

UP125

OWNER'S MANUAL



Way of Life!

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

IMPORTANT

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

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

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

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

▲ WARNING/▲ CAUTION/NOTICE/NOTE

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

▲ WARNING

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

▲ CAUTION

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

NOTICE

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

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

FOREWORD

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

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

**SUZUKI MOTORCYCLE INDIA
PVT LTD**

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

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

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

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

WARNING

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

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

- At any time that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the centre of gravity as possible. The mounting brackets and other attachment hardware should be carefully checked to ensure that they provides for a rigid, non-movable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.
- Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also confirm that the “load” does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork should be as light as possible and kept to a minimum.
- The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.
- Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit his or her control ability.

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

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

MODIFICATION

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

SAFE RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

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

WEAR A HELMET

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

RIDING APPAREL

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

INSPECTION BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

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

KNOW YOUR LIMITS

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

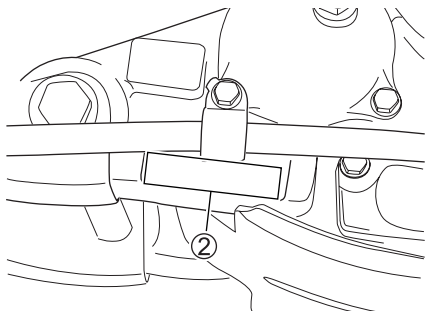
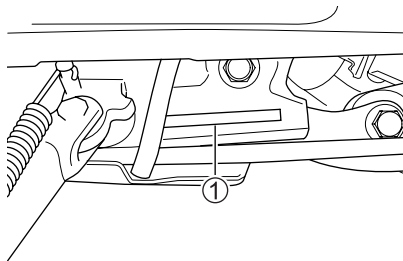
BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

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

RIDE DEFENSIVELY

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

SERIAL NUMBER LOCATION



The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information. The frame number ① is stamped on the frame on left hand side. The engine serial number ② is stamped on the crankcase assembly on left hand side.

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

Frame Number:

Engine Number:



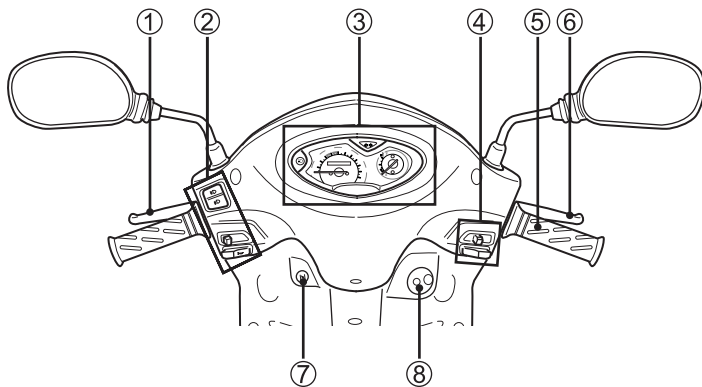


CONTROLS

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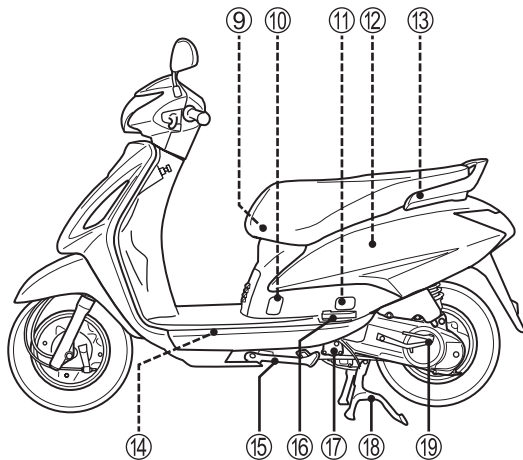
CONTROLS

LOCATION OF PARTS



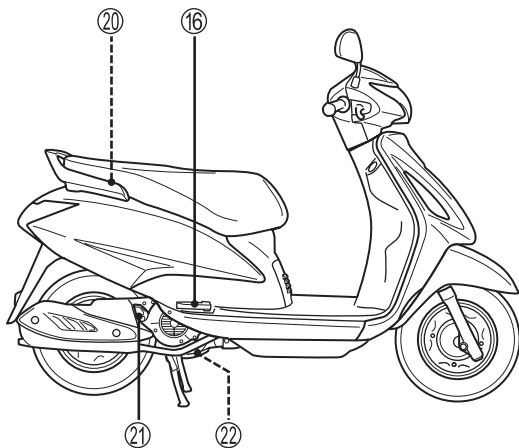
- ① Rear brake lever
- ② Left handlebar switches
- ③ Instrument panel
- ④ Right handlebar switches
- ⑤ Throttle grip
- ⑥ Front brake lever

- ⑦ Choke knob
- ⑧ Ignition switch



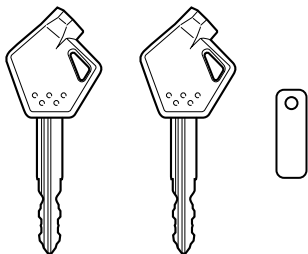
- ⑨ Helmet holders
- ⑩ Spark plug
- ⑪ Throttle stop screw
- ⑫ Air cleaner
- ⑬ Tools
- ⑭ Battery and fuse

- ⑮ Side stand
- ⑯ Passenger footrests
- ⑰ Engine oil filter
- ⑱ Centre stand
- ⑲ Kick starter lever



- ②① Fuel tank cap
- ②① Engine oil filler cap
- ②② Engine oil drain plug

KEY



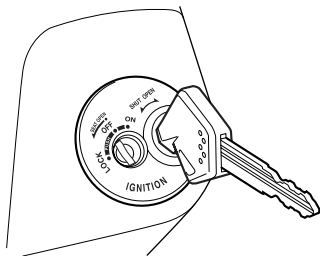
This motorcycle comes equipped with a main ignition key and a spare one. Keep the spare key in a safe place.

The key number is stamped on a plate provided with the keys. This number is used when making replacement keys. Please write your key number in the box provided for your future reference.

Key No.

IGNITION SWITCH

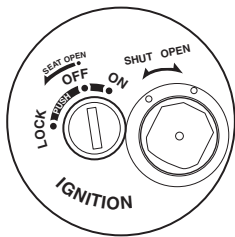
To open the ignition key-hole shutter:



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

NOTE:

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



“OFF” Position

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

“ON” Position

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

“LOCK” Position

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

⚠ WARNING

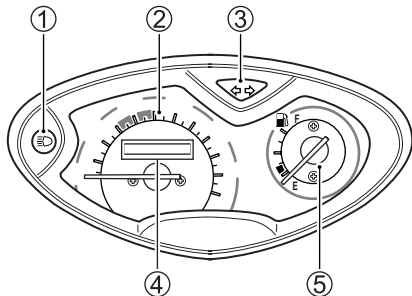
Turning the ignition switch to the “LOCK” position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

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

Seat Lock Release

Turn the key counterclockwise to release the seat lock.

INSTRUMENT PANEL



HIGH BEAM INDICATOR LIGHT ①

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

SPEEDOMETER ②

The speedometer indicates the road speed in kilometers per hour.

TURN SIGNAL INDICATOR LIGHT ③

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

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

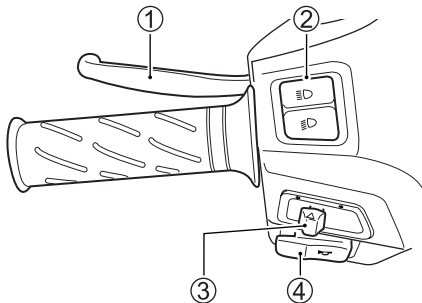
ODOMETER ④

The odometer registers the total distance that the motorcycle has been ridden.

FUEL METER ⑤

The “E” mark indicates the fuel tank is empty or nearly so. The “F” mark indicates the fuel tank is full.

LEFT HANDLEBAR



REAR BRAKE LEVER ①

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

DIMMER SWITCH ②



“” position

The headlight low beam and taillight turn on.

“” position

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

NOTICE

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

Use the dimmer switch to select only the “” or “” position.

NOTICE

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

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

TURN SIGNAL LIGHT SWITCH ③

Moving the switch to the “←” position will flash the left turn signals. Moving the switch to the “→” position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch in.

▲ WARNING

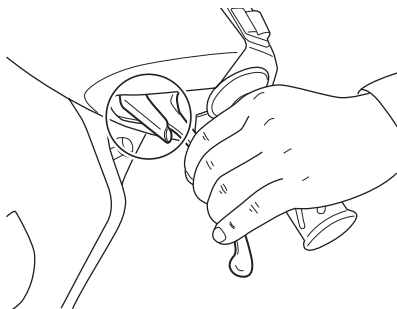
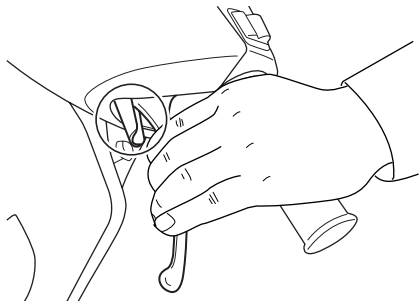
Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

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

HORN SWITCH “” ④

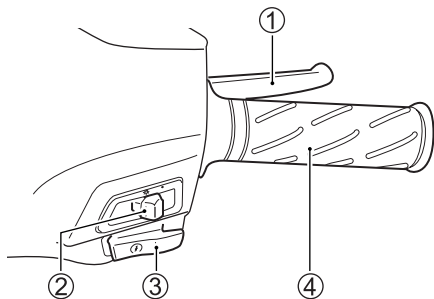
Press the switch to sound the horn.

Rear Brake Lock



Use this lock to set and lock the rear brake. To lock the rear brake lock, squeeze the rear brake lever and engage this lock. To release the rear brake lock, simply squeeze the lever until the lock lever releases.

RIGHT HANDLEBAR



FRONT BRAKE LEVER ①

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.

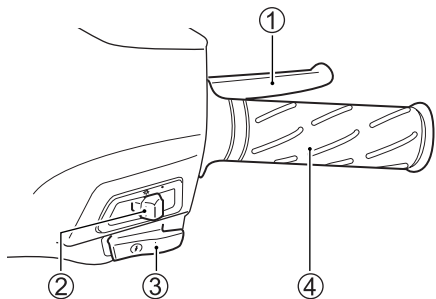
LIGHT SWITCH ②

“☀” position

Headlight and taillight come on.

“●” position

All lights go off.



ELECTRIC STARTER BUTTON “”

Push in the electric starter button to operate the starter motor.

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

NOTICE

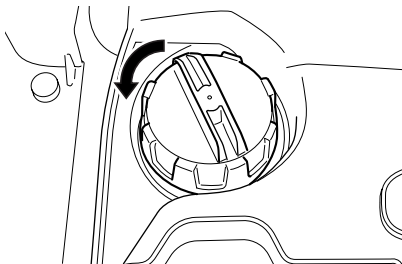
Engaging the starter motor for more than five seconds at a time can damage the starter motor and wiring harness from overheating.

Do not engage the starter motor for more than five seconds at a time. If the engine does not start after several attempts, check the fuel supply and ignition system. Refer to the TROUBLESHOOTING section in this manual.

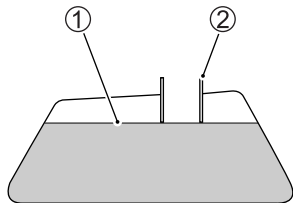
THROTTLE GRIP

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

FUEL TANK CAP



The fuel tank cap is located under the seat. To open the fuel tank cap, turn it counter-clockwise.



- ① Fuel level
- ② Filler neck

⚠ WARNING

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

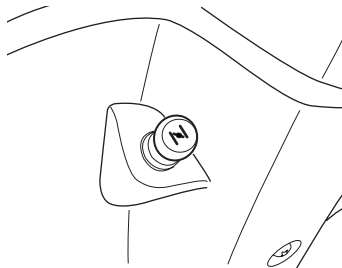
Stop adding fuel when the fuel level reaches the bottom of the filler neck.

⚠ WARNING

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

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

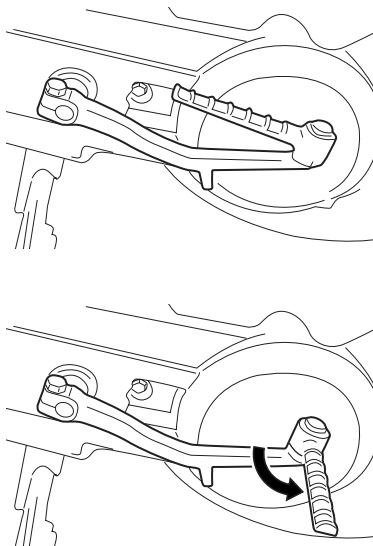
CHOKE KNOB



The carburetor is equipped with a choke system to provide easy starting when the engine is cold. When starting the cold engine, pull the choke knob all the way toward you. The choke works best when the throttle is in the closed position. When the engine is warm, you do not need to use the choke system for starting.

NOTE: Refer to the RIDING TIPS section of this manual for the engine starting procedure.

KICK STARTER LEVER



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 centre 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.

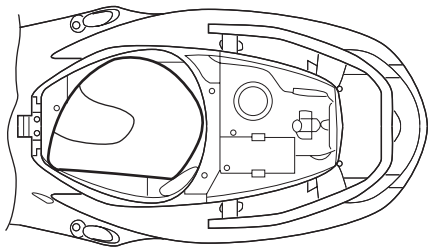
TRUNK

The trunk load capacity is 10 kg. Do not allow water to get inside the trunk.

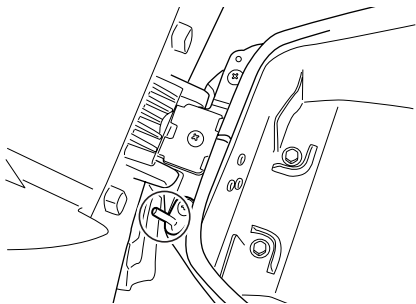
NOTE:

- *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.*

Place helmets as shown, or seat may not be completely locked.



HELMET HOLDER



Hook the helmet ring to the helmet holder and close the seat.

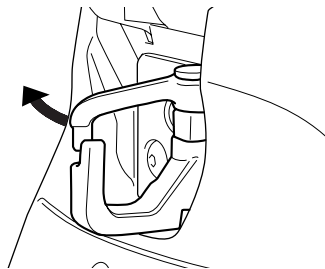
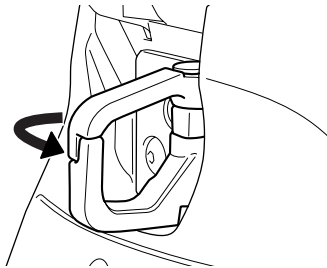
⚠ WARNING

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

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

HOOK

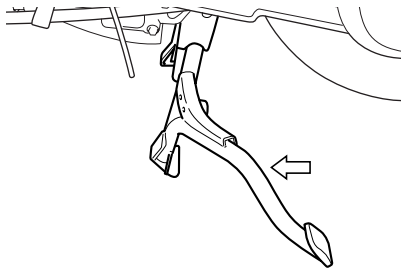
This motorcycle is equipped with the hook.
The hook load capacity is 1.5 kg.



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

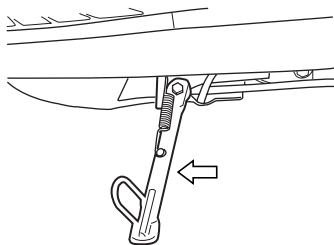
STANDS

This motorcycle is equipped with centre stand and side stand to support the motorcycle when parking.



Centre Stand

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



Side Stand

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

⚠ WARNING

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

Always retract the side stand completely before starting off.

NOTICE

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

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



FUEL AND ENGINE OIL RECOMMENDATIONS

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FUEL AND ENGINE OIL RECOMMENDATIONS

FUEL

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

NOTICE

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

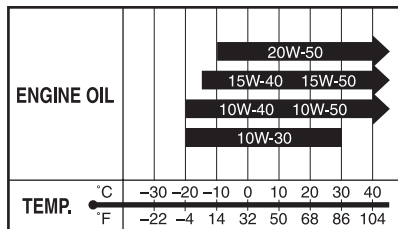
Be careful not to spill any fuel when filling the fuel tank. Wipe spilled gasoline up immediately.

ENGINE OIL AND GEAR OIL

Oil quality is a major contributor to your engine's performance and life. Always select good quality SAE 10W-30 engine oil.

SAE Engine Oil Viscosity

Suzuki recommends the use of SAE 10W-30 engine oil. If SAE 10W-30 engine oil is not available, select an alternative according to the following chart.



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

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

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

MAXIMUM THROTTLE OPENING RECOMMENDATION

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

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

VARY THE ENGINE SPEED

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

BREAKING IN THE NEW TYRES

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

⚠ WARNING

Failure to perform break-in of the tyres could cause tyre slip and loss of control.

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

AVOID CONSTANT LOW SPEED

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

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

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

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

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

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

INSPECTION BEFORE RIDING

WARNING

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

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

WARNING

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

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

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

WARNING

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	<ul style="list-style-type: none">• Smoothness• No restriction of movement• No rattle or looseness
Throttle	<ul style="list-style-type: none">• Correct play in the throttle cable• Smooth operation and positive return of the throttle grip to the closed position
Brakes	<ul style="list-style-type: none">• Brake shoes not to be worn down to the limit line• Correct lever play• No “sponginess”
Suspensions	<ul style="list-style-type: none">• Smooth movement• No oil leakage
Fuel	Enough fuel for the planned distance of operation
Tyres	<ul style="list-style-type: none">• Correct pressure• Adequate tread depth• No cracks or cuts
Engine oil	Correct level
Lighting	Operation of all lights and indicators
Horn	Correct function

RIDING TIPS

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RIDING TIPS

STARTING THE ENGINE

Place the motorcycle on the centre stand. Insert the ignition key into the ignition switch and turn it to the “ON” position.

WARNING

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

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

When the Engine is Cold:

1. Pull the choke knob all the way up. (full choke position)
2. Squeeze the front or rear brake lever.
3. Close the throttle grip and push the electric starter button or depress the kick starter lever.
4. Immediately after the engine starts, return the choke knob halfway and warm up the engine.
5. Return the choke knob all the way to its disengaged position.

NOTE: Opening the throttle grip before starting the engine will make the engine hard to start. Do not open the throttle grip before starting.

When the Engine is Warm:

1. Squeeze the front or rear brake lever.
2. Close the throttle grip and push the electric starter button or depress the kick starter lever.

NOTE: Operation of the carburetor choke system is not necessary when the engine is warm.

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

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

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

STARTING OFF

WARNING

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

Always ride at a speed that is proper for the terrain, visibility 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 wheels. This could injure you or cause an accident.

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

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

WARNING

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

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

STOPPING AND PARKING

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

WARNING

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

Apply both brake levers evenly and at the same time.

WARNING

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

Brake before you begin to turn.

WARNING

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

Brake lightly and with care on slippery or irregular surfaces.

WARNING

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

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

3. Select a level ground and place the motorcycle on its centre stand.
4. Turn the ignition switch to the “OFF” position to stop the engine.
5. Turn the ignition switch to the “LOCK” position to lock the steering.
6. Remove the ignition key from the switch.

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

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.

INSPECTION AND MAINTENANCE

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INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

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

WARNING

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

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

WARNING

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

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

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.

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.

MAINTENANCE CHART

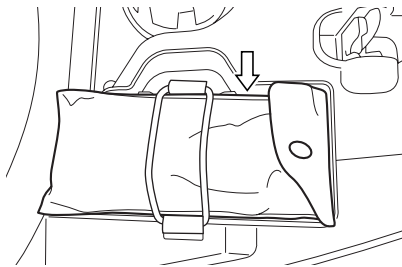
Interval: This interval should be judged by odometer reading or months, whichever comes first.

Item	Interval	1000	4000	8000
	km months	5	20	40
Battery (specific gravity of electrolyte)		–		
Air cleaner element		–		
	Replace every 12000 km			
* Exhaust pipe bolts and muffler mounting nut		T	–	T
* Valve clearance				
Spark plug		–		R
Fuel line		–		
Engine oil		R	R	R
Engine oil filter		R	–	R
* Final gear box oil		–	–	
Throttle cable play				
Idle speed				
* PAIR (air supply) system		–		
* Drive belt		–		
Brakes				

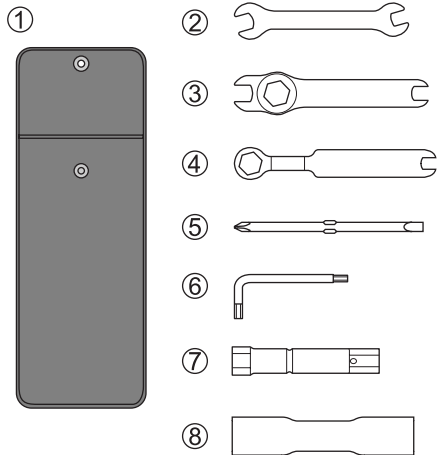
Item	Interval	1000	4000	8000
	km months	5	20	40
Tyres		–		
* Steering			–	
* Front forks		–	–	
* Rear suspension		–	–	
* Chassis bolts and nuts		T	T	T

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

TOOLS



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



- ①....Tool bag
- ②....Open end wrench (14 mm × 17 mm)
- ③....Box wrench (17 mm)
- ④....Box wrench (14 mm)
- ⑤....Screwdriver (+, -)
- ⑥....Hexagon wrench (4 mm × 5 mm)
- ⑦....Socket wrench (16 mm)
- ⑧....Box wrench handle



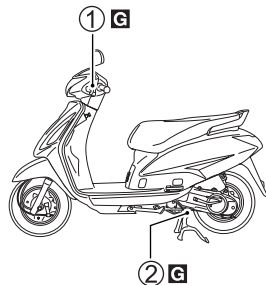
LUBRICATION POINTS

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

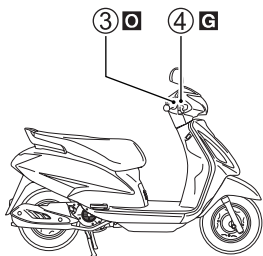
NOTICE

Lubricating electrical switches can damage the switches.

Do not apply grease and oil to electrical switches.



- ①....Rear brake lever pivot
- ②....Centre stand pivot and spring hook



- ③ Throttle cable
- ④ Front brake lever pivot

- ⓪ Motor oil
- ⓐ Grease

BATTERY

The battery is located under the maintenance lid. The electrolyte level must be kept between the MAX and MIN level lines at all times. If the solution level is below the MIN limit line, add **ONLY** distilled water up to the MAX limit line. **NEVER** use tap water.

⚠ WARNING

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

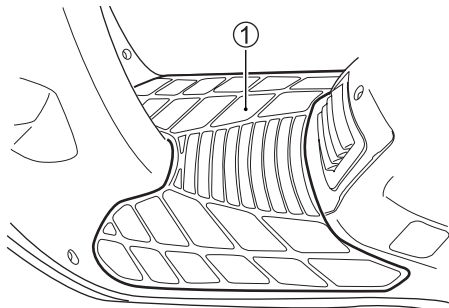
Wash hands after handling any parts containing lead. Diluted sulfuric acid from battery can cause blindness or severe burns. Use proper eye protection and gloves. Flush eyes or body with ample water and get medical care immediately if suffered. Keep batteries out of reach of children.

⚠ WARNING

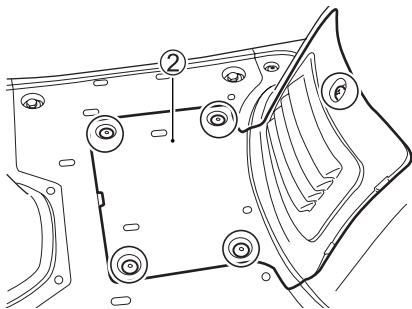
Batteries produce flammable hydrogen gas which can explode if exposed to flames or sparks.

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

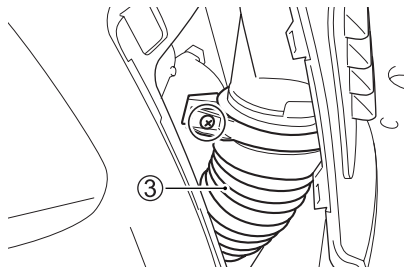
To remove the battery, follow procedure below:



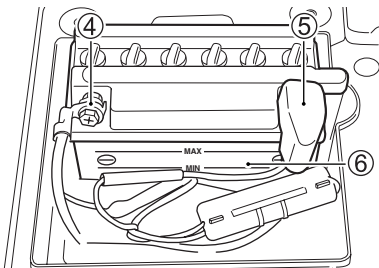
1. Remove the foot board cover ①.



2. Remove the screw and bolts. Remove the maintenance lid ②.



3. Loosen the clamp screw. Remove the cooling belt duct ③ from the maintenance lid ②.



4. Disconnect the negative (-) terminal ④.
5. Remove the cap. Disconnect the positive (+) terminal ⑤.
6. Remove the battery ⑥.

To install the battery:

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

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.

WARNING

Batteries contain toxic substances including sulfuric acid and lead. They could cause injury to humans or could damage the environment.

A used battery must be disposed of or recycled according to local law and must not be discarded with ordinary household waste. Make sure not to tip over the battery when you remove it from the vehicle. Otherwise, sulfuric acid could run out and you might be injured.



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

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

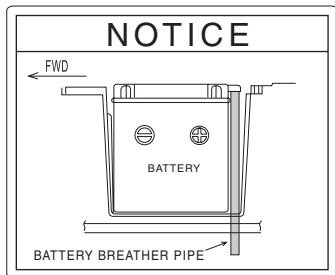
If the battery is discharged, recharge the battery at the standard charging rate of $0.5A \times 10$ hours. Never exceed the standard charging rate.

NOTICE

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

Never exceed the maximum charging rate for the battery.

NOTE: Check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the six cells. If you do not have a hydrometer, have your dealer perform this service.



NOTICE

Battery acid can damage your motorcycle's finish.

Route the battery breather pipe as shown.

AIR CLEANER

If the air cleaner element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. If riding under dusty conditions, the air cleaner element must be cleaned or replaced more frequently than maintenance schedule. Check and clean the air cleaner element periodically according to the following procedure.

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.

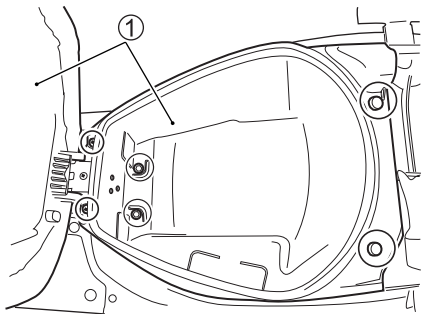
Never run the engine without the air cleaner element in place.

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

Follow the procedure below to remove the air cleaner element.

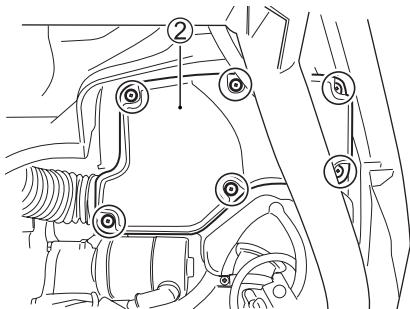


1. Open the seat. Remove the bolts and screws. Remove the trunk with the seat ①.

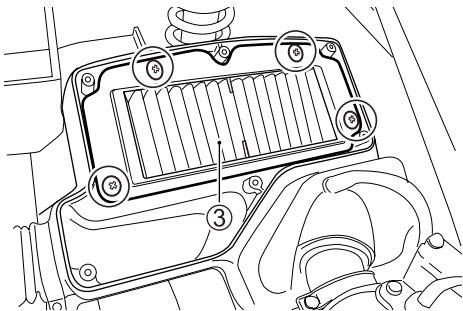
⚠ WARNING

Forgetting to fit the caps to the helmet box can be hazardous.

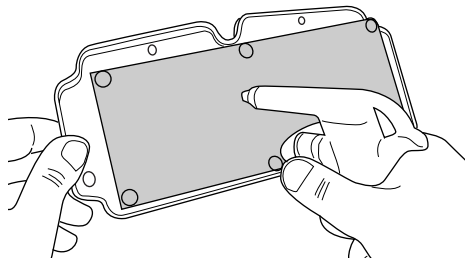
Fit the caps to the bolts securely when the helmet box is serviced.



2. Remove the screws. Remove the air cleaner cover ②.



3. Remove the screws. Remove the air cleaner element ③.



4. Carefully use an air hose to blow the dust from the air cleaner element.

NOTE: Always apply air pressure to the mesh side of the air cleaner element only. If you apply air pressure to the fabric side, dirt will be forced into the pores of the element, restricting the air flow through the element.

5. Reinstall the air cleaner element in the reverse order of the 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.

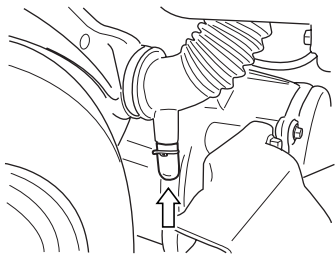
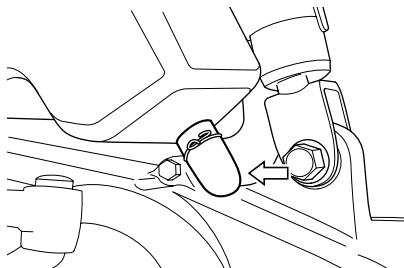
NOTICE

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.

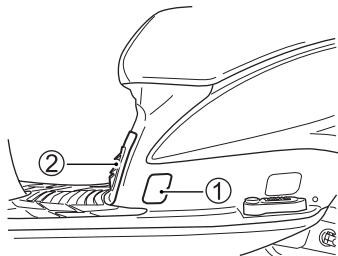
Air Cleaner Drain Plugs



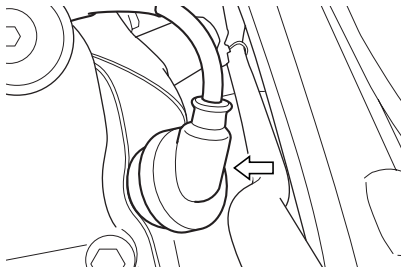
Remove the plug and drain water and oil at the periodic maintenance interval.

SPARK PLUG

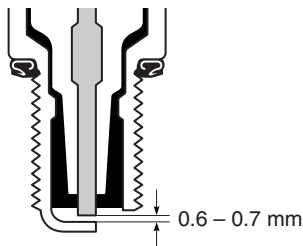
To remove the spark plug, follow the procedure below:



1. Remove the spark plug maintenance lid ①.
2. Remove the maintenance lid ② by referring to the BATTERY section.



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



Remove the carbon deposits periodically from the spark plug. Readjust the spark plug gap to 0.6 – 0.7 mm 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
CR6HSA	Standard
CR7HSA	If the standard plug is very white or glazed in appearance replace with this plug.

CHAMPION	REMARKS
P-RZ9HC	Standard
P-RZ8HC	If the standard plug is very white or glazed in appearance replace with this plug.

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.

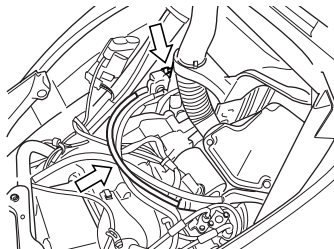
Carefully turn the spark plug by hand into the threads. If the spark plug is new, tighten it with a wrench about 1/2 turn past finger tight. If you are reusing the old spark plug, tighten it with a wrench about 1/8 turn past finger tight.

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.

FUEL HOSE

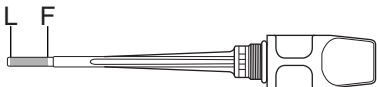


1. Remove the trunk with the seat by referring to the AIR CLEANER section.
2. Inspect the fuel hose for damage and fuel leakage. If any defects are found, the fuel hose must be replaced.

ENGINE OIL

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

ENGINE OIL LEVEL CHECK



Check the engine oil level with the engine oil dipstick. The dipstick comes out together with the oil filler cap as shown. The level 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 centre stand. Hold the motorcycle vertically.
2. The oil filler cap threads are not run in but touching the filler hole upper edge.

NOTICE

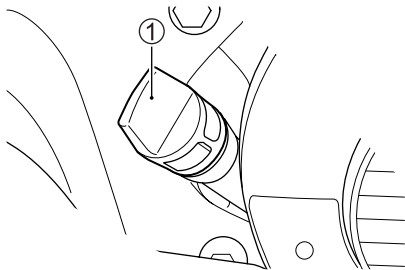
Operating the motorcycle with too little or too much oil can damage the engine.

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

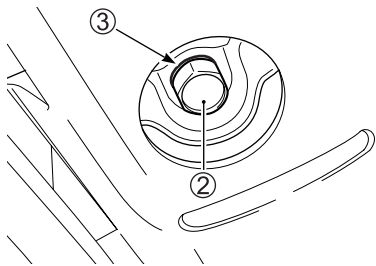
ENGINE OIL AND FILTER CHANGE

Change the engine oil and engine oil filter at the initial 1000 km and at each maintenance interval. 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:

1. Place the motorcycle on the centre 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 gasket ③ from the bottom of the engine and drain the engine oil into a drain pan.

with a wrench and drain out the engine oil while holding the motorcycle vertically.

▲ CAUTION

Hot engine oil and exhaust pipes can burn you.

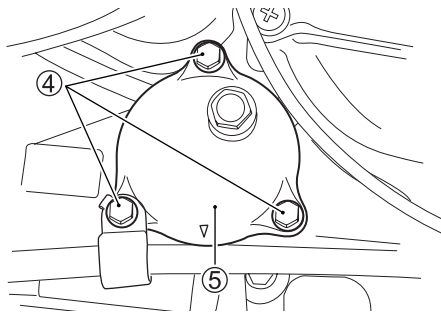
Wait until the oil drain plug and exhaust pipes are cool enough to touch with bare hands before draining oil.

⚠ WARNING

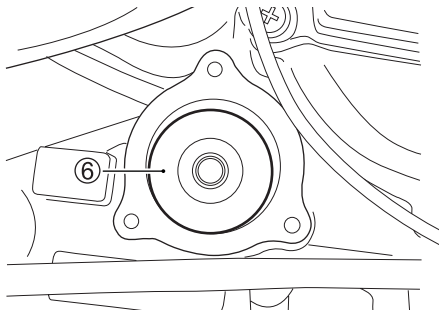
Children and pets may be harmed by swallowing new or used oil. Repeated, prolonged contact with used engine oil may cause skin cancer. Brief contact with oil may irritate skin.

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

NOTE: Recycle or properly dispose of used oil.



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



6. Replace the engine oil filter ⑥ with a new one.

NOTICE

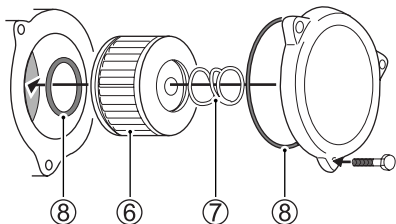
Failure to use an oil filter with the correct design and thread specifications can damage your motorcycle's engine.

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

NOTICE

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

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

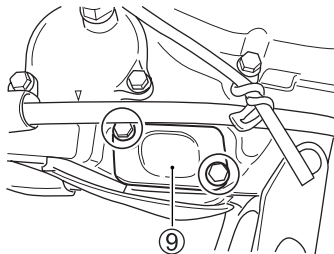


7. Before replacing the engine oil filter cap, be sure to check that the engine oil filter spring (7) and the “O” rings (8) are installed correctly.

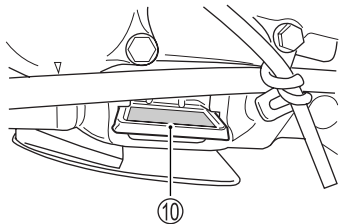
NOTE: Use new “O” rings each time the engine oil filter element is replaced.

8. Replace the oil filter cap and tighten the bolts securely but do not overtighten them.

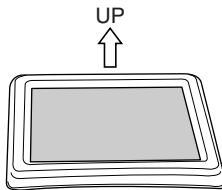
Oil sump filter cleaning



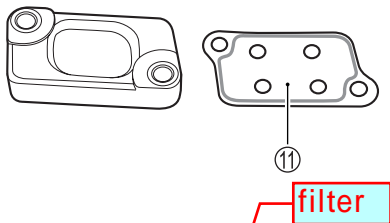
9. Remove the bolts and oil sump filter cap (9).



10. Remove the oil sump filter ⑩.



11. Clean the filter using compressed air. Reinstall the filter with its tapered side upward.



12. Replace the gasket ⑪ with a new one. Reinstall the oil sump cap ⑨ and gasket ⑪. Tighten the bolts securely.
13. Replace the gasket ③ with a new one. Reinstall the drain plug ② and gasket ③. Tighten the plug securely with a wrench. Pour fresh oil through the filler hole. Approximately 1000 ml of oil will be required.

NOTE: Approximately 900 ml of oil will be required when changing oil only without replacing the oil filter.

NOTICE

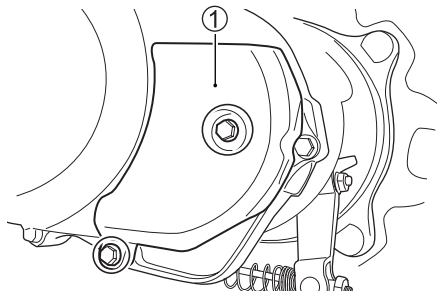
Engine damage may occur if you use oil that does not meet Suzuki's specifications.

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

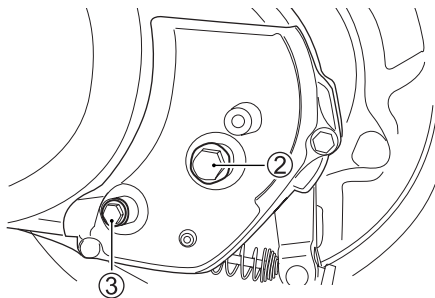
14. Tighten the oil filler cap.
15. Start the engine and allow it to idle for three minutes.
16. Check the oil level according to Oil Level Check procedure.

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

GEAR OIL



1. Remove the clutch cover cap ① by removing the bolts.
2. Place an oil pan under the final gear case.



3. Remove the oil level plug ② and inspect the oil level. If the level is below the level hole, add oil until it flows out from the level hole.
4. Tighten the oil level plug ②.

NOTE: If oil is dirty with sludge or used for a long period, drain the oil by removing the drain plug ③ and pour fresh oil through the oil level hole.

⚠ 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.

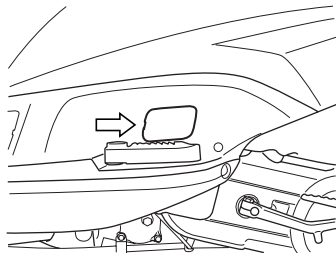
Keep new and used oil away from children and pets. To minimize your exposure to used oil, wear a long-sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil. Recycle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

NOTE: Recycle or properly dispose of used oil.

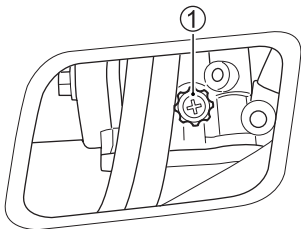
CARBURETOR

The carburetor is factoryset for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: idle speed and throttle cable play. Adjust the carburetor idle speed and throttle cable play periodically.

IDLE SPEED ADJUSTMENT

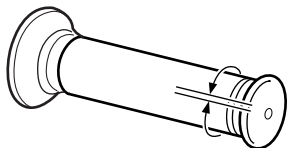


1. Remove the maintenance lid.



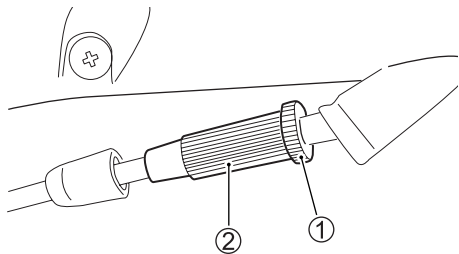
2. Start up the engine and let the engine run until it warms up fully.
3. After engine warms up, turn the throttle stop screw ① located on the carburetor in or out so that engine may run at 1400 – 1600 r/min. Use a commercially available screwdriver to turn the throttle stop screw.

THROTTLE CABLE ADJUSTMENT



2.0 – 4.0 mm

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



1. Loosen the lock nut ①.
2. Adjust the cable play by turning adjuster ② in or out to obtain the correct play.
3. After adjusting the play, tighten the lock nut ①.

⚠ WARNING

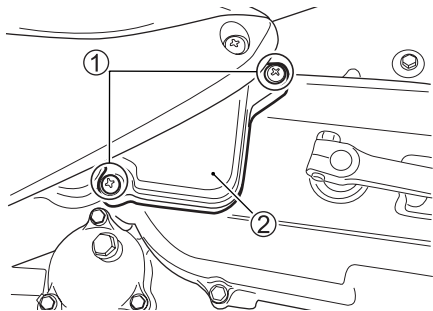
Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebars. This can lead to loss of control and an accident.

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

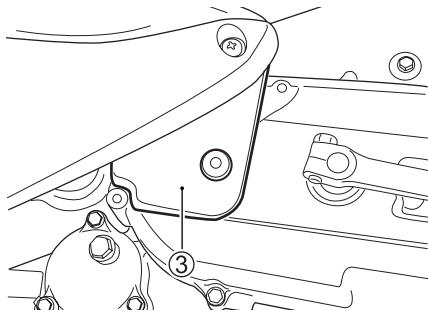
COOLING FAN FILTER

The cooling fan filter is located on the left side of crankcase assembly. Clean the cooling fan filter every 3000 km.

Follow the procedure below to remove the cooling fan filter.



1. Remove the screws ① and cover ②.



2. Remove the cooling fan filter ③.

BRAKES

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

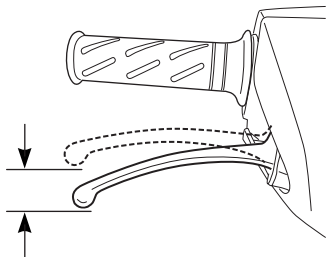
BRAKE SYSTEM

WARNING

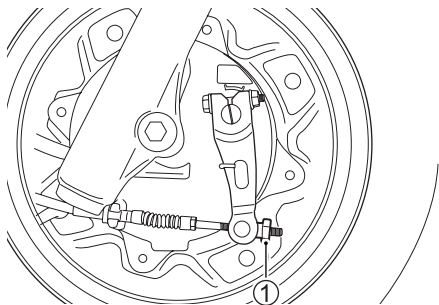
Failure to inspect and properly maintain the brakes increases your chance of having an accident.

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

FRONT BRAKE ADJUSTMENT



1. Measure the front brake lever play at the brake lever end. The play should be 15 – 25 mm.



FRONT BRAKE LINING WEAR LIMIT

The motorcycle is equipped with the brake lining wear limit indicator on the front brake. To check wear of the brake lining, perform the following:

1. Check if the brake system is properly adjusted.

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

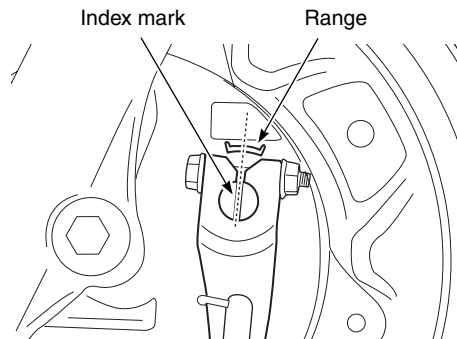


Fig.A The extension line of the index mark is within the range.

2. While fully applying the brake check to see that the extension line of the index mark is within the range on the brake panel as shown in the Fig. A.

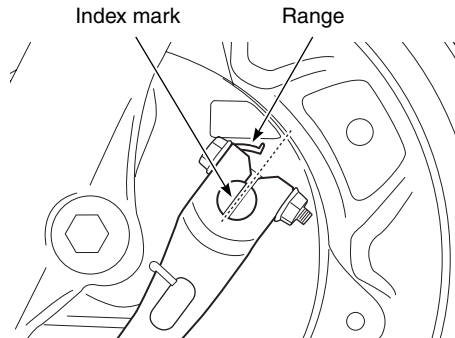


Fig.B The extension line of the index mark is out of the range.

3. If the extension line is beyond the range as shown in the Fig. B have the brake shoe assembly replaced by your Suzuki dealer to ensure safe operation.

⚠ WARNING

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

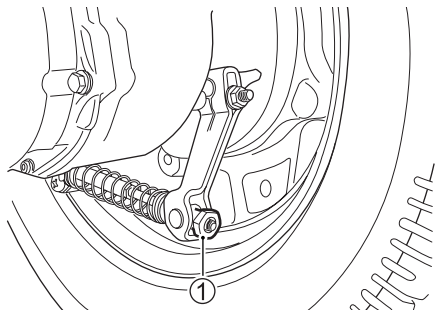
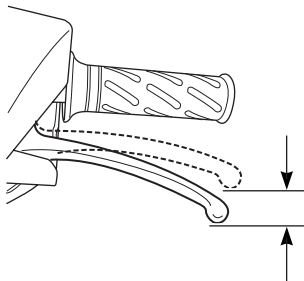
Inspect brake shoe wear before each use. Ask your SUZUKI dealer or a qualified mechanic to replace brake shoes if the shoes are worn to the limit.

REAR BRAKE ADJUSTMENT

⚠ WARNING

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

Follow the steps in this section to adjust the rear brake lever properly.



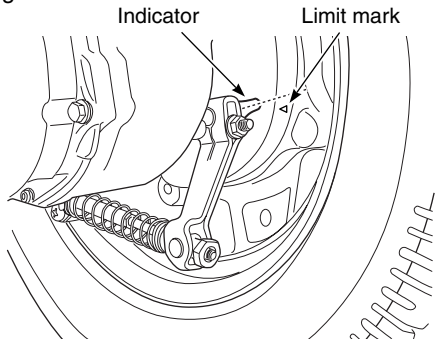
Measure the amount of brake lever distance between the brake lever end and grip when the brake is operated. The distance should be 15 – 25 mm. Check the play every time before riding and adjust it if necessary, as follows:

1. Turn the rear brake adjusting nut ① clockwise or counterclockwise to obtain the specified play. Turning the adjusting nut clockwise will decrease the play.
2. After adjusting the play, check that there is no dragging when turning rear wheel with the wheel off the ground and that there is enough clearance between the rear brake lever and grip when the lever is tightly squeezed.

REAR BRAKE LINING WEAR LIMIT

The motorcycle is equipped with the brake lining wear limit indicator on the rear brake. To check wear of the brake lining, perform the following:

Fig.A



Rear brake

Fig.A Indicator is within the limit mark.

1. Check if the brake system is properly adjusted.
2. While operating the brake, check if the Indicator is as shown in Fig.A.

TYRES

WARNING

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

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

WARNING

Failure to perform break-in of the tyres could cause tyre slip and loss of control, which could result in an accident.

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

TYRE PRESSURE AND LOADING

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

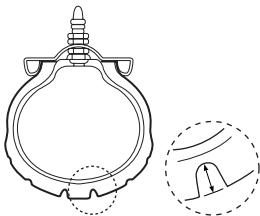
Check tyre pressure each day before you ride, and be sure the pressure is correct for the motorcycle load according to the table as follows. Tyre pressure should only be checked and adjusted before riding, since riding will heat up the tyres and lead to higher inflation pressure readings.

Cold Tyre Inflation Pressure

	SOLO RIDING	DUAL RIDING
FRONT	125 kPa 1.25 kgf/cm ² 18 psi	125 kPa 1.25 kgf/cm ² 18 psi
REAR	175 kPa 1.75 kgf/cm ² 25 psi	250 kPa 2.50 kgf/cm ² 36 psi

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

TYRE CONDITION AND TYPE



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

Check tyre conditions each day before you ride. Replace tyres if tyres show visual evidence of damage, such as cracks or cuts, or if tread depth is less than 1.6 mm front, 1.6 mm rear.

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

	FRONT	REAR
SIZE	90/100-10 53J	90/100-10 53J
TYPE	MRF NYLOGRIP FE	MRF NYLOGRIP FE
	CEAT SECURA Hi	CEAT SECURA Hi

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

WARNING

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

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

LIGHT BULB REPLACEMENT

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

NOTICE

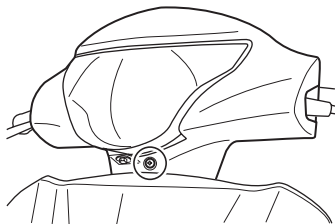
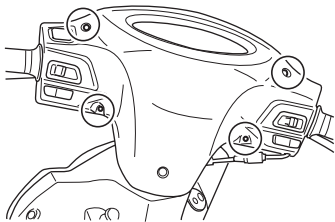
Failure to use a light bulb with the correct wattage rating can overload the electrical system of your motorcycle or cause the bulb to burn out sooner.

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

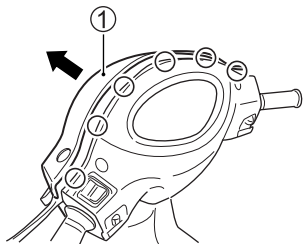
Headlight	12V 35/35W (HS1)
Front turn signal light	12V 10W × 2
Rear turn signal light	12V 10W × 2
Brake light/Taillight	12V 21/5W

HEADLIGHT

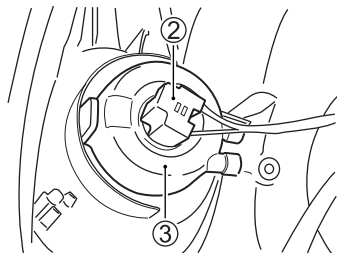
To replace the headlight bulb, follow the procedure below:



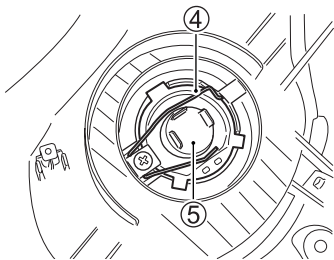
1. Remove the mirrors.
2. Remove the screws.



3. Unhook the hooks. Remove the front cover with the head lamp assembly ①.



4. Disconnect the socket ② and remove the rubber cap ③.



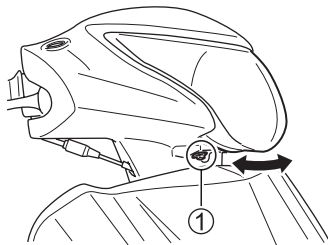
5. Unhook the bulb holder spring ④, and pull out the bulb ⑤.

NOTICE

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

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

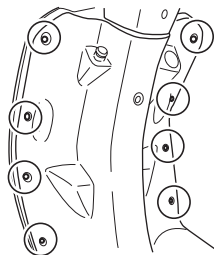
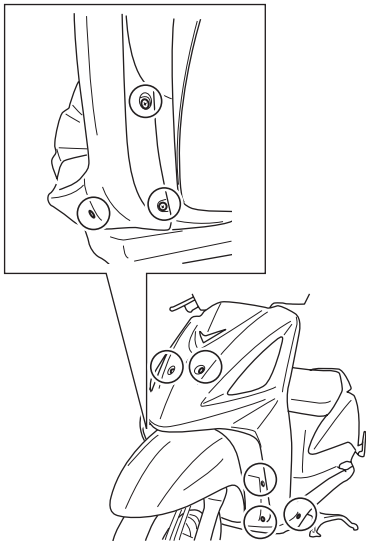
HEADLIGHT BEAM ADJUSTMENT



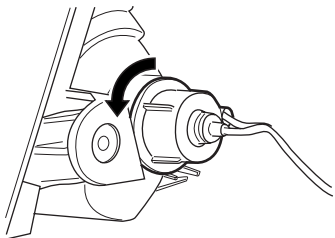
The headlight beam can be adjusted vertically if necessary. To adjust the beam, move the adjuster bolt ① forward or backward.

FRONT TURN SIGNAL LIGHT

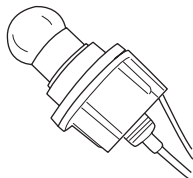
To replace the front turn signal light bulb, follow the procedure below.



1. Remove the screws.
2. Unhook the hooks. Remove the front turn signal light assembly with the front leg shield.



3. Turn the socket counterclockwise and remove it.



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

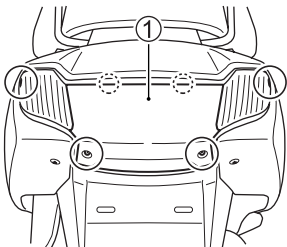
NOTICE

Overtightening the screws when re-installing the lens may cause the lens to crack.

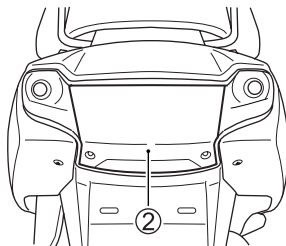
Tighten the screws only until they are snug.

REAR TURN SIGNAL LIGHT AND BRAKE LIGHT/TAILLIGHT

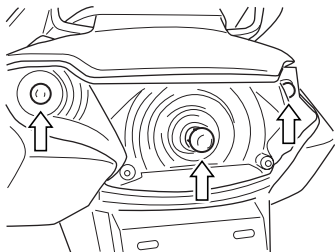
To replace the rear turn signal light and brake light/taillight bulb, follow the procedure below:



1. Remove the screws. Unhook the hooks and remove the lens ①.



2. Remove the lens ②.



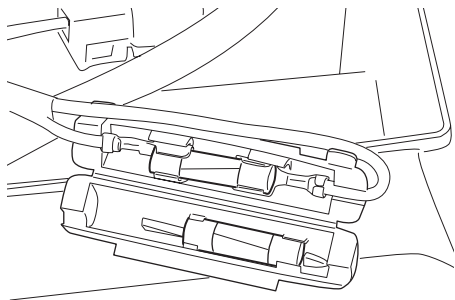
3. Push in on the burned-out bulb, turn it to the left, and pull it out.
4. To fit the replacement bulb, push it in and turn it to the right while pushing.

NOTICE

Overtightening the screws when re-installing the lens may cause the lens to crack.

Tighten the screws only until they are snug.

FUSE



The fuse is located under the maintenance lid. Remove the maintenance lid by referring to the BATTERY section.

The 10A fuse is equipped. It is designed to open when a circuit overload exists in individual electrical system circuits. If any electrical system fails to operate, then the fuse must be checked. To check the fuse, remove the right frame cover. A 10A spare fuse is provided in the vinyl case.

NOTICE

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

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

CATALYTIC CONVERTER

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

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

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:

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

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

WARNING

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

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



TROUBLESHOOTING

FUEL SUPPLY CHECK	7-2
IGNITION SYSTEM CHECK	7-4
ENGINE STALLING	7-4

TROUBLESHOOTING

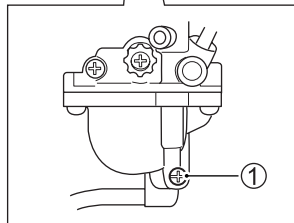
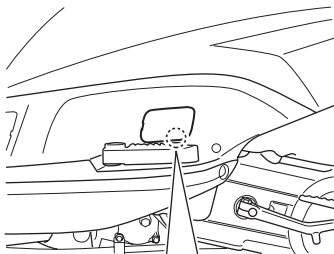
This troubleshooting guide is provided to help you find the cause of some common complaints.

NOTICE

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

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

FUEL SUPPLY CHECK



1. Make sure there is enough fuel in the fuel tank.
2. Make sure there is enough fuel reaching the carburetor.
 - a. Loosen the drain screw ① located under the carburetor. Drain fuel from the carburetor into a container.

WARNING

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

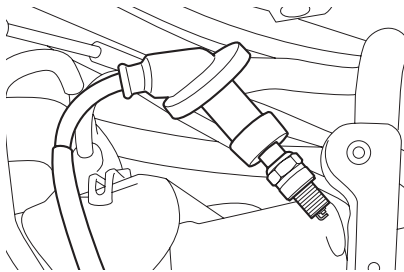
When draining the carburetor:

- Stop the engine and keep flames, sparks, and heat sources away.
- Drain fuel only outdoors or in a well-ventilated area.
- Do not smoke.
- Wipe up spills immediately.
- Avoid breathing fuel vapor.
- Keep children and pets away.
- Dispose of drained fuel properly.

- b. Tighten the drain screw.
 - c. Turn the ignition switch to the “ON” position.
 - d. Turn the ignition switch to the “OFF” position several seconds later.
 - e. Loosen the drain screw and check that the carburetor is filled back up with fuel.
 - f. Tighten the drain screw.
3. If fuel is reaching the carburetor, ignition system should be checked next.

IGNITION SYSTEM CHECK

1. Remove the spark plug and reattach it to the spark plug lead.



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

⚠ WARNING

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

Do not perform this check if you are not familiar with the procedure. Do not point the spark plug near the spark plug hole during this test. Do not perform this test if you have a heart condition or wear a pacemaker.

ENGINE STALLING

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

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE	8-2
PROCEDURE FOR RETURNING TO SERVICE	8-4
CORROSION PREVENTION	8-4
MOTORCYCLE CLEANING	8-6
INSPECTION AFTER CLEANING	8-7

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

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

MOTORCYCLE

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

FUEL

Drain the fuel from the fuel tank using a commercially available hand pump or siphon. Drain the fuel from the carburetor using the carburetor drain screw.

WARNING

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

When draining the fuel:

- Stop the engine and keep flames, sparks, and heat sources away.
- Drain fuel only outdoors or in a well-ventilated area.
- Do not smoke.
- Wipe up spills immediately.
- Avoid breathing fuel vapor.
- Keep children and pets away.
- Dispose of drained fuel properly.

ENGINE

1. Pour one tablespoon of motor oil into the spark plug hole. Reinstall the spark plug and crank the engine a few times.
2. Drain the engine oil thoroughly and fill the crankcase with the fresh engine oil all the way up to the filler hole.

BATTERY

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

TYRE

Inflate the tyres to the normal specifications.

EXTERNAL

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

PROCEDURE DURING STORAGE

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

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery by referring to the BATTERY section.
- Remove the spark plug. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstall the spark plug.
- Drain the engine oil thoroughly. Replace the oil filter with a new one and pour fresh oil as outlined in this manual.
- Adjust the pressure of tyres as described in the TYRE section.
- Lubricate all places as instructed in this manual.
- Do the “INSPECTION BEFORE RIDING” as listed in this manual.

CORROSION PREVENTION

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

Important Information About Corrosion

Common causes of corrosion

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

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

How to Help Prevent Corrosion

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

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, follow the instruction below:

1. Remove dirt and mud from the motorcycle with cool running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
2. Wash the entire motorcycle with a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

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

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

- Ignition switch
- Spark plug
- Fuel tank cap
- Carburetor

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

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

NOTICE

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

Clean only with soft cloth and warm water with mild detergent.

Waxing the Motorcycle

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

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

INSPECTION AFTER CLEANING

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

⚠ WARNING

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

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

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

SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	1780 mm
Overall width.....	650 mm
Overall height	1125 mm
Wheelbase	1250 mm
Ground clearance.....	160 mm

ENGINE

Type.....	Four-stroke, air-cooled, OHC
Number of cylinder	1
Bore.....	53.5 mm
Stroke	55.2 mm
Displacement.....	124 cm ³
Compression ratio	9.6 : 1
Carburetor	VM18, single
Air cleaner	Non-woven fabric 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 – 0.802)
Final reduction ratio	7.576 (42/17 × 46/15)
Drive system.....	V-belt drive

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Swingarm type, coil spring, oil damped
Steering angle	45° (right & left)
Caster.....	26°
Trail.....	82 mm
Turning radius.....	1.95 m
Front brake	Drum brake
Rear brake.....	Drum brake
Front tyre size	90/100-10 53J, tube type
Rear tyre size	90/100-10 53J, tube type

ELECTRICAL

Ignition type	Electronic ignition (CDI)
Spark plug	NGK CR6HSA or CHAMPION P-RZ9HC
Battery	12V 18kC (5 Ah)/10HR
Generator	Single-phase A.C. generator
Fuse	10A
Headlight	12V 35/35W
Brake light/Taillight.....	12V 21/5W
Turn signal light	12V 10W × 2
High beam indicator light.....	12V 1.7W
Turn signal indicator light.....	12V 1.7W

CAPACITIES

Fuel tank.....	6.0 L
Engine oil, oil change	900 ml
with filter change	1000 ml
overhaul	1050 ml



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