences between brands.*

Oxygenated fuel recommendation (UK, EU)

Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranty.

NOTE: Oxygenated fuels are fuels which contain oxygen-carrying additives such as alcohol.

Gasoline / Ethanol blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as “GASOHOL”, are commercially available in some areas. Blends of this type may be used in your motorcycle if they are no more than 10% ethanol. Make sure this gasoline-ethanol blend has octane ratings no lower than those recommended for gasoline.

Use the recommended gasoline.

NOTE:

- *To help minimize air pollution, Suzuki recommends that you use oxygenated fuels.*
- *Be sure that any oxygenated fuel you use has recommended octane ratings.*
- *If you are not satisfied with the drivability of your motorcycle when you are using an oxygenated fuel, or if engine pinging is experienced, substitute another brand as there are differences between brands.*

NOTICE

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

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

NOTICE

Do not use leaded gasoline.

Use of leaded gasoline causes the catalytic converter to malfunction.

ACCESSORY USE AND MOTORCYCLE LOADING

ACCESSORIES

How to choose

Installing improper accessories may cause an accident. Suzuki genuine accessories are recommended for safe riding. Suzuki dealer can install accessories suitable for your motorcycle. Consult your Suzuki dealer when installing accessories.

Additionally, when attaching accessories, ensure that they are within the load capacity. For information on the load capacity, see “LOADING” on page 1-22.

⚠ WARNING

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

- **Never use improper accessories, and make sure that any accessories that are used are properly installed.**
- **Install and use them according to their instructions.**
- **If you have any questions, contact your Suzuki dealer.**

Accessory installation guidelines

- Install aerodynamic-affecting accessories, such as a fairing, windshield, backrests, saddlebags, and travel trunks, as low as possible, and as close to the motorcycle and as near the center of gravity as is feasible. Check that the mounting brackets and other attachment hardware are rigidly mounted.
- Inspect for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.

- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.
- Some accessories may make it difficult to achieve the correct riding position, or cause usability to deteriorate. Check that you can attain the correct riding position.
- Select only electrical accessories which do not exceed the motorcycle's electrical system capacity. Severe overloads may damage the wiring harness or create hazardous situations. Use genuine Suzuki accessories.

LOADING

Loading limit

- Loading the motorcycle will make the handling and safety characteristics of the motorcycle different than when it is not loaded.
- Never exceed the G.V.W.R. (Gross Vehicle Weight Rating) of this motorcycle. The G.V.W.R. is the maximum combined weight of the machine, accessories, payload, rider and passenger. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the riding stability.

G.V.W.R.: 275 kg (606 lbs)
at the tire pressure (cold)

Front: 150 kPa (1.50 kgf/cm^2, 22 psi)
Rear: 250 kPa (2.50 kgf/cm^2, 36 psi)

⚠ WARNING

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

Follow loading limits and loading guidelines in this manual.

Loading guidelines

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

- When loading luggage onto the seat, fix it firmly in place with rubber straps, etc. Do not overload with luggage.
- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Keep cargo weight low and as close to the center of the motorcycle as possible.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Do not attach luggage compartments, load boxes, or other items that protrude from the tail end outside the body of the motorcycle.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to “TIRE PRESSURE AND LOADING” on page 3-49.
- Improperly loading your motorcycle can reduce your ability to balance and steer the motorcycle. Ride more slowly when carrying luggage or with accessories attached.

⚠ WARNING

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

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

MODIFICATION

Do not make improper modifications.
Modifications related to the structure or functioning of this motorcycle may impair its maneuverability, increase exhaust noise, or even reduce the life of the vehicle. In addition to offend against the law, such modifications may be a nuisance to others.

Modifications to the motorcycle are not covered by warranty.

- This motorcycle complies with emission regulations. It is equipped with a catalytic converter that cleans exhaust gases. Altering the muffler may make this motorcycle non-compliant with emission regulations. Consult a Suzuki dealer when replacing the muffler.
- Mufflers are engraved with a “Suzuki” mark to indicate that they are genuine Suzuki parts.
- Do not self-tune the engine or remove parts. Consult a Suzuki dealer regarding engine tuning.
- We recommend that you use genuine Suzuki parts and specified/recommended oils and lubricants for your motorcycle. Genuine parts are thoroughly inspected and are made to be suitable for Suzuki motorcycles.
- Comply with loading limits and loading guidelines when attaching luggage or accessories to the motorcycle.

CONTROLS, EQUIPMENT AND ADJUSTMENTS

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HANDLEBAR SWITCHES 2-23
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REFUELING 2-30
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FRONT HOOK 2-38
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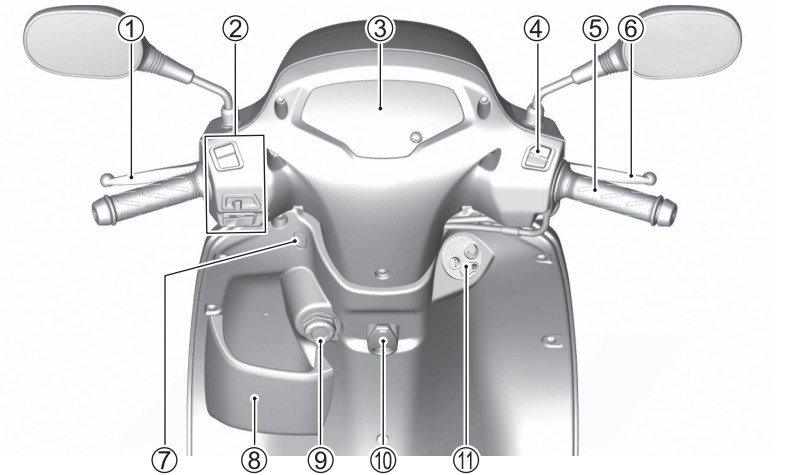
NAMES OF PARTS AND LAYOUT DIAGRAM (PICTURE INDEX)

LOCATION OF PARTS

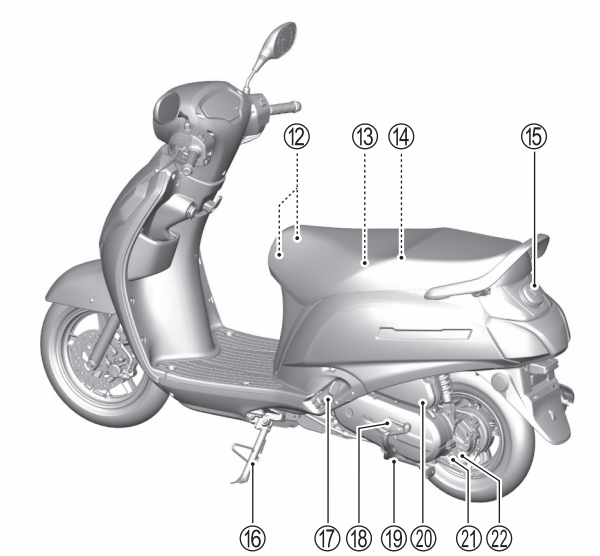
Around the Handlebar



Around the Handlebar

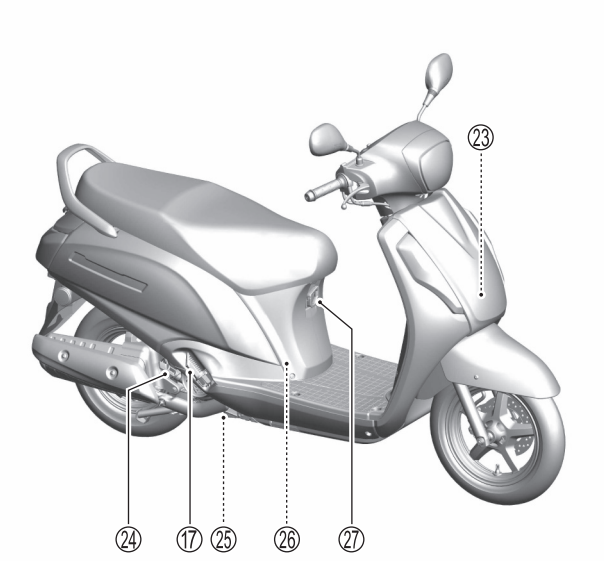
① Combined brake lever (☞ 2-34)
② Left handlebar switches (☞ 2-23)
③ Instrument panel (☞ 2-10)
④ Engine stop switch / Electric starter switch (☞ 2-24)
⑤ Throttle grip
⑥ Front brake lever (☞ 2-34)
⑦ Combined brake fluid reservoir (☞ 3-39)
⑧ Front rack (☞ 2-38)
⑨ USB socket (☞ 2-41)
⑩ Front hook (☞ 2-38)
⑪ Ignition switch (☞ 2-18)

Left Side View



⑫ Helmet holders (☞ 2-36)
⑬ Trunk (☞ 2-37)
⑭ Tools (☞ 3-10)
⑮ Fuel tank cap (☞ 2-30)
⑯ Side stand (☞ 2-40)
⑰ Passenger footrests
⑱ Kick starter lever (☞ 2-35)
⑲ Center stand (☞ 2-41)
⑳ Air cleaner (☞ 3-20)
㉑ Gear oil drain plug (☞ 3-34)
㉒ Gear oil level plug (☞ 3-34)

Right Side View

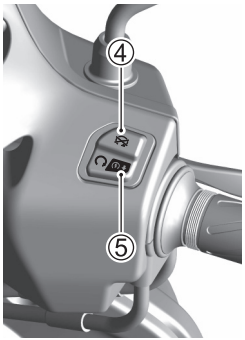


㉓ Battery / Fuses (☞ 3-12, 3-58)
㉔ Engine oil filler cap (☞ 3-25)
㉕ Engine oil drain plug and oil strainer (☞ 3-25)
㉖ Spark plug (☞ 3-17)
㉗ Hook (☞ 2-39)

HANDLEBAR SWITCHES

LEFT HANDLEBAR

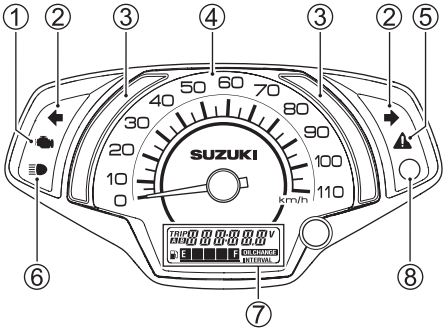
① Dimmer switch (☞ 2-23)
② Turn signal light switch (☞ 2-24)
③ Horn switch (☞ 2-24)



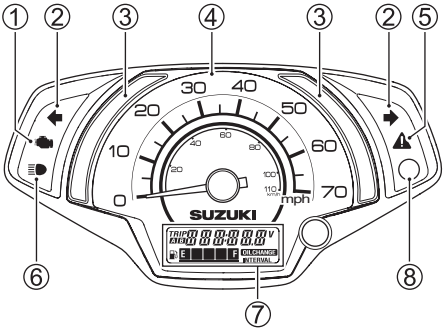
RIGHT HANDLEBAR

④ Engine stop switch (☞ 2-24)
⑤ Electric starter switch (☞ 2-24)

WARNING AND INDICATOR LIGHTS



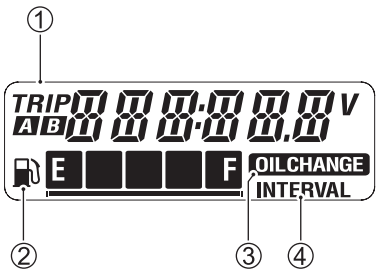
Except for UK



UK

① Malfunction indicator light (☞ 2-12)
② Turn signal indicator light (☞ 2-10)
③ ECO drive illumination (☞ 2-11)
④ Speedometer (☞ 2-11)
⑤ Master warning indicator light (☞ 2-12)
⑥ Hi beam indicator light (☞ 2-18)
⑦ LCD (☞ 2-8)
⑧ Photo sensor (☞ 2-11)

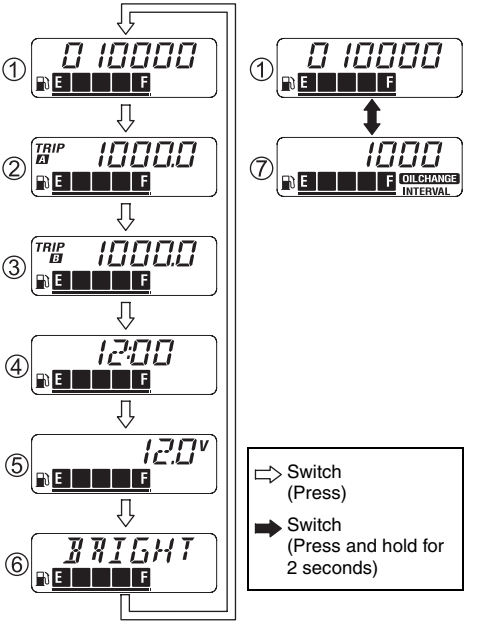
LCD

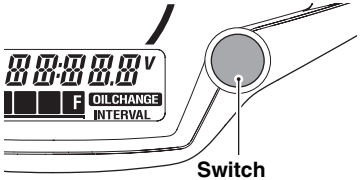


① Combination system display (☞ 2-13)
② Fuel level indicator (☞ 2-17)
③ Oil change indicator (☞ 2-16)
④ Interval indicator (☞ 2-16)

COMBINATION SYSTEM DISPLAY

Setting mode





Operate the **Switch** to set each item in the combination system display.

① Odometer (☞ 2-13)
② Trip meter A (☞ 2-14)
③ Trip meter B (☞ 2-14)
④ Clock (☞ 2-14)
⑤ Voltmeter (☞ 2-15)
⑥ ECO drive illumination brightness (☞ 2-11)
⑦ Oil change interval (☞ 2-16)

*NOTE: After switching from the odometer display to the oil change interval setting, press and hold the **Switch** for 2 seconds to exit the preset and return to the odometer display.*

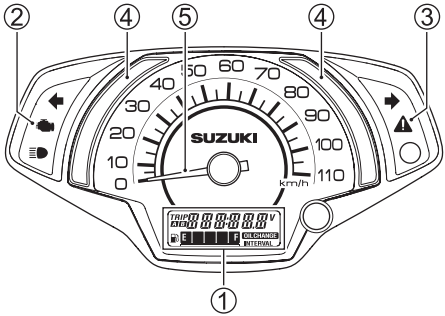
INSTRUMENT PANEL

INITIAL METER DISPLAY

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

- All LCD ① segments appear and then show the normal display.
- The following indicator lights come on for 3 seconds.
  - Malfunction indicator light ②
  - Master warning indicator light ③
- The ECO drive illumination ④ come on.
- The speedometer ⑤ needle moves to the full scale position and returns to the home position.

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



TURN SIGNAL INDICATOR LIGHT "⇦⇨"

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

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

ECO DRIVE ILLUMINATION

This motorcycle is equipped with the ECO drive illumination to promote the riding with reduced environmental impact. When the ignition switch is turned to the “ON” position, the ECO drive illumination comes on. The ECO drive illumination color is normally blue. If it is judged that you are riding with good fuel consumption, the ECO drive illumination changes from blue to green.

When the system monitors the real-time fuel consumption rate and the operation is performed within the predetermined fuel consumption rate, the ECO drive illumination color changes from blue to green.

The ECO drive illumination does not improve the fuel consumption automatically, but it helps to achieve efficient operation with good fuel consumption. The fuel consumption depends on various external factors. Such external factors include riding distance, the number of starting or stopping operations. Also, how to open the throttle when accelerating, riding and maintenance conditions, etc., are important factors for fuel consumption.

PHOTO SENSOR

The photo sensor detects the surrounding brightness, and the ECO drive illumination ③ is adjusted to the best brightness based on the set ECO drive illumination brightness.

SPEEDOMETER

The speedometer indicates the road speed in kilometers per hour (Except for UK) or miles (UK).

MALFUNCTION INDICATOR LIGHT " ⚙ " / MASTER WARNING INDICATOR LIGHT " ⚠ "
If a failure occurs in the motorcycle, the malfunction indicator light " ⚙ " or master warning indicator light " ⚠ " comes on. Also, the odometer display indicates as in the following table.

	Malfunction indicator light ⚙	Master warning indicator light ⚠	Odometer display 888888
Engine system failure (Exhaust gas related)	Come on	–	F1
Engine system failure (Non exhaust gas related)	–	Come on	F1
Ignition switch failure	–	Come on	IG
Controller communication failure	–	–	CHEC

NOTE:

- *If the malfunction indicator light or master warning indicator light is lit, consult your Suzuki dealer immediately.*
- *If the malfunction indicator light blinks while the engine is running, stop the motorcycle and stop the engine immediately as the catalytic converter may be damaged. If you have no choice but to continue riding, do not open the throttle wide and ride at a low speed. After that, have the motorcycle inspected by an authorized Suzuki dealer immediately.*
- *When the odometer display indicates "CHEC", check the following items;*
  - *Make sure that the fuse is not blown.*
  - *Make sure that the lead wire couplers are connected.*

COMBINATION SYSTEM DISPLAY

The combination system display includes the following items.

⚠ WARNING

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

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

Odometer

- The odometer registers the total distance that the motorcycle has been ridden. The odometer ranges from 00000 to 999999.
- If the display on the speedometer is in both “mph” and “km/h”, the display on the odometer will be in “mile”. If the display on the speedometer is only in “km/h”, the display on the odometer will be in “km”.

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

Trip Meters

- The trip meter displays in units of kilometers (Except for UK) or miles (UK).
- After resetting, the distance traveled is displayed in km or miles.
- There are 2 modes, TRIP A, and TRIP B. The display range is 0.0 – 9999.9.
- When the 9999.9 is exceeded, the display returns to 0.0.
- To reset a meter to zero, press and hold the **Switch** for 2 seconds while the display indicates the trip meter A or B, you want to reset.

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

Clock

Time is shown when the ignition switch is in the “ON” position. The clock has a 12-hour display.

Follow the procedure below to adjust the clock.

1. Press and hold the **Switch** for 2 seconds until the hour display blinks.
2. Adjust the hour display by pushing the **Switch**.
3. Press and hold the **Switch** for 2 seconds until the minute display blinks.
4. Adjust the minute display by pushing the **Switch**.
5. Press and hold the **Switch** for 2 seconds to return to the clock mode.

NOTE:
- *The clock can be adjusted when the ignition switch is in the "ON" position.*
- *This clock is powered by the battery of the motorcycle. If your motorcycle is to be left unused more than two months, remove the battery from the motorcycle.*

Voltmeter

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

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

ECO Drive Illumination Brightness

One of the three levels; HI (high), MI (middle) and LO (low), can be selected for the brightness of the ECO drive illumination.

Press the **Switch** to indicate "BRIGHT". To change the display, press and hold the **Switch**. When each pressing the **Switch**, the brightness changes as "LO" (low) → "HI" (high) → "MI" (middle) → "LO" (low).

OIL CHANGE INDICATOR

The oil change indicator comes on to remind you to change the engine oil. The indicator comes on at initial 1000 km (Except for UK) or 600 miles (UK). The preset interval is adjustable between 500 km (Except for UK) or 300 miles (UK) and 4000 km (Except for UK) or 2400 miles (UK) in 500 km (Except for UK) or 300 miles (UK) steps.

To reset the oil change indicator:

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

To preset the oil change interval:

1. Set the meter to odometer, then press and hold the **Switch** for 2 seconds until the **INTERVAL** and **OIL CHANGE** indicators blink.
2. Push the **Switch** to increase the interval from 500 km (Except for UK) or 300 miles (UK) to 4000 km (Except for UK) or 2400 miles (UK) in 500 km (Except for UK) or 300 miles (UK) steps.
3. Press and hold the **Switch** for 2 seconds to exit the preset.

NOTE:

- *Reset the indicator after initial oil replacement.*
- *Reset the indicator after oil replacement even if the indicator is not displayed.*
- *Preset interval change does not reset the indicator.*
- *The preset the interval is factory adjusted to 1000 km (600 miles).*

FUEL LEVEL INDICATOR "⛽"

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

- The fuel level indicator displays all 5 segments when the fuel tank is full.
- The mark ① blinks when the fuel level drops below 1.4 L (1.5/1.2 US/Imp qt).
- The mark and segment blink when the fuel drops below 0.8 L (0.8/0.7 US/Imp qt).

Fuel tank	Approximately 0.8 L	Approximately 1.4 L	Full
Segments	Blink 		
⛽ mark	Blink 	Blink 	

NOTICE

Using all of the gasoline in the fuel tank (running out of gasoline) will damage the catalytic converter.

Replenish gasoline before it runs out.

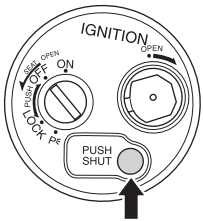
NOTE:

- *The fuel level indicator will not indicate correctly when the motorcycle is placed on the side stand. Turn the ignition switch to the "ON" position when the motorcycle is held upright.*
- *If the fuel mark blinks, fill the fuel tank immediately. Also, the last segment of the fuel level indicator blinks when the fuel tank is almost empty.*

HI BEAM INDICATOR LIGHT "≡D"
The blue indicator light will be lit when the headlight high beam is turned on.

IGNITION SWITCH

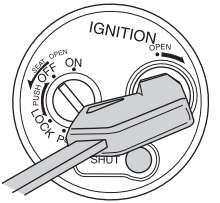
KEY-HOLE SHUTTER
To close the ignition key-hole shutter:



Push the key-hole shutter button to close the key-hole shutter.

NOTE: Sometimes the key-hole shutter does not close completely, even when the button is pushed down, which is due to adherence of sands or dusts to the key-hole shutter. When the key-hole shutter is hard to close, align the ignition key head with the square hole and turn it to counterclockwise pushing down the button.

To open the ignition key-hole shutter:

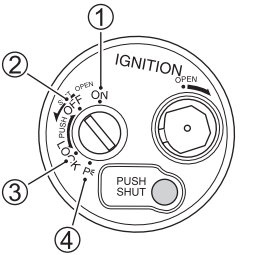


1. Match the ignition key head to the square hole on the ignition switch.
2. Turn the key clockwise.

POSITIONS

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

*UK



⚠ WARNING

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

Operate the key only after stopping the motorcycle.

⚠ WARNING

Falls caused by impact or slipping may result in malfunctioning of the motorcycle. motorcycle malfunctions may result in fires, or could result in injury from moving parts such as the rear wheel.

If the motorcycle falls, turn the ignition switch off immediately and stop all devices. As falling may damage parts that are not visible, have your motorcycle inspected by a Suzuki dealer.

NOTICE

Operating the ignition switch while the motorcycle is running will stop the engine operating smoothly and may negatively affect the engine and the catalytic converter.

Do not operate the ignition switch while the motorcycle is running.

OFF ("OFF" position)
- The engine stops.
- The lights turn off.
- The key can be removed.

<Seat lock release>
Turn the key counterclockwise to release the seat lock.

ON ("ON" position)
- The engine can start and the motorcycle is able to be ridden.
- The following lights turn on.
  - Headlight
  - Taillight
  - Position light
  - License plate light
- The key cannot be removed.

LOCK ("LOCK" position)
- The handlebars lock.
- The lights do not come on.
- The key can be removed.

To prevent theft, lock the handlebars when leaving the motorcycle.

<Locking>
1. Turn the handlebars all the way to the left.
2. While pushing the key in, turn it from OFF to LOCK.
3. Pull the key out.

NOTE:
- *Move the handlebars to the left and right, and check that they are locked firmly.*
- *If the handlebars are difficult to lock, turn the key while moving them slightly to the right.*

<Unlocking>
Insert the key and while pushing it in, turn it from LOCK to OFF.

NOTE: Before riding, move the handlebars to the right and left, and check that they turn the same amount in both directions.

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

⚠ WARNING

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

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

HANDLEBAR SWITCHES

DIMMER SWITCH

"≡D" Position

The headlight low beam turns on.

"≡D" Position

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

NOTICE

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

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

NOTICE

If tape is applied to the headlight, the location where the tape has been applied may melt due to heat from the light.

Do not apply tape to the headlight.

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

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

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

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

⚠ WARNING

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

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

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

ENGINE STOP SWITCH / ELECTRIC STARTER SWITCH

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

"○" position
Electric circuits related to the engine are connected.
- The engine can be started and can run.

"⊗" position
Electric circuits related to the engine are not connected.
- The engine stops.
- The engine cannot be started.

NOTICE

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

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

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

Electric Starter Switch "⚡"

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

For details, see "STARTING THE ENGINE" on page 2-26.

NOTE:

- *The engine cannot start when the engine stop switch is in the "⊗" position.*
- *The motorcycle is equipped with Easy Start functionality, so when you press the electric starter switch the starter motor will keep turning over for a few seconds even if you let the starter switch go. After a few seconds the engine starts, and the starter motor stops.*

STARTING THE ENGINE

STARTING PROCEDURE

Use the following procedure to start the engine.

1. Check that the engine stop switch is set to "".
2. Set the ignition switch to ON.
3. Check that the malfunction indicator light has gone out.
4. Squeeze the front or combined brake lever.
5. Close the throttle grip completely and push the electric starter switch "" or depress the kick starter lever.

⚠ 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: This motorcycle is equipped with interlock system for the ignition circuit and the starter circuit. The engine can only be started if the side stand is fully up. see "SIDE STAND / IGNITION INTERLOCK SYSTEM" on page 2-29.

NOTE: This motorcycle features the Suzuki Easy Start System, allowing you to start the engine with a single push of the electric starter switch. For details, see "SUZUKI EASY START SYSTEM" on page 2-28.

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

⚠ WARNING

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

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

NOTICE

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

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

NOTICE

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

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

SUZUKI EASY START SYSTEM

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

- When the brake lever is squeezed, the engine can be started.

In some cases the engine may not start due to the position of the side stand. For details see “SIDE STAND / IGNITION INTERLOCK SYSTEM” on page 2-29.

NOTE: Depending on the condition of the battery, the engine might not start easily. If the engine is difficult to start, continue pressing the electric starter switch to start the engine. If the engine fails to start, the battery will most likely lose power. In this case, charge or change the battery.

Proper Warm up

In the following circumstances, run the engine for a period of several tens of seconds to several minutes to warm it up before riding.

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

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

NOTICE

Immediately after starting the engine, revving the engine, sudden acceleration, or abrupt braking may cause the engine to malfunction.

If it is necessary to warm up, run the engine for a period of several tens of seconds to several minutes to warm it up before riding.

NOTICE

Leaving the engine running for an extended period without riding, in order to charge the battery, etc., may cause the engine to overheat. Overheating may damage engine parts and cause the exhaust pipe to change color.

Stop the engine if you do not intend to begin riding promptly.

SIDE STAND / IGNITION INTERLOCK SYSTEM

The motorcycle has a system to prevent riders from forgetting to stow the side stand and then traveling with it down.
The system operates as follows.

<When the side stand is down>
If the side stand is down, the engine can not be started.

<When the side stand is fully up>
If the engine is running and the side stand is put down, the engine will stop running.

⚠ WARNING

If you move the side stand down while riding the motorcycle, the engine will stop, which may cause a crash.

Never move the side stand down while riding the motorcycle.

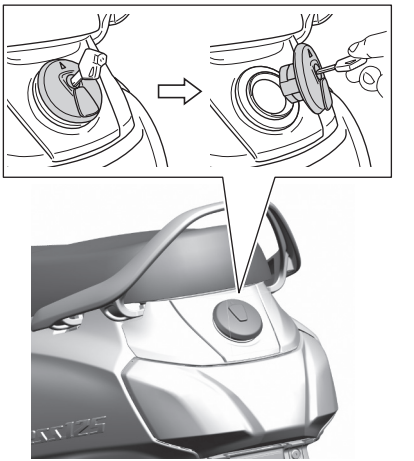
NOTE: Lubricate the side stand if it does not operate smoothly.

REFUELING

REFUELING PROCEDURE

Use the following procedure to refill with gasoline.

1. Insert the key into the fuel tank cap lock and turn it clockwise to unlock and open the fuel tank cap. With the key inserted, lift the cap up with the key.



NOTICE

Opening the fuel tank cap while water sits on the top surface will cause water to enter the tank.

If the cap is wet, wipe it dry before opening it.

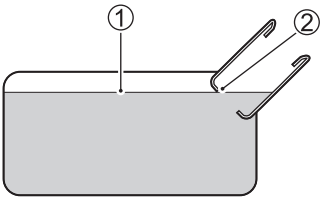
2. Use fresh gasoline when filling up the fuel tank. Do not use bad gasoline which is contaminated with dirt, dust, water or other liquid. Be careful that dirt, dust or water does not enter the fuel tank when refueling.

   Specified fuel: Unleaded gasoline
   Fuel tank capacity:
   5.0 L (1.3/1.1 US/Imp. gal)

NOTICE

Filling the fuel tank with more than the specified amount of fuel may cause engine failure or make it difficult to start.

Do not refuel above the bottom of the filler neck.



① Fuel level
② Bottom of the filler neck

3. To close the fuel tank cap, face the triangle mark of the cap forward, align the cap guide rails with the slots of the filler neck and push the cap down firmly with the key in the cap lock.

⚠ WARNING

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

- **When refilling with gasoline, stop the engine and do not bring flame into proximity.**
- **Be sure to refill outdoors.**
- **Before opening the fuel tank cap, touch a metal section of the motorcycle body or gasoline pump to eliminate static electricity from your body. If you are statically charged the static may discharge with a spark, causing the gasoline to catch fire.**
- **Refill with gasoline yourself, away from other people.**
- **Make sure that the fuel nozzle is fully inserted to the bottom of the refueling port (where the fuel nozzle stops) before adding fuel. Fuel may spray out if the refueling nozzle is not pushed in far enough.**
- **Do not add fuel above the bottom of the refueling port.**
- **After refilling, close the fuel tank cap firmly until it makes a clicking sound.**
- **Wipe away any spilled gasoline with a cloth.**

NOTICE

If the engine develops some trouble like lack of acceleration or insufficient power, the cause may be due to the fuel the motorcycle uses.

In such case, try changing to a different gas station. If the situation is not improved by changing, consult your Suzuki dealer.

NOTICE

Spilled gasoline can damage the painted surfaces of your motorcycle.

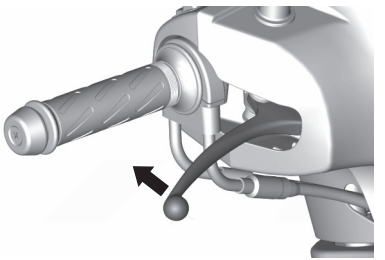
Be careful not to spill any fuel when filling the fuel tank. Wipe spilled gasoline up immediately.

BRAKE LEVER

FRONT BRAKE LEVER

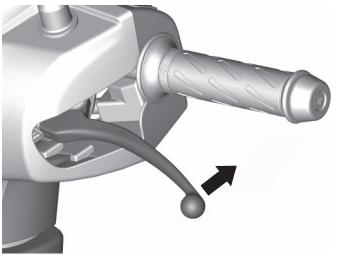
The brake is applied by squeezing the front brake lever gently towards the grip. The brake light will be lit when the lever is squeezed inward.

This motorcycle is equipped with a disc brake system and excessive pressure is not required to slow the machine down properly.



COMBINED BRAKE LEVER

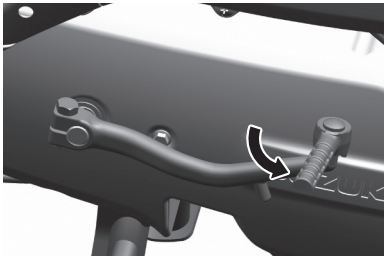
The front and rear brakes are simultaneously applied by squeezing the combined brake lever gently toward the grip. The brake light will be lit when the lever is squeezed inward.



KICK STARTER LEVER

DESCRIPTION

This motorcycle is equipped with a kick starter lever located on the left side of the engine. To start the engine, place the motorcycle on the center stand and depress the kick starter lever forcefully.



⚠ WARNING

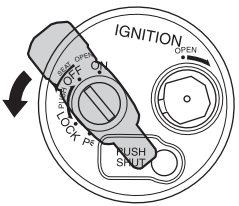
An improperly retracted kick starter lever can interfere with rider control.

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

SEAT LOCK AND HELMET HOLDERS

SEAT LOCK

To unlock the seat lock, insert the ignition key into the ignition switch, turn the key counterclockwise.

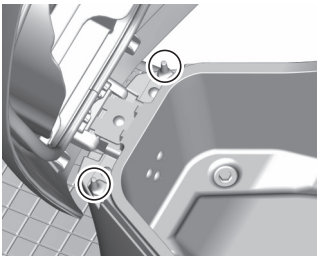


NOTE:

- *Lift up the seat gently and check that it is locked.*
- *Care is required, because if the seat is locked with the key placed underneath it, you will be unable to retrieve the key.*

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.

TRUNK

The trunk load capacity is 3 kg (6.6 lbs). Do not allow water to get inside the trunk.

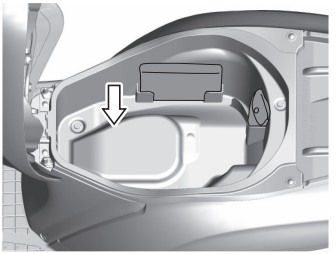
⚠ WARNING

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

Never exceed the load capacity.

NOTE:

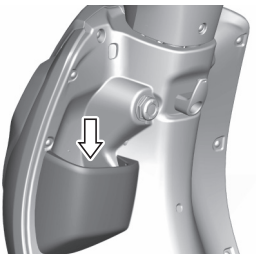
- *Do not keep low heat-resistant items in the trunk since the trunk may get hot.*
- *Do not keep valuable items in the trunk when leaving the motorcycle unattended.*
- *Push down the rear end of the seat if the seat does not unlock with key operation.*



FRONT RACK

The motorcycle is equipped with the front rack.

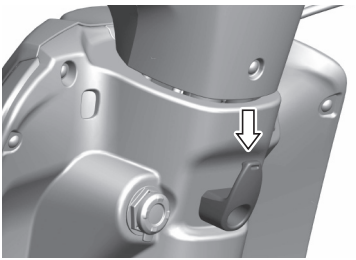
The front rack load capacity is 0.5 kg (1 lbs).



FRONT HOOK

The motorcycle is equipped with the front hook.

The front hook load capacity is 1.5 kg (3 lbs).

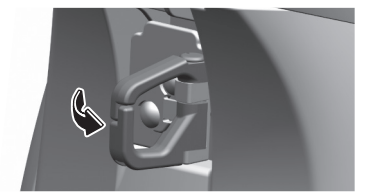


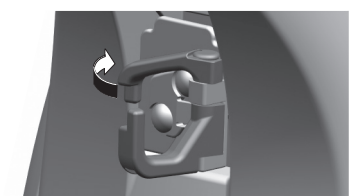
HOOK

The motorcycle is equipped with the hook.

The hook load capacity is 1.5 kg (3 lbs).

To use the hook, turn the hook and open the hook by turning the upper lever.

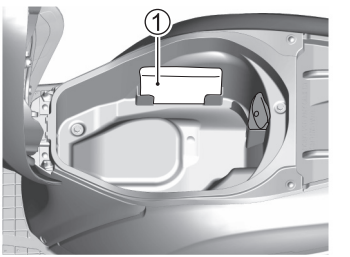




DOCUMENT HOLDER

The owner's manual is supplied and is located inside of the trunk.

Place the owner's manual ① in a plastic bag and store it here.



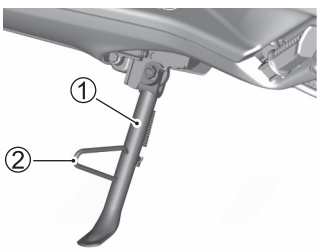
STANDS

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

SIDE STAND ①

To place the motorcycle on the side stand, place your right foot on the hook ② of the side stand and push down firmly until the stand pivots fully through its arc and comes to rest against its stop.

For details on the side stand/ignition interlock system, see page 2-29.



⚠ WARNING

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

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

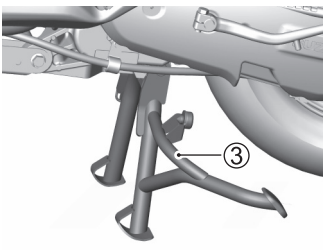
NOTICE

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.

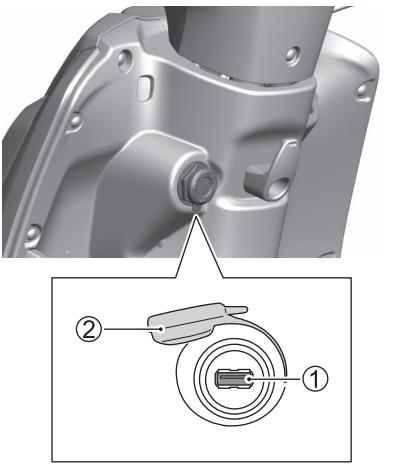
CENTER STAND ③

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 your right hand on the rear carrier, while steadying the handlebars with your left hand.



USB SOCKET

A USB socket ① is provided at the left side of the Instrument panel. It can provide up to 5 V output voltage and 2 A maximum current.



② Cap

NOTICE

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

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

NOTE:

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

INSPECTION AND MAINTENANCE

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INSPECTION AND MAINTENANCE

DESCRIPTION

Regular inspection and maintenance are essential to riding your motorcycle safely, and to ensuring that it lasts a long time. The following simple inspections and maintenance tasks that are normally carried out frequently.

Carry out periodic inspections even when you do not use the motorcycle for an extended period. Inspect your motorcycle carefully when you begin using it again after an extended period of non-use.

Follow the guidelines in the chart. The intervals between periodic services in kilometers and months are shown. At the end of each interval, be sure to perform the maintenance listed.

⚠ WARNING

Improper maintenance or failure to perform recommended maintenance can lead to a crash.

Keep your motorcycle in good condition. Ask your Suzuki dealer or a qualified mechanic to perform the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, ask your Suzuki dealer to do the maintenance.

⚠ WARNING

Inspection with the engine running is dangerous, as your hands or clothing may become caught in moving engine parts, resulting in serious injury.

Turn the engine off when inspecting anything other than the lights, engine stop switch, and throttle.

⚠ WARNING

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

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

⚠ WARNING

For inspections while riding, maintain sufficient awareness of the traffic situation in the vicinity.

Reduce speed to less than normal, and perform the inspection in an area where there is little traffic.

⚠ WARNING

Performing maintenance beyond your competence without specialist knowledge may cause crashes or breakdowns.

For safety, only perform maintenance that is within your knowledge and area of competence. Consult a Suzuki dealer regarding anything difficult.

⚠ WARNING

Because of the presence of gasoline and flammable oils, there is a risk of fire if there are any ignition sources in close proximity when performing inspection and maintenance.

Do not smoke or bring a flame close to the motorcycle when performing maintenance.

⚠ CAUTION

The muffler and the engine become hot when the engine is running. Touching them before they cool down may cause burns.

When performing maintenance on parts close to the muffler or engine, wait until they have cooled down sufficiently to touch before starting maintenance.

NOTICE

Performing maintenance with your motorcycle in an unstable location may result in the motorcycle falling over during the process.

Perform maintenance in a location with a flat solid surface.

NOTICE

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

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

NOTICE

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

When replacing parts on your vehicle, use only genuine Suzuki replacement parts or their equivalent.

NOTE:

- *The MAINTENANCE CHART specifies the minimum requirements for maintenance. If you use your motorcycle under severe conditions, perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your Suzuki dealer or a qualified mechanic.*
- *Recycle or properly dispose of used oil.*

MAINTENANCE CHART

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

Item \ Interval				
	months	2	12	24
	km	1000	4000	8000
	miles	600	2400	4800
Air cleaner element (☞ 3-20)		–	I	I
		Replace every 12000 km (7200 miles)		
* Exhaust pipe nuts and muffler mounting bolts		T	–	T
* Valve clearance		I	I	I
Spark plug (☞ 3-17)		–	I	R
Fuel hose (☞ 3-36)		–	I	I
		* Replace every 4 years		
* Evaporative emission control system		–	–	I
Engine oil (☞ 3-25)		R	R	R
Oil strainer (☞ 3-30)		I	–	I
* Gear oil (☞ 3-25)		–	–	R
Throttle cable play (☞ 3-36)		I	I	I
* Idle speed		I	I	I
* Drive belt		–	I	I
		Replace every 20000 km (12000 miles)		
* Clutch shoe		–	I	I

Item \ Interval	months	2	12	24
	km	1000	4000	8000
	miles	600	2400	4800
* Brakes (☞ 3-38)		I	I	I
Brake hose (☞ 3-39)		–	I	I
		* Replace every 4 years		
Brake fluid (☞ 3-39)		–	I	I
		* Replace every 2 years		
Tires (☞ 3-46)		–	I	I
* Steering		I	–	I
* Front forks		–	–	I
* Rear suspension		–	–	I
* Chassis bolts and nuts		T	T	T
Lubrication (☞ 3-11)		Lubricate every 1000 km (600 miles)		

NOTE: I= Inspect and clean, adjust, replace or lubricate as necessary;
R= Replace; T= Tighten

INSPECTION BEFORE RIDING

Check the condition of the motorcycle to help make sure that you do not have mechanical problems or get stranded somewhere when you ride. Be sure your motorcycle is in good condition for the personal safety of the rider, passenger, and protection of the motorcycle.

⚠ WARNING

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

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

⚠ WARNING

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

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

⚠ WARNING

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

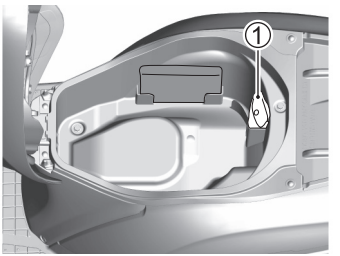
Shut the engine off when performing maintenance checks, except when checking the lights, engine stop switch, and throttle.

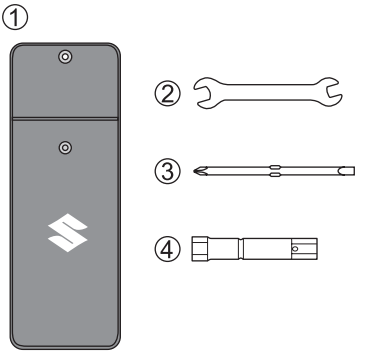
WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No rattle or looseness
Throttle (☞ 3-36)	• Correct play in the throttle cable • Smooth operation and positive return of the throttle grip to the closed position
Brakes (☞ 2-34, 3-38)	• Brake shoes/pads not worn down to the limit line • Correct lever play • No “sponginess” • Fluid level in the reservoir to be above “LOWER” line • No fluid leakage
Suspension	• Smooth movement • No oil leakage
Fuel (☞ 2-17)	Enough fuel for the planned distance of operation
Tires (☞ 3-46)	• Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 3-25)	Correct level
Lighting (☞ 2-10, 2-23)	Operation of all lights and indicators
Horn (☞ 2-24)	Correct function
Engine stop switch (☞ 2-24)	Correct function
Side stand/Ignition interlock system (☞ 2-29)	Proper operation

TOOLS

LIST

A tool kit ① is supplied and located inside of the trunk.





① Tool bag
② Open end wrench (10 mm × 14 mm)
③ Screwdriver (+, –)
④ Socket wrench (16 mm)

LUBRICATION

LUBRICATION POINTS

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

NOTICE

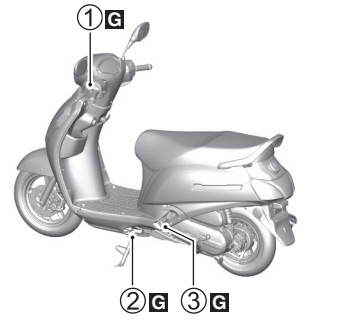
Lubricating electrical switches can damage the switches.

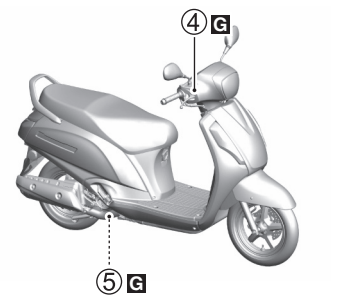
Do not apply grease or oil to electrical switches.

G .....Grease

①.....Combined brake lever pivot(s)
②.....Side stand pivot and spring hook
③.....Passenger footrests pivot
④.....Front brake lever pivot
⑤.....Center stand pivot and spring hook

Major lubrication points are indicated below.



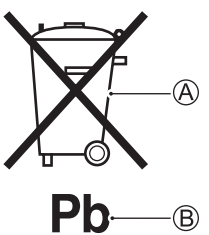


BATTERY

DESCRIPTION

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

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



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

NOTE:

- *For charging a sealed-type battery, use a battery charger applicable to a sealed-type battery.*
- *If you cannot charge the battery, consult your authorized Suzuki dealer.*
- *Select the same type MF battery when replacing the battery.*
- *Recharge the battery once a month if the motorcycle is not used for a long time.*

⚠ WARNING

The battery contains dilute sulfuric acid, which may cause blindness or severe burns.

Do not tip the battery when removing it. When working close to the battery, wear gloves and appropriate protective equipment to protect the eyes. If sulfuric acid enters your eyes, wash them immediately in copious amounts of water for at least 15 minutes and then consult a doctor. If you ingest sulfuric acid, drink copious amounts of water immediately and then consult a doctor. If sulfuric acid comes into contact with your skin or clothes, remove your clothes and wash them immediately in copious amounts of water. Store in a location out of the reach of children.

⚠ WARNING

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

Wash hands after handling any parts containing lead.

⚠ WARNING

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

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

⚠ WARNING

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

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

NOTICE

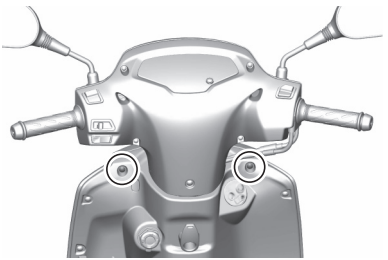
Exceeding the maximum charging rate for the battery can shorten its life.

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

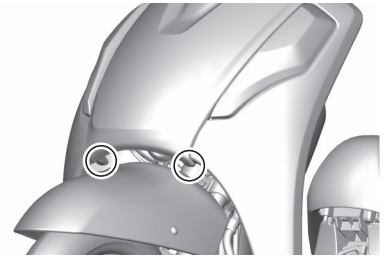
REMOVING

To remove the battery, follow the procedure below:

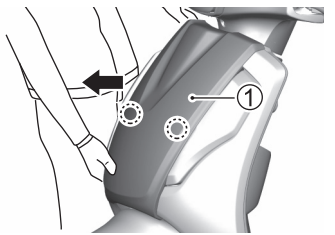
1. Support the motorcycle on the center stand.
2. Set the ignition switch to OFF.
3. Remove the screws.



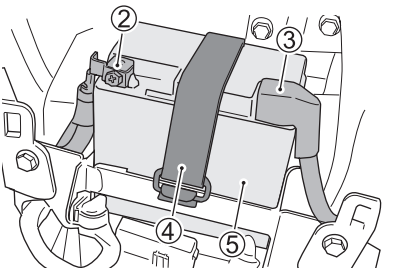
4. Remove the fasteners.



5. Unhook the hooks and remove the front leg shield ①.



6. Disconnect the negative (–) terminal ②.
7. Remove the cap. Disconnect the positive (+) terminal ③.
8. Remove the band ④.
9. Remove the battery ⑤.



10. Wipe any white powder adhering to the terminal section away with warm water. If there is severe corrosion, buff it off with sandpaper.

NOTE:

- *When removing battery cables, be sure to set the ignition switch to OFF and remove the negative (–) side first. When attaching battery cables, attach the positive (+) side first.*
- *Tighten so that there is no slackness in the terminal section, and attach the positive (+) terminal cover firmly.*
- *When replacing the battery, consult a Suzuki dealer.*

INSTALLATION

To install the battery:

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

NOTICE

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

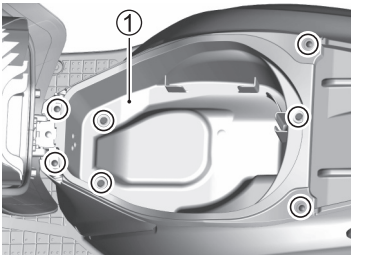
Always attach the red lead to the (+) positive terminal and the black (or black with white tracer) lead to the (–) negative terminal.

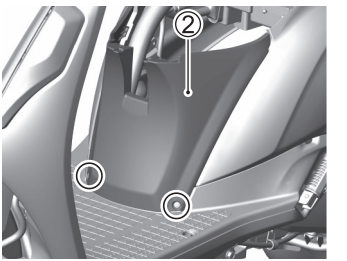
SPARK PLUG

REMOVING

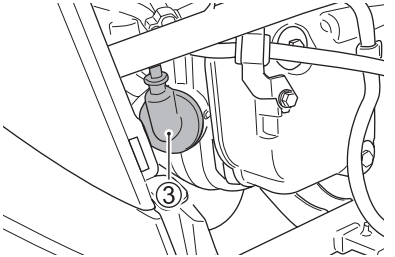
To remove the spark plug, follow the procedure below:

1. Support the motorcycle on the center stand.
2. Open the seat, see “SEAT LOCK” on page 2-36.
3. Remove the screws, bolts and fasteners. Remove the trunk, seat ① and front frame cover ②.

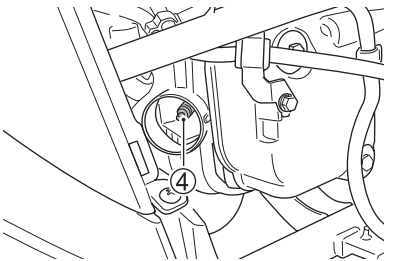




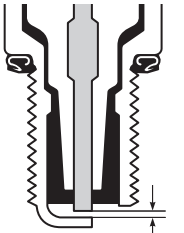
4. Disconnect the spark plug cap ③.



5. Remove the spark plug ④ with a spark plug wrench.



INSPECTION



Remove the carbon deposits periodically from the spark plug. Readjust the spark plug gap to 0.8 – 0.9 mm (0.031 – 0.035 in) by using a spark plug gap thickness gauge.

Whenever removing the carbon deposits, be sure to observe the operational color of the spark plug's porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. A normal operating spark plug should be very light brown in color.

NOTICE

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

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

Plug Replacement Guide

NGK	REMARKS
MR7E-9	Standard

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

INSTALLATION

NOTICE

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

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

NOTICE

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

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

AIR CLEANER

DESCRIPTION

The air cleaner element must be kept clean to provide good engine power and gas mileage. If you use your motorcycle under normal low-stress conditions, you should service the air cleaner at the intervals specified. If you ride in dusty, wet or muddy conditions, you will need to inspect the air cleaner element much more frequently.

Use the following procedure to remove the element and inspect it.

⚠ WARNING

Operating the engine without the air cleaner element in place can be hazardous. A flame can spit back from the engine to the air intake box without the air cleaner element to stop it. Severe engine damage can also occur if dirt enters the engine due to running the engine without the air cleaner element.

Never run the engine without the air cleaner element in place.

NOTICE

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

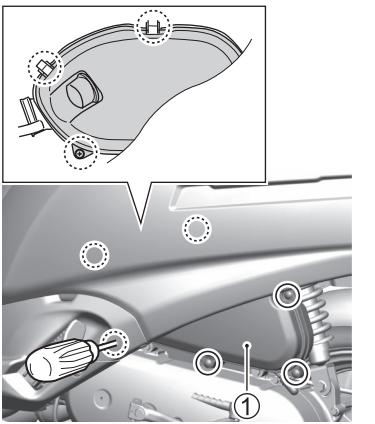
Always inspect the air cleaner element after riding in severe conditions. Replace the element as necessary. If water gets in the air cleaner case, immediately clean the element and the inside of the case.

AIR CLEANER ELEMENT

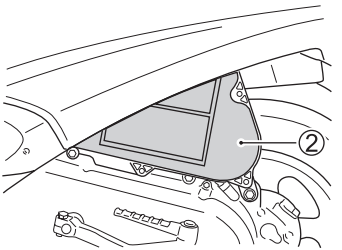
Removing

To remove the air cleaner element, follow the procedure below:

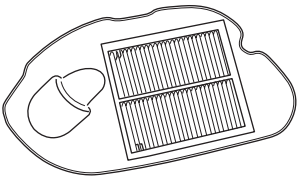
1. Support the motorcycle on the center stand.
2. Open the seat, see "SEAT LOCK" on page 2-36.
3. Remove the trunk and seat, see "SPARK PLUG" on page 3-17.
4. Remove the screws. Unhook the hooks and remove the air cleaner cap ①.



5. Remove the air cleaner element ②.



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



NOTICE

Compressed air can damage the air cleaner element.

Do not blow the air cleaner element with compressed air.

Installation

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.

NOTICE

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

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

NOTICE

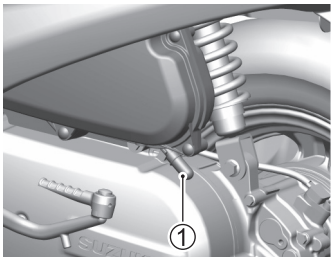
Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.

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

AIR CLEANER DRAIN PLUG CLEANING

Removing
Remove the plugs and drain water and oil at the periodic maintenance interval. The air cleaner drain plug ① are located as shown in the illustration.



Installation
Attach the air cleaner drain plug firmly.

ENGINE OIL AND GEAR OIL

DESCRIPTION
Engine life depends on oil amount and quality. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.

NOTE: Before adding, draining, or replacing engine oil, read cautions on the engine oil container and instructions in this section.

SELECTING THE ENGINE OIL

Suzuki recommends the use of SUZUKI Genuine Oil or Equivalent Engine Oil.

< SUZUKI Genuine Oil >

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

< Equivalent Engine Oil >

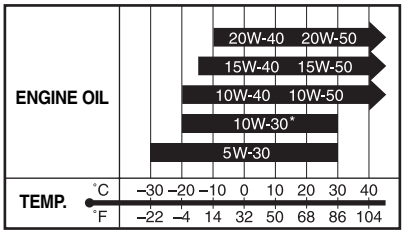
Equivalent Engine Oil means engine oil that meets the following standards.

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

API: American Petroleum Institute
JASO: Japanese Automobile Standards Organization

SAE engine oil viscosity

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



* USE ONLY SG, SH, SJ or SL.

NOTICE

Mixing oils of different makes and grades may alter the quality of the oil and cause a breakdown.

Do not mix oils or use low-quality oil.

Energy conserving

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

* Except for automatic transmission model

API SG, SH, SJ, SL, SM or SN

Recommended

API SH, SJ, SL or SM

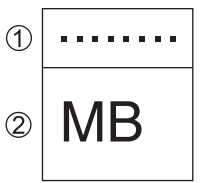
API SN

Not recommended

JASO T903

The JASO T903 standard is an index to select engine oils for 4-stroke motorcycle and ATV engines. Motorcycle and ATV engines lubricate clutch and transmission gears with engine oil. JASO T903 specifies performance requirements for motorcycle and ATV clutches and transmissions.

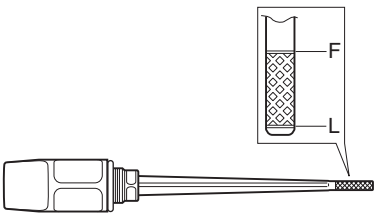
There are two classes, MA (MA1, MA2) and MB. For example, the oil container shows the MB classification as follows.



① Code number of oil sales company
② Oil classification

CHECKING THE ENGINE OIL LEVEL

Check the engine oil level as follows:
Check the engine oil level with the engine oil dipstick. The dipstick comes out together with the oil filler cap as shown. The level on the dipstick should be between the “L” (Low) and “F” (Full) lines.



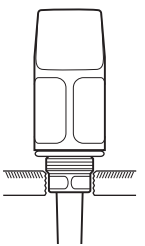
⚠ CAUTION

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.

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

1. Place the motorcycle on the center stand.
2. Start the engine and run it for three minutes.
3. Stop the engine and wait three minutes.
4. Hold the motorcycle vertically and inspect the engine oil level with the engine oil dipstick.



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

NOTICE

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

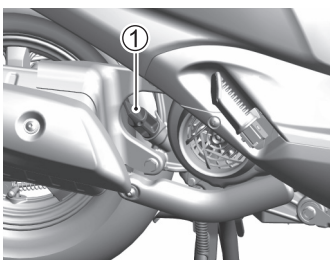
Place the motorcycle on level ground. Check the oil level with the engine oil dipstick before each use of the motorcycle. Be sure the engine oil level is always above the "L" (low) line and not higher than the "F" (full) line.

ENGINE OIL CHANGE AND OIL STRAINER CLEANING

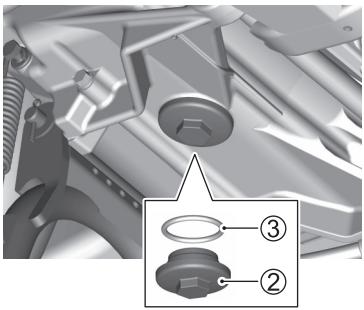
Change the engine oil at the scheduled time. The engine oil should be changed when the engine is hot so that the engine oil will drain thoroughly from the engine. The procedure is as follows:

Engine oil change

1. Place the motorcycle on the center stand.
2. Remove the engine oil filler cap ①.



3. Place a drain pan under the drain plug.
4. Remove the drain plug ② and "O" ring ③ with a wrench and drain out the engine oil while holding the motorcycle vertically.



⚠ 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.

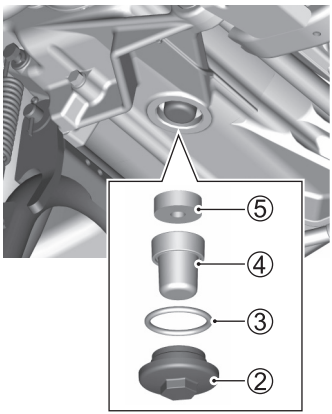
Keep new and used oil away from children and pets. To minimize your exposure to used oil, wear a long-sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil. Recycle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

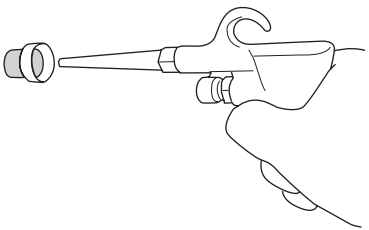
NOTE:

- *Recycle or properly dispose of used oil.*
- *Before starting the work, check that there is not any dust, mud, or foreign object inside the oil jug.*

Oil strainer cleaning

5. Remove the oil strainer ④ and oil strainer plug ⑤.





6. Clean the oil strainer using compressed air. Replace it with a new one if necessary.
7. Reinstall the oil strainer ④ and oil strainer plug ⑤.
8. Replace the "O" ring ③ with a new one. Tighten the drain plug ② to the specified torque.

Engine oil drain plug tightening torque:
35 N·m (3.6 kgf-m, 26.0 lbf-ft)

9. Pour fresh oil through the filler hole. Approximately 650 ml (0.7/0.6 US/Imp. qt) of oil will be required.

NOTICE

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

Be sure to use the oil specified in the FUEL AND ENGINE OIL RECOMMENDATIONS section.

10. Tighten the oil filler cap ①.
11. Start the engine and allow it to idle for three minutes.
12. Check the oil level according to Oil Level Check procedure.

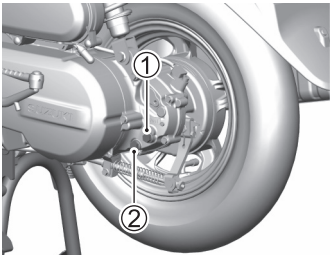
NOTE: Check to see that no oil is leaking from the drain plug ②.

GEAR OIL LEVEL CHECK AND GEAR OIL CHANGE

Selecting the gear oil: SAE 5W-30 MA

1. Place the motorcycle on level ground on the center stand. Hold the motorcycle vertically and inspect the gear oil level.
2. Place an oil pan under the final gear case.
3. Remove the oil level plug ① and inspect the oil level. If the level is below the level hole, add oil until it flows out from the level hole.
4. Replace the gasket with a new one. Tighten the oil level plug ① to the specified torque.

Oil level plug and drain plug tightening torque:
12 N·m (1.2 kgf-m, 9.0 lbf-ft)



NOTE: If oil is dirty with sludge or used for a long period, drain the oil by removing the drain plug ② and pour fresh oil through the oil level hole.

NOTE: Approximately 50 ml (1.7/1.8 US/ Imp. oz) of oil will be required for the gear oil change.

⚠ 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 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.

NOTE: Recycle or properly dispose of used oil.

ENGINE IDLE SPEED

INSPECTION

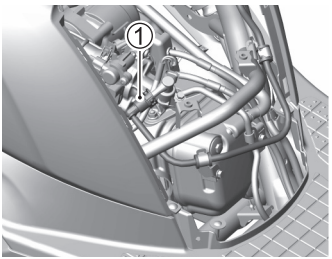
Inspect the engine idle speed. The engine idle speed should be 1500 – 1700 r/min when the engine is warm.

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

FUEL HOSE

INSPECTION

Inspect the fuel hose ① for damage and fuel leakage. If any issues are found, the fuel hose must be replaced.

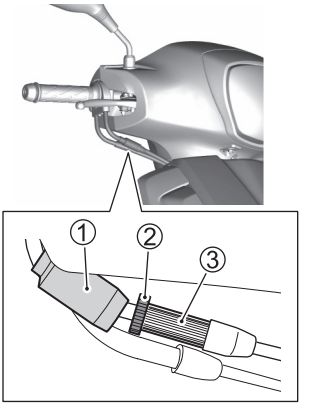


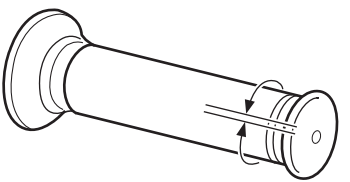
THROTTLE CABLE

ADJUSTMENT

Adjust the throttle cable play as follows:

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 (0.08 – 0.16 in) play.
4. Tighten the lock nut ②.
5. Replace the boot ①.

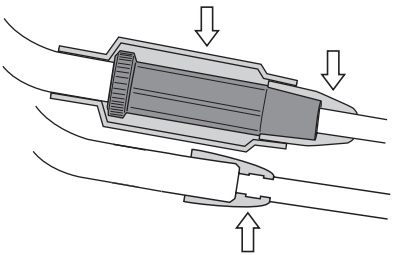




2.0 – 4.0 mm
(0.08 – 0.16 in)

THROTTLE CABLE BOOTS

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



BRAKES

DESCRIPTION

This motorcycle utilizes a disc 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 requirements as scheduled. The brakes should be inspected at periodic inspection by your authorized Suzuki dealer.

BRAKE SYSTEM

⚠ WARNING

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

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

Inspect your brake system for the following items daily:

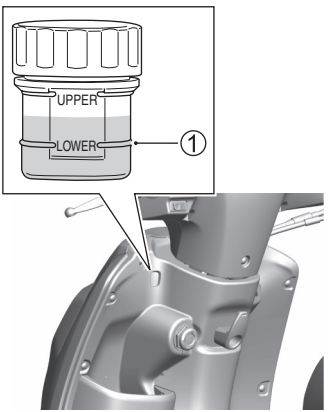
- Inspect the front brake system for signs of fluid leakage.
- Inspect the front brake hose for leakage or a cracked appearance.
- Check the wear of the disc brake pads and drum brake shoe.
- The combined brake lever should have the proper stroke and be firm at all times.

BRAKE HOSE INSPECTION

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

BRAKE FLUID

Check the brake fluid level in the reservoir. If the level in the reservoir is below the LOWER mark ①, inspect for 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.

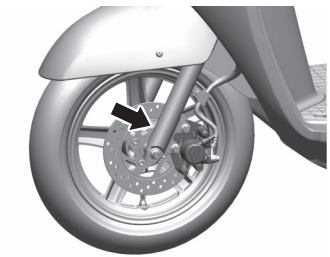
NOTICE

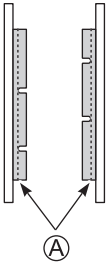
Spilled brake fluid can damage painted surfaces and plastic parts.

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

BRAKE 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.





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

⚠ 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.

⚠ WARNING

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

After brake system repair or brake pad replacement, pump the brake lever several times until brake pads are pressed against the brake discs 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.

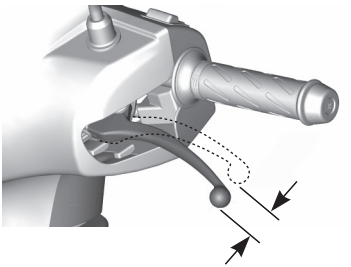
⚠ WARNING

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.

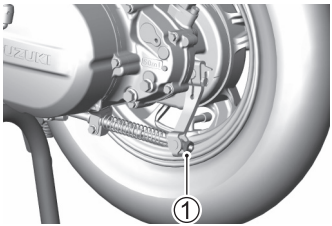
COMBINED BRAKE LEVER PLAY ADJUSTMENT

1. Measure the combined brake lever play at the brake lever end. The play should be 15 – 25 mm (0.6 – 1.0 in).



15 – 25 mm
(0.6 – 1.0 in)

2. If adjustment is necessary, turning the rear brake adjusting nut ① clockwise or counterclockwise will decrease or increase the distance.

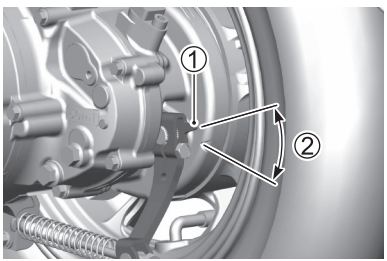


NOTE: In the case that the combined brake lever play is not able to be set within the specified range even when the rear brake adjusting nut is adjusted, the adjustment of the combined brake unit is required. Consult your Suzuki dealer for the adjustment.

REAR BRAKE LINING WEAR LIMIT

The motorcycle is equipped with the brake lin-ing wear limit indicator on brake panels. To check wear of the brake lining perform the following procedure:

1. Check if the brake system is properly adjusted.
2. While fully applying the brake, check that the indicator ① is within the range ② on the engine case as shown.

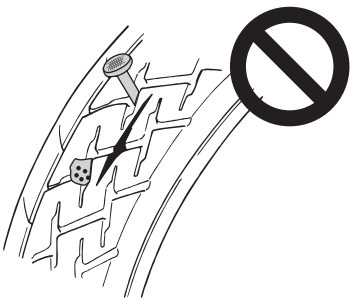


3. If the indicator is beyond the range, the brake shoe assembly should be replaced by your Suzuki dealer to ensure safe operation.

TIRES

DESCRIPTION

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



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

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

	FRONT	REAR
SIZE	90/90-12 44J	90/100-10 53J
TYPE	DUNLOP D307 N	DUNLOP D307 N

⚠ WARNING

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

Be sure to use the designated tires.

⚠ WARNING

An improperly repaired or installed tire can cause loss of control and an accident, or can wear out sooner.

- **Ask your Suzuki dealer or a 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.**

⚠ WARNING

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

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

⚠ WARNING

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

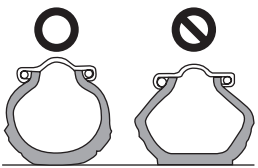
Use extra care when riding on new tires. Perform proper break-in of the tires referring to the BREAK-IN section of this manual and avoid hard acceleration, hard cornering, and hard braking for the first 160 km (100 miles).

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

TIRE PRESSURE AND LOADING

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

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



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

Cold tire inflation pressure

LOAD / TIRE	SOLO RIDING	DUAL RIDING
FRONT	150 kPa 1.50 kgf/cm^2 22 psi	150 kPa 1.50 kgf/cm^2 22 psi
REAR	200 kPa 2.00 kgf/cm^2 29 psi	250 kPa 2.50 kgf/cm^2 36 psi

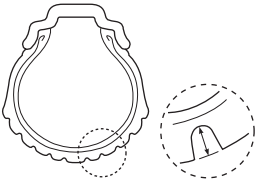
Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear. Over-inflated tires cause a smaller amount of tire to be in contact with the road, which can contribute to skidding and loss of control.

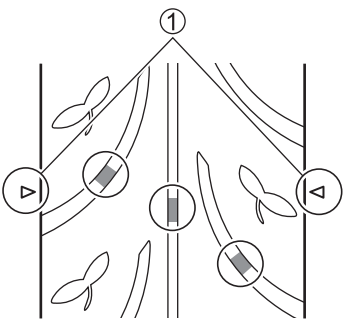
NOTE: When you detect drops in tire pressure, check the tire for nails or other punctures, or a damaged wheel rim. Tubeless tires sometimes lose pressure gradually when punctured.

TIRE CONDITION AND TYPE

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

Check the condition of your tires each day before you ride. Replace tires if tires show visual evidence of damage, such as cracks or cuts, or if tread depth is less than 1.6 mm (0.06 in) front, 1.6 mm (0.06 in) rear. The "△" mark ① 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.





FRONT AND REAR

⚠ WARNING

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

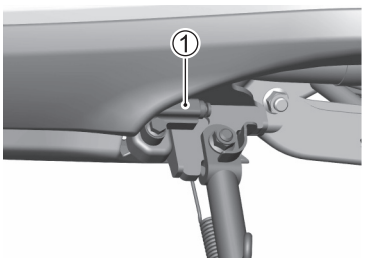
- **Tubeless tires require an air-tight seal between the tire bead and wheel rim. Special tire irons and rim protectors or a specialized tire mounting machine must be used for removing and installing tires to prevent tire or rim damage which could result in an air leak.**
- **Repair punctures in tubeless tires by removing the tire and applying an internal patch.**
- **Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering forces experienced by a motorcycle tire.**
- **After repairing a tire, do not exceed 80 km/h (50 mph) for the first 24 hours. This is to avoid excessive heat build-up which could result in a tire repair failure and tire deflation.**
- **Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 6 mm (3/16 in). These punctures cannot be repaired adequately.**

SIDE STAND/IGNITION INTERLOCK SYSTEM

INSPECTION

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

1. Sit on the motorcycle in the normal riding position, with the side stand up.
2. Squeeze the front or combined brake lever and start the engine.
3. While continuing to hold the brake lever, move the side stand to the down position.



① Side stand/ignition interlock switch

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

⚠ WARNING

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

Check the side stand/ignition interlock system for proper operation before riding. Check that the side stand is returned to its full up position before starting off.

LIGHTING SYSTEM

This motorcycle is equipped with LED lighting. Because LED lights have been integrated into light assemblies, replacement of only the LED lights is not available. If any of the LED lights cannot be turned on, consult with your Suzuki dealer.

LIGHT BULB REPLACEMENT

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

Headlight	LED
Position light	LED
Front turn signal light	12V 10W × 2
Rear turn signal light	12V 10W × 2
Brake light/Taillight	12V 21/5W
License plate light	12V 5W

NOTICE

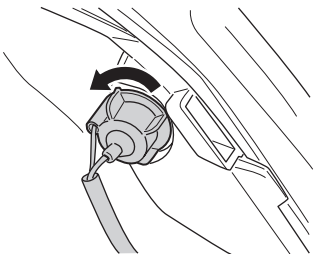
Failure to use a light bulb with the correct wattage rating can overload the electrical system of your motorcycle or cause the bulb to burn out sooner.

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

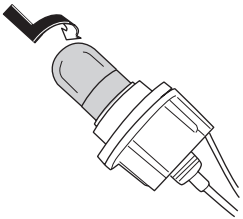
Front turn signal light

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

1. Remove the front leg shield by referring to the BATTERY section. (☞ 3-12)
2. Turn the socket counterclockwise and remove it.



3. Push in on the burned-out bulb, turn it counterclockwise, and pull it out.

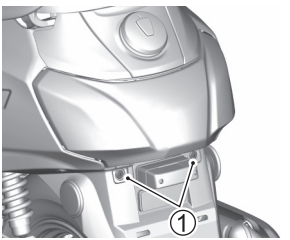


4. To fit the replacement bulb, push it in and turn it clockwise while pushing.
5. To reinstall the front turn signal light, reverse the sequence described above.

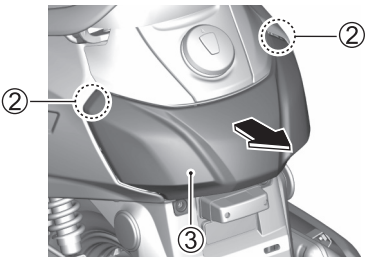
Rear turn signal light and Brake light/ Taillight

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

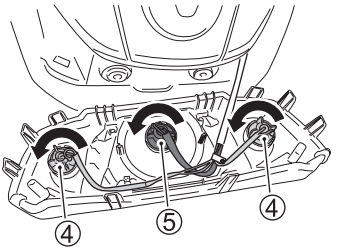
1. Remove the bolts ①.



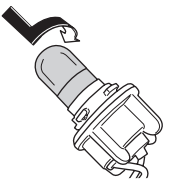
2. Unhook the hooks ② and remove the taillight assembly ③.

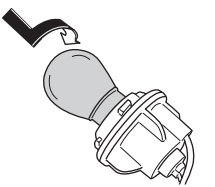


3. Turn the rear turn signal light socket ④ and brake light/taillight socket ⑤ counterclockwise and remove it.



4. Push in on the burned-out bulb, turn it counterclockwise, and pull it out.
5. To fit the replacement bulb, push it in and turn it clockwise while pushing.

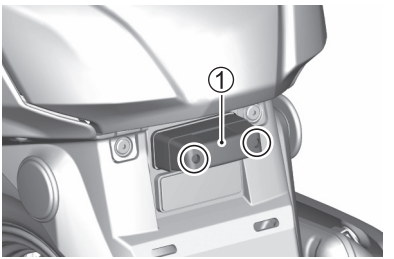




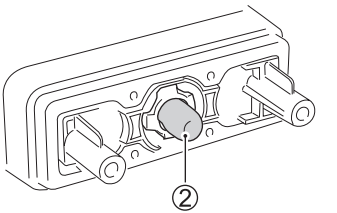
License plate light

To replace the license plate light bulb, follow these directions.

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



2. Pull off the bulb ② from the socket.

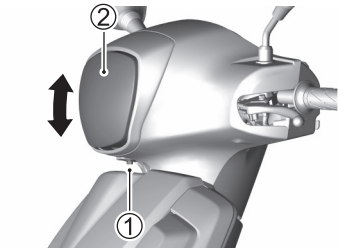


3. Reinstall the cover with the lens.

HEADLIGHT BEAM

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

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



FUSES

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

⚠ WARNING

Replacing a fuse with a fuse that has an incorrect amperage rating or substitute, e.g. aluminum foil or wire, may cause serious damage to the electrical system and possibly fire. Always replace a blown fuse with a fuse of the same amperage rating.

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

NOTICE

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

Use genuine Suzuki parts when attaching electrical items.

NOTICE

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

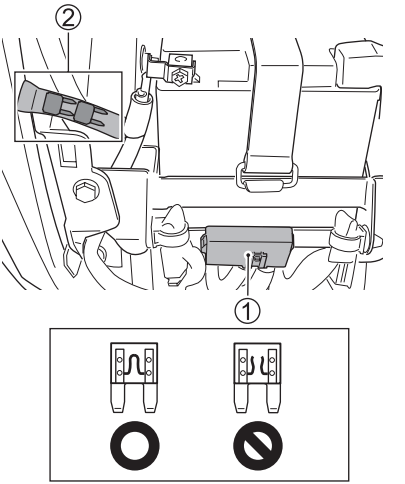
Do not spray water or wipe forcefully in the area around fuses.

FUSES

The fuses are located under the front leg shield.

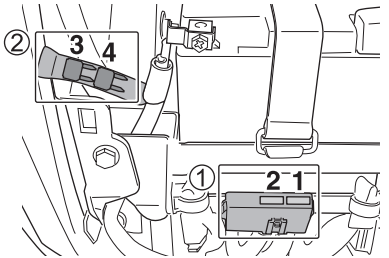
Inspect fuses using the following procedure.

1. Set the ignition switch to OFF.
2. Remove the front leg shield. See "BATTERY" on page 3-12.
3. Open the fuse case ①, pull out the fuses, and inspect them.
4. If a fuse is blown, check the reason, and when you have remedied it, replace with a spare fuse ② of the specified amperage. If you are unable to ascertain the reason that the fuse has blown, have your motorcycle inspected by a Suzuki dealer.



LIST

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

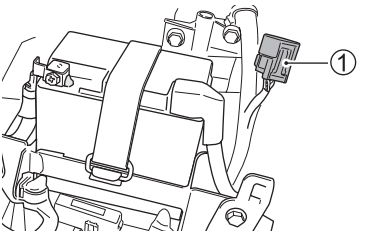


① Fuse case
② Spare fuse

Position	Label	Capacity	Protection parts
1	MAIN	20A	All electric circuits
2	SUB	15A	All electric circuits
3	SPARE	20A	-
4	SPARE	15A	-

DIAGNOSTIC CONNECTOR

The diagnostic connector ① is located under the front leg shield. Remove the front leg shield. See "BATTERY" on page 3-12.



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

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INDICATOR DISPLAYS 4-3
MOTORCYCLE CONDITION 4-3

TROUBLESHOOTING

DESCRIPTION

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

Consult your Suzuki dealer if your motorcycle is experiencing any issues or you notice something seems wrong.

NOTICE

Making unsuitable repairs or adjustments may damage your motorcycle. In some cases damage may not be covered by the warranty.

Consult a Suzuki dealer if anything is unclear.

ENGINE DOES NOT START

Perform the following checks.

- Make sure you are using the correct starting procedure.
  See “STARTING PROCEDURE” on page 2-26.
- Make sure the fuel tank has fuel.
  See “REFUELING PROCEDURE” on page 2-30.
- Check if the malfunction indicator light comes on.
  See “MALFUNCTION INDICATOR LIGHT” on page 2-12.
- Check for loose battery terminals.
  See “BATTERY” on page 3-12.
- Are any fuses blown?
  See “FUSES” on page 3-58.

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

INDICATOR DISPLAYS

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

- The malfunction indicator light (on page 2-12) comes on
- The master warning indicator light (on page 2-12) comes on

MOTORCYCLE CONDITION

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

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

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

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PROCEDURE FOR RETURNING TO SERVICE 5-4
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STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

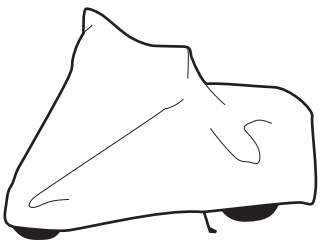
DESCRIPTION

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

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

MOTORCYCLE

Place the motorcycle on the side stand on a firm, flat surface where it will not fall over. For motorcycles equipped with a center stand, use the center stand for parking.
Wash the motorcycle before storing, dry it, and then cover it with a body cover.



NOTE: Apply the body cover after the engine and muffler have cooled.

FUEL

1. Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
2. Run the engine for a few minutes until the stabilized gasoline fills the fuel injection system.

BATTERY

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

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

TIRE

Inflate the tires to the normal specifications.

EXTERNAL

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

MAINTENANCE DURING STORAGE

Once a month, recharge the battery. Refer to the BATTERY section for instructions. If you cannot charge the battery, consult your authorized Suzuki dealer.

PROCEDURE FOR RETURNING TO SERVICE

HOW TO RETURN TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery by referring to the BATTERY section.
- 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.

CORROSION PREVENTION

IMPORTANT INFORMATION ABOUT CORROSION

Perform maintenance to prevent the motorcycle from rusting and extend its life.

The following can cause corrosion.

- Sea air, unpaved roads, road salt, moisture and accumulation of chemical substances.
- Damage to metal parts or painted surfaces caused by minor crashes, or by being struck by sand or stones, or other debris.

HOW TO HELP PREVENT CORROSION

- Wash your motorcycle frequently, at least once a month. Keep your motorcycle as clean and dry as possible.
- Remove foreign material deposits. Foreign material such as road salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage your motorcycle's finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer's directions when using these special cleaners.
- Repair finish damage as soon as possible. Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.
- Store your motorcycle in a dry, well-ventilated area. If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.
- Cover your motorcycle. Exposure to midday sun can cause the colors in paint, plastic parts, and instrument faces to fade. Covering your motorcycle with a high-quality, "breathable" motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

NOTE:

- *Wax all areas of the motorcycle before storage. This prevents rusting.*
- *Clean the motorcycle with cool water immediately after riding on road salt or riding along the coast. Be sure to use cool water because warm water can accelerate corrosion.*

MOTORCYCLE CLEANING

WASHING THE MOTORCYCLE

Washing the motorcycle helps to extend its life and keeps it in pristine condition. Waxing will also provide you with the opportunity to find any abnormalities and to prevent malfunctions. Wash the motorcycle when it is cold.

1. Remove dirt and mud from the motorcycle with cool running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
2. Wash the entire motorcycle with a neutral detergent using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.
3. Once the dirt has been completely removed, rinse off the detergent with plenty of water.

NOTE: The detergent used to wash the motorcycle can negatively affect plastic parts if the detergent is not fully rinsed off. Make sure to fully rinse off all detergent with plenty of water after washing the motorcycle.

4. After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.
5. Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage following the procedure below:
   a. Clean all damaged spots and allow them to dry.
   b. Stir the paint and "touch-up" the damaged spots lightly with a small brush.
   c. Allow the paint to dry completely.

NOTE: The headlight lens can be fogged after washing the motorcycle or riding in the rain. Headlight fogging will be cleared gradually when the headlight is turned on. When clearing the headlight lens fogging, run the engine to avoid battery discharge.

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

- *Ignition switch*
- *Spark plug*
- *Fuel tank cap*
- *Fuel injection system*
- *Throttle cable boots*
- *Brake master cylinder*
- *Steering head tube (Upper, Lower)*

NOTICE

If water gets into the mufflers, air cleaner, or electrical parts during cleaning, it may cause failure to start or rust.

Be careful not to get water into the above parts during cleaning.

NOTICE

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

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

NOTICE

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

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

PLASTIC PARTS

Plastic parts such as headlight lens, speedometer display are easy to be damaged. When such part is cleaned, wash it using water after cleaning it using neutral detergent or soapy water, and wipe it with a soft cloth.

NOTICE

Foreign substances can scratch or damage plastic parts such as the headlight lens, speedometer display.

Do not allow the following substances to get on the plastic parts mentioned above;

- **Wax compound**
- **Chemical supplies such as oil film removing agents or repellents**
- **Acidic or alkaline detergent**
- **Brake fluid, gasoline, alcohol or organic solvent, etc.**

WAXING THE MOTORCYCLE

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

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

SPECIAL CARE FOR MATTE FINISH PAINT

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

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

Only use cleaners and paint protection products that are specifically designed for matte finishes.

Friction while riding and excessive rubbing or polishing of a surface with a matte finish, will change its appearance.

INSPECTION AFTER CLEANING

DESCRIPTION

After drying the motorcycle, apply grease. To help extend your motorcycle's life, lubricate it according to the "LUBRICATION POINTS" section.

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

⚠ WARNING

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

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

CONSUMER INFORMATION

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ON-BOARD MOTORCYCLE COMPUTER DATA INFORMATION 6-3
SERIAL NUMBER LOCATION 6-4

CATALYTIC CONVERTER

DESCRIPTION

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

Inappropriate adjustment or erroneous handling may cause incomplete combustion (misfiring), resulting in the temperature of the catalytic converter rising to extreme levels. Take care, as this may damage the catalytic converter or other related parts.

Although the catalytic converter does not require any special inspections or maintenance, please perform specified engine inspections and maintenance.

NOTICE

Improper motorcycle operation can cause catalyst or other motorcycle damage.

To avoid damage to the catalyst or other related components, you should take the following precautions:

- **While the motorcycle is in motion, do not operate the ignition switch or engine stop switch, or turn off the engine, except in an emergency.**
- **Do not try to start the engine by pushing the motorcycle or by coasting down a hill.**
- **Do not start the engine with the spark plug wire removed during diagnostic testing.**

- **Do not idle the engine unnecessarily or for long periods.**
- **Do not use all of the gasoline in the fuel tank.**
- **If engine performance deteriorates or is poor, have your motorcycle inspected at a Suzuki dealer.**

ON-BOARD MOTORCYCLE COMPUTER DATA INFORMATION

DESCRIPTION

Your motorcycle is equipped with on-board computer systems, which monitor and control several aspects of motorcycle performance, including the following:

DATA TYPES

- Engine condition, such as engine speed.
- Operating status, such as accelerator, brakes.
- Information related to computer system failures of all kinds.

NOTE:

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

DISCLOSURE OF DATA

Suzuki Motor Corporation and third parties contracted by Suzuki Motor Corporation may acquire and use data recorded by on-board computers to diagnose vehicle faults, conduct research, and development, and improve quality.

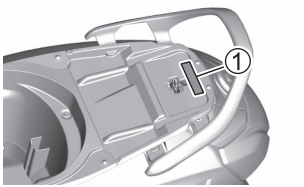
Suzuki Motor Corporation and third parties contracted by Suzuki Motor Corporation will not disclose or provide the information acquired to a third party other than in the following cases.

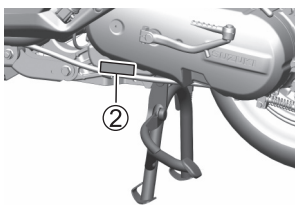
- When the user of the vehicle has consented.
- When required or allowed to do so based on laws and ordinances, a court injunction, or other legal force.
- When providing data that has been processed so that users and vehicles cannot be identified, for use by research institutes, etc., in statistical processing, etc.

SERIAL NUMBER LOCATION

DESCRIPTION

Record the frame and engine serial numbers in the next page for use in procedures such as creating vehicle registration documents. You also need these numbers to help your dealer when you order parts.





FRAME NUMBER
The frame number ① is stamped on the rear frame as shown in the illustration.

Write down the frame number here for your future reference.

Frame number:

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

Write down the engine serial number here for your future reference.

Engine serial number:

SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	1825 mm (71.9 in) 1885 – 2025 mm (74.2 – 79.7 in) (with option)
Overall width	690 mm (27.2 in)
Overall height	1160 mm (45.7 in) 1255 mm (49.4 in) (with option)
Wheelbase	1265 mm (49.8 in)
Curb mass	105 kg (231 lbs)

ENGINE

Type	Four-stroke, air-cooled, OHC
Number of cylinder	1
Bore	52.5 mm (2.067 in)
Stroke	57.4 mm (2.260 in)
Displacement	124 cm^3 (7.6 cu. in)
Compression ratio	10.3 : 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
Gearshift pattern	Automatic
Reduction ratio	Variable change (2.645 – 0.801)
Final reduction ratio	8.552 (42/17 × 45/13)
Drive system	V-belt drive

CHASSIS

Front suspension	Telescopic, oil damped
Rear suspension	Swingarm type, oil damped
Front brake	Single disc
Rear brake	Drum
Front tire size	90/90-12 44J, tubeless type
Rear tire size	90/100-10 53J, tubeless type

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK MR7E-9
Battery	12V 18.0kC (5 Ah)/10HR
Generator	Single-phase A.C. generator
Fuse	20A/15A
Headlight	LED
Brake light/Taillight	12V 21/5W
Turn signal light	12V 10W × 4
Position light	LED
License plate light	12V 5W
Meter illumination light	LED
Hi beam indicator light	LED
Turn signal indicator light	LED
Malfunction indicator light	LED
Master warning indicator	LED
ECO drive illumination	LED

CAPACITIES

Fuel tank		5.0 L (1.3/1.1 US/Imp. gal)
Engine oil,	oil change	650 ml (0.7/0.6 US/Imp. qt)
	Overhaul	800 ml (0.8/0.7 US/Imp. qt)
Gear oil,	oil change	50 ml (1.7/1.8 US/Imp. oz)
	Overhaul	60 ml (2.0/2.1 US/Imp. oz)

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