SUZUKI

OWNER'S MANUAL
MANUEL DU PROPRIETAIRE
FAHRERHANDBUCH
MANUAL DEL PROPIETARIO
USO E MANUTENZIONE
HANDLEIDING
HANDBOK



TL1000S

TL1000S

EN

OWNER'S MANUAL

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

IMPORTANT

[illegible]

[illegible]

WARNING/CAUTION/NOTE

[illegible]

⚠ WARNING

[illegible]

⚠ CAUTION

[illegible]

[illegible]

FOREWORD

Motorcycling is one of the most exhilarating sports and to ensure your riding enjoyment, you should become thoroughly familiar with the following instructions in the 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. Take advantage of your dealer's knowledge and experience and be trained to provide your customer with the best possible service with the right tools and equipment.

All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, Benelli-Imperia reserves the right to make changes at any time.

Please note that this manual contains all-new features as all regarding maintenance and updated all repair data. Therefore, you must only refer to the new manual.

BENELLI MOTOR COMPANION

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND MODIFICATION SAFETY TIPS

Honda has a great number of accessories available to Honda owners. Deciding to use non-Honda parts or accessories on your Honda is your decision. The quality or suitability of accessories can vary greatly from one to another. The selection of compatible accessories can lead to unsafe operating conditions. It is not possible for Honda to test each accessory on the market or to comment on 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 any accessories for your Honda. We have developed some general guidelines which will aid you in your decision making process and help to reduce your concerns.

⚠ WARNING

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

Never modify the motorcycle with improper or poorly installed accessories. Follow all instructions in this owner's manual regarding accessories and modifications. For greater [illegible] on selecting or operation designed and tested for your motorcycle. Honda! your [illegible] dealer. If you have any questions.

- Never exceed the G-load (fixed value) or weight of the maximum rotor. This is of all to the combined weight of the machine, accessories, payload and rider. When planning your accessories, keep in mind that weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only change the centre of gravity of the machine, but also affect the riding stability.

  G-load: 4G
  Weight: 1600 kg
  Weight of the rider: 100 kg
  Payload: 2.500 kg (incl. rider)
  Rotor: 2.500 kg (incl. rider)

- Assess the additional weight of accessories affecting aerodynamics and handling. Test should be carried out how as possible, as close to the manufacturer and in real life cases of gravity as is suitable. The mounting brackets and other attachments for the accessories should be carefully checked on their proper fit and tightness. Use a rigid, non-creeping mount. Rubber dampers can affect the stability of the weight and create a dangerous, unstable condition.

- Increase the gradual ground clearance and keep weight. Be for properly mounted base mount to safely reduce these non safety factors. Also observing that the "clear" does not interfere with the operation of the suspension, swaying or other control operations.

- Accessories fixed to the handle bar or the front fork can also influence the steering behaviour. They cause weight and cause the body mass to be less responsive to your steering manner. The weight may also cause oscillations in the front end and lead to unsteering problems. Accessories added to the handlebar or front fork should be as light as possible and kept to a minimum.

- The accessories may be affected by a lifting condition or the air by inability of other kinds of objects being passed or passing large or loose. Inappropriate mounted or poorly designed accessories can result in an unsafe riding condition. Improper system should be used when selecting and mounting of accessories.

- Certain accessories impose the rider from his or her usual 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 cause a dangerous situation due to the loss of electrical power during the operation of the accessories.

[illegible]

⚠ WARNING

Do not carry any objects in the space behind the frame. Objects placed in this area can interfere with steering and can cause loss of control.

[illegible]

⚠ WARNING

Maintenance is to be performed after frame work on drilling or padding, maintain the frame. This could result in an unsafe operating condition and may lead to an accident.

Never make any modifications to the frame.

SAFE RIDING INFORMATION FOR MOTORCYCLISTS

Motorcycle riding requires your full attention. Motorcycle riding presents risks that some drivers misjudge. Be aware of other drivers and take steps to ensure the safety of you, your motorcycle and your passenger. These precautions include:

WEAR A HELMET

Motorcycle safety equipment experts agree: a quality helmet - one of the most important pieces that can help you in a crash - is the BEST gear a motorcycle rider can wear. You should also wear suitable eye protection.

WEAR APPAREL

Loose, flying clothing can be annoying, hamper your vision or get caught in controls. Choose apparel suitable for riding. Never wear sandals, shorts or open shoes when riding your motorcycle.

INSPECTION BEFORE RIDING

Become thoroughly familiar with the information in the "OWNER'S RESPONSIBILITIES" section of this manual. Do not forget simple checks or routine safety inspections to ensure the safety of the rider and the passenger.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Learn riding skill and know limitations of the vehicle. Know the functions for safe riding practices. Be cautious that you practice riding your motorcycle in areas traffic conditions aren't met. Be thoroughly familiar with your motorcycle and its controls. Remember practice makes perfect.

KNOW YOUR LIMITS

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

RESTRICTIONS

MOTORCYCLE SAFETY CONDITIONS

MOTORCYCLE SAFETY CONDITIONS ON WET ROADWAY SURFACE

Riding on wet roadway surfaces requires you to use extra caution. Slowing down and riding with caution. Slowing decreases the risk of a spill. Wet roadways are slippery. Use extra caution on rainy days. Use extra caution on railroad crossings and on metal gratings and bridges. Remember on cooler, damp road conditions also occur.

SERIAL NUMBER LOCATION







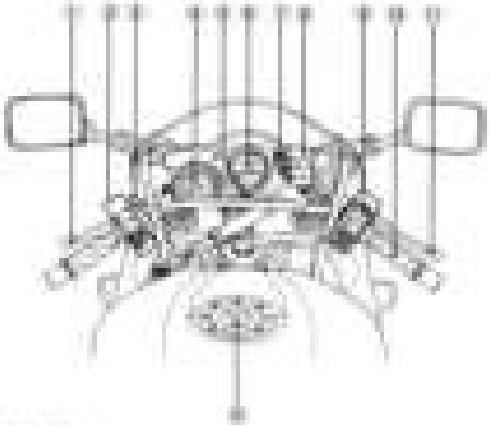
The frame and engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information. The frame number (1) is stamped on the steering head side. The engine serial number (2) is stamped on the crankcase assembly.

Please write these identification numbers in the spaces provided below for your future reference.

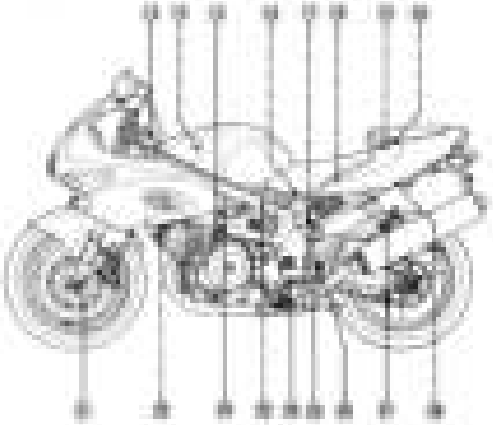
Frame number:
Engine number:

LOCATION OF PARTS

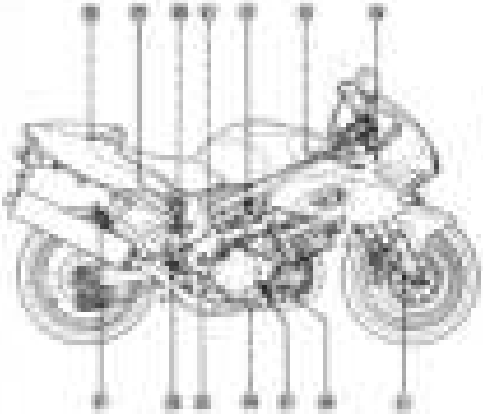
EN



1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]
12. [illegible]

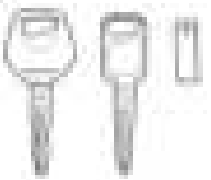


1. Front suspension spring pre-load and rebound damping force adjuster
2. Air cleaner
3. Throttle body assembly
4. Main fuse
5. Rear suspension compression damping force adjuster
6. Battery
7. Tools
8. Ignition Coil(s)
9. Front suspension compression damping force adjuster
10. Spark plugs
11. Air cleaner drain plugs
12. Crankshaft sensor
13. Main switch
14. Fuse box
15. Radiator hoses
16. Rear axle



- Rear brake fluid reservoir
- Rear suspension (shock absorber) damping force adjuster
- Rear brake light switch
- Engine oil filler cap
- Engine oil level inspection window
- Filter
- Rear brake pedal
- Engine oil drain plug
- Engine oil inspection window
- Engine oil filter

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This luxurious vehicle 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. You will need a valid ID to make replacement keys. Please write your key number in the box provided for your future reference.

Key number:

⚠ WARNING

Due to the location of the steering damper, never key objects (such as weight) between the steering damper and the steering wheel arc. This could interfere with steering and cause loss of control.

Use your ignition key without any chains, fobs or other keys attached.



The ignition switch has four positions:

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

"ON" POSITION
(Except for Canada and Australia)
The ignition circuit is completed and the engine can start for running. The key cannot be removed from the ignition switch in this position.

"ON" POSITION
(For Canada and Australia)
The ignition circuit is completed and the engine can start for running. The headlight and taillight will automatically be turned on when the key is in this position. The key cannot be removed from the ignition switch in any position.

"LOCK" POSITION
(For Canada and Australia)
The steering will be locked in this position. The key can be removed. Push down and turn the key to the "LOCK" position and remove the key. The headlight, taillight and all other electrical circuits are cut off.

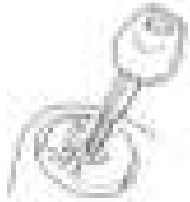
"P" (Parking) POSITION
(Except for Australia)
Before opening the motorcycle, lock the steering and turn the key to the "P" position. The key can only be removed from the "P" position. The engine will not start and the headlight, taillight and license plate light will remain on and the steering will be locked. This position is the safest one when parking on an inclined roadside.

* (Canadian model does not have position light)

⚠ 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 side stand if equipped before locking the steering. Never attempt to park the motorcycle when the steering is locked.**

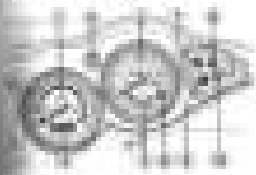








INSTRUMENT PANEL



SPEEDOMETER

The speedometer indicates the road speed in miles and kilometers per hour.

TACHOMETER

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

ODOMETER/TRIP METER

The display in this speedometer has four modes: odometer, odometer and trip meter A, trip meter A, and trip meter B. When the ignition switch is turned to the "ON" position, the display indicates the last selected mode before the display was turned off. When the display changes to odometer or odometer and trip meter before turning the ignition switch off.



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

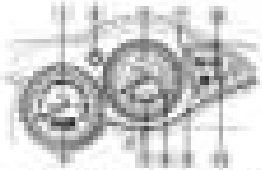
The trip meter registers the distance traveled since it was last reset to zero.

To reset the trip meter to zero, push the button for more than two seconds while the display indicates the trip meter A or B you want to reset.

⚠ WARNING

Operating the display while riding can be hazardous. Removing a hand from the handlebars can make you lose control of the motorcycle.

Always keep both hands on the handlebars while riding.



COOLANT TEMPERATURE INDICATOR, OIL PRESSURE INDICATOR, INJECTION SYSTEM INDICATOR

The display and the indicator light in the instrument have three functions: coolant temperature mode, oil pressure indicator and fuel injection system indicator. The display has a multi-function monitor that automatically selects temperature and indicator line of pressure symbol on display when the temperature is low.

Coolant Temperature Mode

When the ignition switch is turned to the "ON" position, the display will show the last position shown before the engine switched. Then display changes to the coolant temperature mode. When the coolant temperature is below 20°C, the display shows the indicator is symbol "---".



When the coolant temperature is higher than 120°C, the display flash and and the indicator light (2) comes on. If the temperature is over 140°C, the display shows "HI" and the indicator light (2) remains on.

⚠ CAUTION

Running the engine with high engine coolant temperature can cause serious engine damage. If the engine coolant temperature indicator more than 120°C and indicator light comes on, stop the engine to let it cool.

Do not run the engine until the coolant temperature indicator less than 120°C.

Oil Pressure Indicator

When the ignition switch is in the "ON" position and the engine not started, the symbol "---" in the display flash and and the indicator light (2) comes on. As soon as the engine is started, the symbol "---" and the indicator light should go out.

When the engine oil pressure drops under the normal operating range, the symbol "---" in the display flashes and the indicator light (2) comes on.

⚠ CAUTION

Riding the motorcycle with the symbol "---" flickering and the indicator light (2) on can damage the engine and transmission.

Whenever the symbol "---" flickers and the indicator lights as indicating low oil pressure, stop the engine immediately. Check the oil level and decrease it to the proper amount of oil in the engine. If the light still does not go out, have your motorcycle Suzuki dealer or authorized repairman troubleshoot your motorcycle.

Fuel Injection System Indicator



All new fuel injection systems (also the self-diagnostic type) 3) comprise an error detecting instrument "F1" as follows (see picture):

a) The display indicates "F1" and the control temperature glow lamp, and the self-diagnostic light 3) comes on and remains lit.

b) The display indicates "F1" continuously and the self-diagnostic light 3) turns.

The engine may continue to run in limp-home function with this kind of error.

⚠ CAUTION

Driving the motorcycle with the engine following the problem of the fuel injection system and the indicator light 3) can damage the engine and components.

Whenever the red indicator light is lit and the display indicates "F1", have your authorized Suzuki dealer or authorized workshop inspect the fuel injection system as soon as possible.

and 3):

- If the display indicates "F1" and the control temperature glow lamp comes on and remains lit, stop the engine, turn the engine switch to the ON position, and check the engine for the following: the engine is not running, the engine is running abnormally, or the engine is running normally. If the engine is running normally, the engine switch will shut off.
- If the display indicates "F1" continuously and the red indicator light blinks, the engine will not start. If the engine is running, stop the engine, turning and bring your motorcycle to an authorized Suzuki dealer.



When the display indicates "CHEC", check following items:

- Make sure that the engine side switch is in the "○" position.
- Make sure that the transmission is in neutral or the side stand is fully up.

If the display still indicates "CHEC" after above procedure, inspect the ignition fuse and connection of each wire coupler.



TURN SIGNAL INDICATOR LIGHT (-)
When the turn signals are being used, this light will flash in time with the turn signal lights on the left side of the vehicle.

NOTE: If turn signal lights or indicator lights flash rapidly, the bulb in that light may be burned out. The indicator light flashes more quickly to warn you of the malfunction.

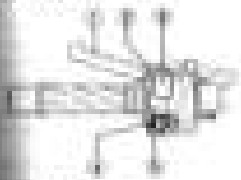
HIGH BEAM INDICATOR LIGHT (-)
The blue indicator light will be lit when the headlight high beam is turned on.

FUEL INDICATOR LIGHT (-)
When the fuel in the fuel tank drops below approximately 4.5 liters (1.2 U.S. gallons, 1.0 Imperial gallon), this indicator light flashes. When the fuel drops below approximately 2.5 liters (0.7 U.S. gallons, 0.6 Imperial gallon), the indicator light remains lit. This indicator light is for those countries where the ignition switch is turned to the "ON" position. Even the indicator light should go out if there is enough fuel in the tank.

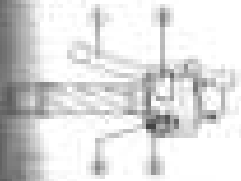
NOTE: When the fuel indicator light comes on, you should add fuel to the fuel tank as the first opportunity to avoid running out of fuel.

NEUTRAL INDICATOR LIGHT (-)
The green light will come on when the transmission is in neutral. The light will go out when you shift into any gear other than neutral.

LEFT HANDLEBAR



Except for Canada



For Canada

[illegible] LEVER (1)

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

[illegible] SWITCH (2)

Except for Canada

Turns the headlight on and off.

[illegible] SWITCH (3)

"[illegible]" position

The headlight high beam and taillight will go on.

"[illegible]" position

The headlight low beam and taillight will go on. The high beam indicator light will come on.

Turn signal (right) switch (4)

Moving the switch to the "[illegible]" position will flash the left turn signals. Moving the switch to the "[illegible]" position will flash the right turn signals. The indicator light will also flash in accordance. For manual turn signal operation, push the switch in.

[illegible]

Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. When drivers may misjudge your intended direction 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.

[illegible] SWITCH "[illegible]" (5)

Press this switch to sound the horn.

[illegible]

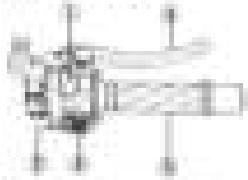


This motorcycle has a choke system to provide easy starting when the engine is cold. When starting the cold engine, turn the choke lever UP the inner forward pin. Then choke position lowers the choke valve slightly to allow idling speed.

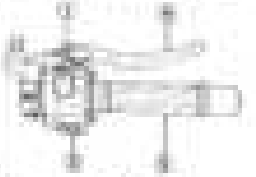
When the engine is warm, you do not need to use the choke system for starting.

NOTE: Refer to the WARNING concerning use of this choke for the engine starting procedure.

[illegible]



Except for Canada and Australia



For Canada and Australia

[illegible] (1)

"[illegible]" position

The ignition circuit is off. The engine cannot start or run.

"[illegible]" position

The ignition circuit is on and the engine can run.

LIGHT SWITCH (2)

(Except for Canada and Australia)

"[illegible]" position

The headlight and taillight turn on.

"[illegible]" position

The position light and taillight turn on.

"[illegible]" position

The headlight and taillight turn off.



⚠ CAUTION

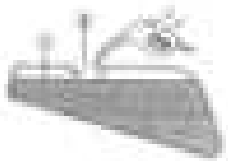
⚠ WARNING

FUEL TANK CAP





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



1. Fuel level
2. Filler neck

⚠ WARNING

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

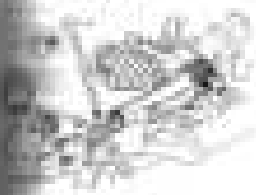
Never fill the fuel above the bottom of the filler neck.

⚠ WARNING

Fuel and fuel vapor are highly flammable and toxic. Take care be harmed or poisoned when refueling.

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

GEARSHIFT LEVER



REAR BRAKE PEDAL



SEAT LOCK AND HELMET HOLDER

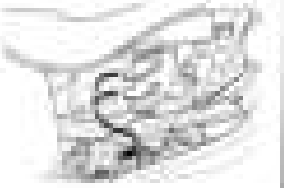
Front Seat





The seat lock is located on the bottom of the left frame cover. To remove the front seat, insert the ignition key into the lock and turn it counterclockwise.

Raise the rear end of the seat and slide it backward.



To reinstall the seat, slide the seat hooks into the seat hook retainers and push down firmly until the seat snaps into the locked position.

⚠ WARNING

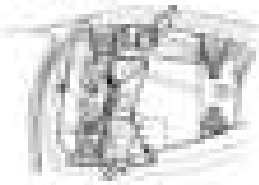
Failure to install the seat properly could allow the seat to detach and cause loss of rider control.

Lock the seat securely in its proper position.





Sidestand Assistance



There are footrest brackets under the rear seat. For side stand, remove the seat. Hook your footrest to the opposite bracket and raise the seat.

⚠ WARNING

Riding with a folded footrest in the folded holder can interfere with rider control.

Never carry a folded footrest in the folded holder. Fix the folded section in step into seat if you need carry it.

SIDE STAND



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

The side stand/ignition interlock system works as follows:

- If the side stand is down and the transmission is in gear, the engine can not be started.
- If the engine is running and the transmission is shifted into gear with the side stand down, the engine will keep running.
- If the engine is running and the side stand is put down with the transmission in gear, the engine will keep running.

⚠ WARNING

Riding with the side stand inadvertently extended can result in an accident when you turn left.

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

⚠ CAUTION

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

If you must park on an incline, use the front or rear motorcycle stand and the transmission also, for gear to reduce the possibility of rolling off the side stand.

SUSPENSION ADJUSTMENT

The standard settings of front fork and rear shock compression and rebound is good for most riding conditions and we recommend that you try these settings first before making any changes. Suspension settings can be altered to tune the motorcycle for your particular riding style.

Front suspension
Spring Preload Adjustment



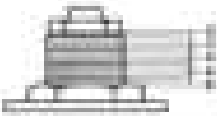
To increase the spring preload turn the adjuster (1) clockwise or counterclockwise. Turning the adjuster counterclockwise decreases the spring preload, making the adjuster counterclockwise will decrease the spring preload. Make sure that you turn both of the adjusters (1) the same amount. Position 2 provides the minimum spring preload and position 5 provides the maximum preload. This motorcycle has been delivered from the factory with the adjusters set on position 4.



Position 2



Position 4



Position 5

EN

Damping Force Adjustment





The rebound and compression damping force can be individually adjusted for locking the respective adjusters. The rebound damping force adjuster (1) is located at the top of the front fork. The compression damping force adjuster (2) is located at the bottom of the front fork.

To adjust the damping force, set the adjuster to the standard setting first and then adjust the adjuster to the desired position.

To set the rebound damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise to the standard setting.

To set the compression damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise to the standard setting.

Turn the adjuster counterclockwise from the standard position to soften the damping force. Turn the adjuster clockwise to soften the damping force. The damping force changes are adjusted gradually. Be sure to check the compression damping force adjuster after adjusting the rebound damping force adjuster.

⚠ WARNING

Unequal compression adjustment can cause poor handling and loss of control.

Adjust the right and left front forks to the same settings.

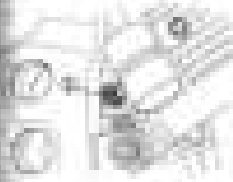
Rear suspension
Damping Force Adjustment



Front damper (A)



Rear damper (B)



Front damper (A)



The rebound and compression damping force can be individually adjusted by turning the respective adjusters. The rebound damping force adjuster (1) is located on the right side of the rear suspension damper unit. The compression damping force adjuster (2) is located on the left side of the rear suspension damper unit.

To adjust the damping force, set the adjuster (1) (2) to the desired setting. Use your index finger to adjust the adjuster to the desired position.

To set the rebound damping force adjuster to the standard position:

1. Turn the adjuster counterclockwise until it stops.
2. Turn the adjuster counterclockwise about 3 and ¼ turns.
3. a. If there is blue paint on the set position, turn the adjuster counterclockwise until the two punch marks align.
   b. If there is red paint on the set position, turn the adjuster counterclockwise until the two punch marks align.
   c. If there is no paint on the set position, make sure that the two punch marks align.

To set the compression damping force adjuster to the standard position:

1. Turn the adjuster counterclockwise until it stops.
2. Turn the adjuster counterclockwise about 1 and ¼ turns.
3. a. If there is blue paint on the set position, turn the adjuster counterclockwise until the two punch marks align.

[redacted]

- [redacted]

[redacted]

[redacted]

[redacted]

			Tones		Mist	
		Natural and Calm	Damping Tones		Damping Tones	
			Midrange	Compression	Midrange	Compression
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

FUEL, ENGINE OIL AND COOLANT RECOMMENDATION

FUEL

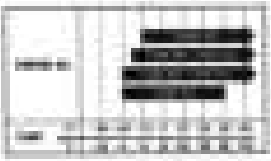
Use unleaded gasoline with an octane rating of 91 or higher (Research method). Unleaded gasoline can be identified by the word unleaded on the pump.

Using an excessively experienced gasoline higher octane specification than recommended, excessive knock, excessive heat and performance (abnormal knock).

> **⚠ CAUTION**
>
> **Using gasoline containing alcohol or more than recommended octane may damage painted surfaces.**
>
> **Be careful not to spill any fuel when filling the fuel tank. Wipe spilled gasoline up immediately.**

ENGINE OIL

Use a premium quality 4-stroke motor oil or equivalent fully synthetic oil designed to meet or exceed the requirements of JASO T 903 standard and SF or SG under the API service classification. The recommended viscosity is SAE 10W-40, if a SAE 10W-40 motor oil is not available, select an alternative according to the following chart.



EN

COOLANT

Use an anti-freeze compatible with aluminium radiator mixed with dis- tilled water only at the ratio of 50/50.

⚠ WARNING

Engine coolant is harmful if swal- lowed or if it comes in contact with your skin or eyes.

Keep engine coolant away from cut- ting and gas. Cut your glasses or eyes immediately if engine coolant is swallowed, and follow washing. Wash eyes or skin with water if en- gine coolant gets in eyes or comes in contact with skin.

⚠ CAUTION

Scald: Engine coolant can damage painted surfaces.

Do not spill any fuel when filling the radiator. Wipe spilled engine coolant immediately.

Water for mixing

Use distilled water only. Never mix- ture distilled water with tap water and ring the aluminium radiator.

Anti-freeze

The coolant solutions we have tested- ten and added anti-rust inhibitors as well as anti-freeze. The solution and coolant should be used all year round, even through the temperature is not expected to drop. Also, do not use more or less than the recommended concentration. Too little anti-freeze will reduce the boiling and freezing points of the coolant and too much will also reduce the freezing point. Too much anti-freeze will also cause loss of engine cooling efficiency.

Required amount of engine coolant

Total amount (approx. including heater): 3.6liter (4.8/3.2 US/Imp qt)

With reservoir tank	Maximum	3.1liter (3.3/2.7 US/Imp qt)
	Minimum	2.7liter (2.9/2.4 US/Imp qt)

NOTE: The ratio mixture with water and coolant is 50/50. If the lowest temperature is expected to be below -15°C (5°F), then the ratio should be increased as per the following table. -15°C (5°F) and above: 50% coolant and 50% water -20°C (-4°F): 55% coolant and 45% water -25°C (-13°F): 60% coolant and 40% water -30°C (-22°F): 65% coolant and 35% water

EN

BREAK-IN (RUNNING-IN)

Mechanical machine, engine, tyres and brakes proper break-in is to achieve the maximum life and performance. Following these figures, the following conditions should always be observed.

MAXIMUM ENGINE SPEED RECOMMENDATION

The table shows the maximum recommended engine speed during the break-in period:

	500 km (300 miles)	Below 5000 rpm
	1000 km (1 600 miles)	Below 7000 rpm
	1500 km (1 000 miles)	Below 10000 rpm

VARY THE ENGINE SPEED

Avoid prolonged operation at constant speed. Do not keep the same throttle opening for long periods (cruising). Frequently vary the speed to help the piston rings bed correctly against the cylinder walls. Do not use full throttle for the first 10 hours of operation.

AVOID CONSTANT LOW SPEED

Downshift to keep the engine at a speed that is appropriate to the load. Avoid labouring the engine. If you notice a decrease in speed or hear the engine "pinking" (a metallic knocking sound), shift to a lower gear.

ALLOW THE ENGINE OIL TO CHECK (AFTER SEVERE WORK)

Allow sufficient time for the lubricating oil to reach all critical engine components.

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The initial service (1000 km (600 miles) for the most important service you will ever perform on your motorcycle. During the break-in operation, all of the engine components will have worked together and started to wear to their correct operating clearances. Maintenance required as part of the initial service includes correction of all adjustments, lubrication of all components 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.

INSPECTION BEFORE RIDING

⚠ WARNING

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

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

⚠ WARNING

Using this motorcycle without an adequate level of vehicle stability can cause an accident.

Check all components in the CHECK section in this owner's manual.

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

⚠ WARNING

- Checking maintenance items while the engine is running can be hazardous. You could be severely injured if your hands or clothing get caught in moving parts.
- Shut the engine off when performing maintenance checks, except when checking the engine idle speed and starting.

ITEM	CHECK POINT
Steering	● Smooth turn ● No excessive play ● No abnormality
Throttle	● Smooth open in the quickly, fully ● Smooth, quickly return with engine idling at any throttle grip position
Clutch	● Correct play in the cable ● Smooth grip engagement action
Brakes	● Correct play in the footbrake pedal ● Effective brake light operation ● No fluid leakage ● Proper pedal height
Suspension	Smooth movement
Tires	Proper tire pressure Adequate tread depth No damage
Wheels	● Correctly installed ● No excessive wheel play ● No cracks or bends
Engine oil level	Correct level
Coolant level	● Correct level ● No coolant leakage
Lighting	Operation of all lights and indicators
Horn	Correct operation
Engine stop switch	Correct operation
Side stand and sensor	Proper operation

RIDING TIPS

STARTING THE ENGINE

Before proceeding, be sure the engine stop switch is in the "RUN" position.

1. Shift the transmission in to neutral.
2. Turn the engine stop switch to the "RUN" position.

NOTE: The motorcycle is equipped with a neutral switch. The engine will start only if the transmission is in neutral or the clutch is disengaged. If the transmission is in gear, the clutch must be disengaged before the engine will start.

When the Engine is Cold:

1. Turn the choke knob all the way toward you.
2. Close the throttle grip and push the electric starter switch.
3. Immediately after the engine starts, return the choke knob halfway and warm up the engine.
4. Return the choke knob all the way back to its disengaged position.

When the Engine is Warm:

1. Open the throttle grip 1/8 - 1/4.
2. Push the electric starter switch.

NOTE: Operation of the choke knob and throttle are necessary when the engine is warm.

⚠ WARNING

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

Only run the engine outdoors where there is fresh air.

⚠ CAUTION

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

Shut the engine off if you suspect to get your ride properly.

⚠ WARNING

Riding this motorcycle at excessive speed because your memory of its top speed or its performance has faded may result in an accident.

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

⚠ WARNING

Removing your hands from the handlebars or feet from the footrests during operations can be hazardous. If you remove even one hand or foot from the motorcycle, you can reduce your ability to control the motorcycle.

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

⚠ WARNING

Sudden side winds, vehicle overtaking or being passed by larger vehicles, or travel on hilly or in hilly areas, can upset your control.

Reduce your speed and be alert to side winds.

After moving the side stand to the fully up position, push the clutch lever to cut power movements. Engage first gear by depressing the gear shift lever downward. Then the engine gets powered, you gear up the gear lever upward. Then the clutch lever releases the clutch lever gently and smoothly. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, release the throttle, then close the throttle and pull the clutch lever to disengage. Lift the gear shift lever upward to select the next gear. Release the clutch lever and open the throttle again. Follow this pattern for the remaining gears. Select the gears in this manner until top gear is reached.

NOTE: The motorcycle is equipped with a side stand/ignition interlock system. If you shift the transmission into gear, either the side stand or clutch, the engine will stop running.

USING THE TRANSMISSION

The transmission is engineered to keep the engine operating comfortably in its normal operating speed range. This speed range has been carefully chosen to best meet the characteristics of the engine. The rider should always select a gear which keeps the engine speed within this normal operational range.

⚠ WARNING

Downshifting when engine speed is too high can:

- cause the rear wheel to skid and have traction loss to the road surface, resulting in an accident; or
- force the engine to overrun to the lower gear, resulting in engine damage.

Reduce speed before downshifting.

⚠ WARNING

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

Reduce your speed and downshift to the gear before entering the corner.

⚠ CAUTION

Running the engine into the red zone can cause severe engine damage.

Never allow the engine to run into the red zone in any gear.

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and shift to a lower gear. At this point you should shift to a lower gear and shift the engine and traction for operating in the normal power range. Most hills in your area (for motorcycle) may have inclinations.
- When descending a long, steep slope, use engine compression to assist the brakes by shifting to a lower gear. Continuous brake application can overheat the brakes and reduce their effectiveness.
- Be careful, however, not to allow the engine to over rev.

STOPPING AND PARKING

1. Close the throttle and move from pressure on clutch lever.
2. Apply the front and rear brakes evenly and at the same time.
3. Downshift through the gears as road speed decreases.
4. Select neutral with the clutch lever squeezed toward the grip. Disengage ignition (switch to OFF). Remove the ignition key. Neutral position can be confirmed by the lighting of the neutral indicator light.

⚠ WARNING

Overaccelerated riders tend to underestimate the braking distance. This can cause premature dragging distance and lead to a collision. Riding with the clutch or rear brake can cause braking and loss of control.

Apply both brakes evenly and at the same time.

⚠ WARNING

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

Brake before you begin to turn.

⚠ WARNING

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

Brake lightly and with care on slippery or irregular surfaces.

⚠ WARNING

Following another vehicle too close to, or too fast for conditions, or actions speeds increases, stopping distance or crashes progressively.

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

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

⚠ WARNING

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

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

WHEN IT IS NECESSARY TO LEAVE THE MOTORCYCLE OR IS THE ENGINE IN THE LOW SPEED OR A SLIGHT UPHILL, THE ENGINE AND IT MAY ENGAGE AUTOMATICALLY. THAT IS, THE ENGINE IS STARTED WITH THE SIDE STAND. THEN THERE WHEN THE TRANSMISSION IS IN GEAR TO STOP AUTOMATICALLY. THE ENGINE WILL STOP AND THE SIDE STAND. REMOVE THE KEY BEFORE STARTING ENGINE.

6. Turn the ignition key to the "OFF" position.
7. Turn the handlebars all the way to the left and lock the steering the steering.
8. Remove the ignition key.

INSPECTION AND MAINTENANCE

MAINTENANCE SERVICES

[illegible]

⚠ WARNING

[illegible]

⚠ WARNING

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

Only run the engine outdoors where there is fresh air.

NOTE: The MAINTENANCE CHART prescribes 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 or service, consult your SUZUKI dealer or qualified mechanic.

⚠ CAUTION

Use genuine quality replacement parts and have your motorcycle in good mechanical condition and properly adjusted to avoid trouble and reduce the risk of accidents.

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

Interval: Item / Page	Every 6000	Every 12000	Every 18000	Every 24000	Every 30000	Every 36000
Steering	I	I	I	I	I	I
Air cleaner element		R		R		R
Exhaust gas recirculation system	I	I	I	I	I	I
Valve clearance						
Spark plugs				R		R
Fuel lines						
Engine oil	R	R	R	R	R	R
Engine oil filter	R	R	R	R	R	R
Idle speed	I	I	I	I	I	I
Ignition timing	I	I	I	I	I	I
Hoses and connections	I	I	I	I	I	I
Engine coolant						
Radiator hoses	I	I	I	I	I	I
Heater	I	I	I	I	I	I
Drive belts						
Brakes	I	I	I	I	I	I
Brake lines						
Brake fluid						
Tires	I	I	I	I	I	I
Wheels	I	I	I	I	I	I
Front hubs		I		I		I
Rear hubs		I		I		I
Chassis lubrication						
Transmission/transaxle oil	I	I	I	I	I	I

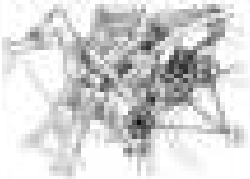
NOTE: I — Inspect and repair, adjust, replace as necessary.
R — Replace. C — Change.



Moreover, also in the performance of periodic maintenance, a seat kit is supplied and located under the rear seat.

REAR LIFT

1. Place the motorcycle on the side stand.
2. Remove the front and the rear mudguards (see "FRONT MUDGUARD" and "REAR MUDGUARD" sections).



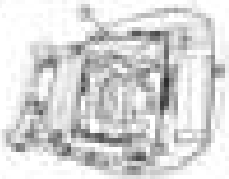
3. Remove the rear lift (1).



4. Remove the steering damper fixing bolt (2) and damper ball joint (3).



6. To prevent the damage not fitting the Fuel tank mount, first remove the grease of the mount fitting.
7. Remove the damper assy (2).



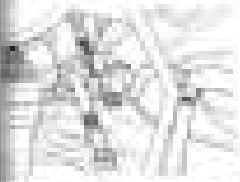
8. Take the prop shaft (2). Remove the rubber caps from the end of the shaft.



9. Fit the front end of the fuel tank and angle it up to attach fitting. Insert the metal end of the prop shaft into the hole of the steering shaft.

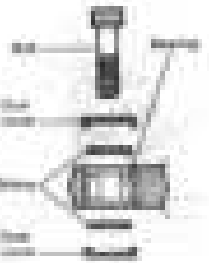
REMOVING THE TANK

- Lift and support the fuel tank with one hand and remove the screw and nut from the retaining strap.
- Slowly lower the fuel tank rear and place it.
- Remove the rubber caps and the pump leads (earth on -) to remove them.



- Set the steering damper into place to secure. Replace the bolts and, first many rings of the fuel tank. Turn the bolts in finger-tight.
- Tighten the bolts (rear) fuel tank bolts to the specified torque.

Steering damper rear frame mounting bolt:
20 Nm (2.0 kg-m, 14.5 lb-ft)



- Replace the steering damper. Place the washer and front cover on the frame and as shown and as the upper end of the steering damper.
- Tighten the damper bolt to the specified torque.

Steering damper bolt (lightening torque):
23 Nm (2.3 kg-m, 16.5 lb-ft)



6. Check the smoothness of the steering. turn the handlebars several times. If you feel any unusual resistance, remove the cable shafting and lubricate them.
7. Make up the SEAT LOCK and HELMET HOLDER section for installing the seats.

⚠ WARNING

Failure to secure bolts and nuts could lead to an accident.

Bolts and nuts must be torqued to the proper specifications. We strongly recommend that this be done by your authorized Kymco dealer or a qualified mechanic.

STEERING DAMPER MAINTENANCE

1. Keep the steering damper shaft clean at all times.
2. Wipe off any oil residue with a cloth (1).



with it. Do not confuse the grease (the residue on the steering damper's shaft) with an oil leak. Collection of this residue is normal and is there on new lubricant used in the damper.

The slide also holds a sound on the damper shaft to connect it and put. The "damping oil" type absorbs vibration and is made so the internal components remain the most recommend.

LUBRICATION POINTS

Proper lubrication is important for smooth operation and long life of each working part of your motorcycle. Lubricate also for safety riding. It is a good practice to lubricate this motorcycle after every rough ride and after operating in wet or dusty areas. Refer to the lubrication points and lubricant table.



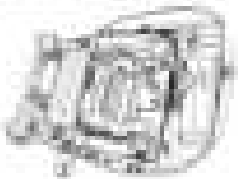
1. Throttle cable and cable sleeve inside
2. Brake lever pivot and spring hook
3. Drive chain
4. Throttle cable and cable sleeve outside
5. Brake pedal pivot and footrest pivot

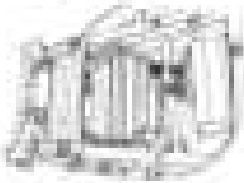
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BATTERY

The battery is located under the front seat. This battery is sealed type and requires no maintenance. Have your dealer check the battery's state of charge periodically.

The standard charging rate is 1.2A x 5 or 10 hours and maximum rate is 5.0A x 1 hour. Never exceed maximum charging rate.





To remove the battery, loosen the bolts (1) and remove the seat bracket (2 this).

⚠ WARNING

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

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

⚠ CAUTION

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

Never exceed the maximum charging rate.

⚠ CAUTION

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

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

[illegible]

[illegible] air cleaner is located under the fuel tank. If the element has become clogged and dust, engine resistance will increase and carburetor synchronization will become unstable. This will result in poor performance, overheating, and increased fuel consumption. If driving under severe 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 or plate could allow a flame out from the engine to the air cleaner, or could allow dirt to enter the engine. This could cause a fire or severe engine damage.

Never run the engine without the air cleaner element properly installed.

⚠ CAUTION

Since a clogged air cleaner will affect it adversely, and is usually caused by, dirty, wet or poorly maintained filters. The air cleaner element will clog more quickly under these conditions, and this will cause engine damage, poor performance, and poor fuel economy.

Clean the air cleaner more and oftener immediately if water gets in the air cleaner box.

1. Remove the fuel tank by referring to the FUEL TANK (1-7 section).



2. Remove the filter element ①.
3. Pull up the air cleaner cover ②.



4. Remove the air cleaner element ③.



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

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NOTE: Always apply air pressure to the outside of the air cleaner element only. If you apply air pressure to the inside, dirt will be forced into the pores of the element, increasing the air flow through the element.

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

⚠ CAUTION

If ever an cleaner element will allow dirt to enter the engine and can damage the engine.

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

⚠ CAUTION

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

Be sure to properly install the air cleaner element.

Air Cleaner Drain Plug



Remove the plug and drain water and oil on the periodic maintenance interval. The air cleaner drain plug is below air element face.

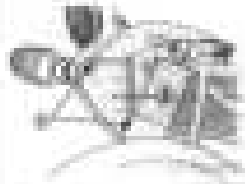




3. Remove the screw (1).



4. Remove the front fenders (2) and rear panel (3).

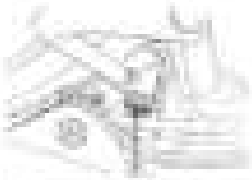




5. Remove the front fenders (2) and rear panel (3).
6. Remove the radiator mounting bolt (4).



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4. Remove the radiator mounting bolts (1).



5. Move the radiator forward.

NOTE: Do not remove the radiator hose.

1. Exhaust the spark plug cap.
2. Remove the spark plug with the spark plug socket provided in the tool kit.

NOTE: Be careful not to damage the radiator fins.

⚠ WARNING

If hot, radiator and hot engine can burn you.

Wait until the radiator and engine are cool enough to touch with bare hands before starting this work.

Rear Side

1. Lift the fuel tank by inflating in the FUEL TANK LIFT section.



2. Remove the spark plug with the spark plug socket provided in the tool kit.

NOTE: Pry up the spark plug cap with a screwdriver or a pair of it is hard to remove by hand. Do not pull the spark plug lead!

⚠ CAUTION

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

Clean the spark plug hole whenever spark plug is removed.



0.6–0.7 mm
(0.024–0.028 in)

Remove the carbon deposits around the electrode with a spark plug cleaner or a pointed tool as necessary.

Measure the spark plug gap with a wire-type thickness gauge. If the spark plug gap is out of specification, adjust it by carefully bending the side electrode.

Periodically removing the carbon deposits, the spark plug gap should be checked every 6 month or 3000 km (1800 miles) and adjusted if necessary. Replace the spark plug at every interval specified in the following table or if necessary.

Before removing the carbon deposits, the spark plug should be hot (after engine has been operating) to avoid damage. If the engine has been operating, allow it to cool down before removing the spark plug.

Plug Replacement Guide

⚠ CAUTION

Do improper spark plug heat have an incorrect fit a fault (plug for even engine. This may cause severe engine damage which will not be covered under warranty.

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

Installation

⚠ CAUTION

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

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



Fig 2.2.8 When installing the spark plug caps, watch the arrow marks on the spark plug caps on the exhaust side.

FUEL HOSE



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

ENGINE OIL

The engine and the assembly made up by the transmission and gearbox are lubricated by a gearbox oil and this particular arrangement only requires occasional changes and checks of the levels (experienced motor mechanics below to be performed).

ENGINE OIL LEVEL CHECK

Follow the procedure below in order to check the engine oil level:

1. Start the engine and run it for a few minutes.
2. Stop the engine and wait one minute.



3. Hold the motorcycle vertically and inspect the engine oil level through the engine oil level inspection window on the right side of the engine.

⚠ CAUTION

The engine oil level must be between the "1" (max) line and "1" (full) line on engine through this level.

Check the oil level, through the inspection window, with the motorcycle held vertically in level ground before each use of the motorcycle.

ENGINE OIL AND FILTER CHANGE

Change the engine oil and filter as the initial 1000 km (600 miles) and at each maintenance interval. The oil should be changed when the engine is warm so that the oil will drain thoroughly from the engine. The procedure is as follows:

1. Place the motorcycle on the side stand.



2. Remove the oil filler cap (1).



3. Place a drain pan under the drain plug (2).
4. Remove the drain plug with a spanner and drain out the engine oil.

⚠ WARNING

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

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

⚠ WARNING

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

- Keep new and used oil and exhaust gases from children and pets.
- Wear a long-sleeve shirt and waterproof gloves.
- Wash with soap if oil or exhaust contacts your skin.

NOTE: Recycle or properly dispose of used oil and exhaust.

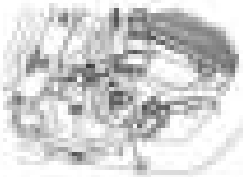
5. Removed the drain plug and gasket. Tighten the plug securely to avoid a problem.



Crankcase Cover Bracket (Arrow)
Oil filter removed (Part No. 5GM-13440-00) for clarity.



6. Loosen the air bleed (1) counterclockwise and remove it with a Socket Type Hex Key 3 mm. Then reinstall it in the "drain hole". Then reinstall it in the "drain hole". Then reinstall all pumped area.



7. Wipe off the mounting surface of on the engine where the new filter will be seated with a clean rag.



10. Remove a little engine oil around the rubber gasket (1) on the new oil filter.
11. Screw the new filter by hand until the rubber gasket contacts the mounting surface of oil filter bracket, then tighten it with the specified torque.

▲ CAUTION

Using an oil filter with the wrong specifications or make a engine damage.

Use a genuine 90339 oil filter or an equivalent designed for your motorcycle.

NOTE: To tighten the oil filter properly, it is important to accurately determine the position at which the filter gasket first contacts the mounting surface.



12. Mark the one dotted section portion on the "cap type" filter (screw) in the filter bracket. Make an oil filter tightening by rotating the filter 3/4 turns.
13. Pour 3.000 ml (3.2/2.6 fl. US/Imp. qt) of new engine oil through the filler hole and install the filler cap. Be sure to inspect the O-ring for damage and that it is positioned properly. Start the engine and let it run for a few minutes while checking for oil leakage around the oil filter. Then stop the engine and wait a few minutes until the oil settles. Check the oil level. If the oil level is below the minimum mark, fill to the proper level. Be sure the oil level is not above the maximum mark.

NOTE: Adjust engine oil level to the [illegible] mark with the recommended viscosity engine oil only.

⚠ CAUTION

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

Use the oil specified in the FUEL, OIL, COOLANT AND ENGINE OIL RECOMMENDATION TABLE.

(3) With the engine running, race carefully for 5 to 6 minutes at idle rpm. Run the engine at medium speeds for 2 to 3 minutes.

(4) Stop the engine and wait a few minutes. Check the oil level again. Engine oil level can be observed through the inspection window while holding the motorcycle vertically. If the oil level is below the line "F", add oil until the oil level is between the "F" and "L" mark for fuller again.

NOTE: If you do not have a proper oil filter wrench, have your Suzuki dealer or service shop service.

IDLE SPEED



Adjust the engine idle speed (warm-up only, on the engine at normal operating temperature).

(1) Adjust the idle speed.

1. Start up the engine and let the engine run until it reaches operating temperature.
2. Attach engine tachometer and connect the timing light to the spark plug lead.
3. Turn the throttle stop screw in or out to adjust the idle speed to specification.

Idle speed: 1,100 – 1,200 r/min (1,100 – 1,200 rpm) for Continental

NOTE: The idle speed should be adjusted with the engine fully warmed up.

THROTTLE CABLE PLAY



⚠ WARNING

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

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

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The measurement has a new throttle cable system. Cable play is the cable and cable play.

Adjust the cable play:
1. Loosen the lock nut (1).
2. Turn in the adjuster (2) fully.
3. Loosen the lock nut (3).
4. Turn the adjuster (4) so that the throttle grip has 2.5—4.0 mm (0.1—0.2 in) play.
5. Tighten the lock nut (3).
6. Before installing the throttle grip at the correct position, turn out the adjuster (2) so that it engages.
7. Tighten the lock nut (1).

[illegible]



At each maintenance interval, adjust the clutch cable play with the clutch cable adjuster. The cable play should be 2.5 – 3.5 mm (0.1 – 0.14 in) as measured on the clutch lever end before the clutch begins to disengage. If you find the play at clutch lever(s) adjuster is at the following limit:

1. Turn clutch lever adjuster (1) counterclockwise as far as it will go.



2. Loosen cable adjuster lock nuts (2) and turn cable adjuster (3) to obtain approximately 2.5 – 3.5 mm (0.1 – 0.14 in) of free play at the clutch lever end as indicated.
3. Move adjustment nuts near the cable with the adjuster (3).
4. Tighten the lock nut (2) after finishing adjustment.

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

COOLANT

COOLANT LEVEL





1. Remove the cover (1) by removing the screws (2).



2. Remove the filler cap and ensure the coolant level is between the "MIN" and "MAX" marks on the expansion tank. If the level is below the "MIN" mark, add coolant to the expansion tank. Refer to the following section for a coolant type to use for topping up.

⚠ WARNING!

Engine coolant is harmful if swallowed or if it comes in contact with your skin or eyes.

Keep engine coolant away from children and pets. Call your physician immediately if engine coolant is swallowed, and follow washing. Flush eyes or skin with water if engine coolant gets in eyes or comes in contact with skin.

NOTE: Adding only water periodically (the engine coolant level checks for all manufacturers, does not replace all engine coolant and water.

CHANGING THE COOLANT

Change the coolant as any time needs.

NOTE: Mixed 2050 ml (4.5/3.5 US/Imp. pt) of coolant and required water being the addition and maximum level.

DRIVE CHAIN

This motorcycle has an o-ring sealed drive chain which connects the front sprocket to the rear wheel sprocket. It does not use a master link. We recommend that you take your motorcycle to an authorized Suzuki dealer or qualified mechanic if the drive chain needs replacing.

The condition and adjustment of the drive chain should be checked each day before you ride. Refer to "Before the ignition time" for inspecting and lubricating the chain.

⚠ WARNING

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

Inspect, adjust, and lubricate the chain properly before each ride to avoiding to this sooner.

Inspecting the Drive Chain

When inspecting the chain, look for the following:

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

If you find anything wrong with the drive chain, overhaul or adjustment, contact the problem. If you know how, if necessary, consult your authorized Suzuki dealer or qualified mechanic.

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

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

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



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

⚠ WARNING

Improperly installing a replacement chain, or using a used o-ring type chain, can be hazardous. An improperly installed master link, or a used o-ring type master link, may cause injury and loss of control or accident or severe engine damage.

Do not use a used o-ring type chain. Chain replacement requires a special riveting tool and a high quality, new o-ring type chain. Ask an authorized SUZUKI dealer or qualified mechanic to perform this work.

DRIVE CHAIN CLEANING AND LUBRICATION

The drive chain has special "O" rings between the links to keep the grease inside the joints and on the chain pins. Therefore, the drive chain should be cleaned and lubricated periodically.

1. Clean the chain with kerosene. If the chain is very dirty, first soak it in kerosene for a few minutes. Scrape off the hardened dirt with a stiff brush. Then wipe the chain dry.

⚠ WARNING

Kerosene can be hazardous. Because it is flammable, DO NOT let gas near the flame or have contact with kerosene.

Keep flames and smoking materials away from kerosene. Keep children and pets away from kerosene. If swallowed, do not induce vomiting. Call a physician immediately. Dispose of used kerosene properly.

⚠ CAUTION

Cleaning the chain with gasoline or commercial cleaning solvents can damage O-rings and lose the chain.

Clean the drive chain with kerosene only.

2. After thoroughly washing the chain and allowing it to dry, oil the links with a drive chain lubricant or motor oil SAE 20W-50.

⚠ CAUTION

Some drive chain lubricants contain solvents and additives which could damage the O-rings in your chain.

Use lubricants that are specifically formulated for use with O-ring chains.

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DRIVE CHAIN ADJUSTMENT

Adjust the drive chain slack to the proper specification. The chain may require more frequent adjustments than specified, maintenance schedule depending upon wear rate under various conditions.

⚠ WARNING

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

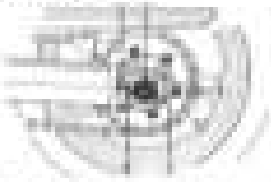
Inspect and adjust the drive chain slack before each use.

To adjust the drive chain, follow the procedure below.

1. Place the motorcycle on its rear stand.



Except for Canada



For Canada

2. Slowly turn the engine clockwise and locate the tightest point in the drive chain.
3. Loosen the axle nut (1).
4. Loosen the lock nut (2) (right-hand side).

⚠ WARNING

If the muffler can burn you. Do not touch until it has cooled. Serious burns can result from touching any part of the exhaust system while it is still hot.

Wait until the muffler cools to avoid burns.



(1) – (3): Axle
(2) – (4): Lock nut

5. Adjust the drive chain slack by turning the right and left chain adjuster bolts (3). All the same drive lines that chain is being set parallel. The rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in determining this procedure, there are reference marks (4) on the swing arm and chain adjuster (one on each side). Use the left side mark as a reference from one side to the other.
6. Tighten the lock nut (2) (right-hand side).
7. Tighten the axle nut (1) securely.
8. Refer to Chapter Replace the center set bolt a new one.

- Remove the wiper arms after tightening and readjust in necessary.

Wiper arm nut tightening torque:
2.5 kgf·m (18 ft·lbf, 25 N·m)

BRAKE

This motorcycle utilizes front and rear disc brakes. Proper operation of brake controls are vital to safe riding. Be sure to perform the brake inspection/adjustments as scheduled.

BRAKE SYSTEM

⚠ WARNING

Failure to inspect and properly adjust the brake can cause loss of control and an accident.

Inspect the brake system before each use according to the INSPECTION AND ADJUSTMENT section. Follow the MAINTENANCE INTERVALS section to maintain your brake system.

Inspect your brake system for the following items daily:

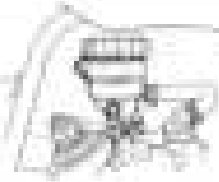
- Inspect the fluid level in the reservoirs.
- Inspect the front and rear brake system for signs of fluid leakage.
- Inspect the brake hose for damage or a polished appearance.
- The brake lever and pedal should have little smooth action from an all times.
- Check the wear of the disk brake pads.

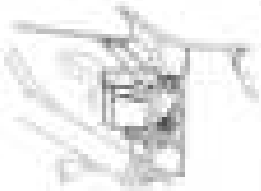
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⚠ WARNING

Brake fluid can be hazardous to humans and pets. Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes.

Keep brake fluid away from children and pets. Call your doctor immediately if brake fluid is swallowed, and induce vomiting. Flush eyes or skin with water if brake fluid gets in eyes or comes in contact with skin.





Check the brake fluid level in both front and brake fluid reservoirs. If the level is below maximum indicator (the lower limit), add DOT 4 brake fluid and inspect the brake pad wear and leaks.

⚠ WARNING

Failure to keep the brake fluid reservoir full with proper brake fluid can be hazardous. The brakes may not work properly without the proper amount and type of brake fluid. This could lead to an accident.

Inspect the brake fluid level before each use. Use only DOT 4 brake fluid from a sealed container. Never mix or use different types of brake fluid. If there is frequent loss of fluid, take your motorcycle to a DEALER dealer or qualified mechanic for inspection.

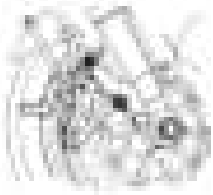
⚠ CAUTION

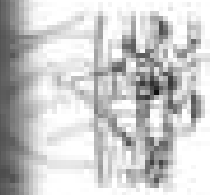
Spilled brake fluid can damage paint or surfaces and plastic parts.

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

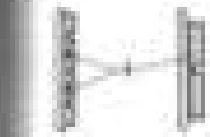
BRAKE PAD

Front









⚠ WARNING!

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

Inspect brake pad wear before each use. Use your SECOND brake or seek fast assistance to replace brake pads if any pad is worn to the limit.

⚠ WARNING!

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

Before riding, "bed" the brake materials until brake pads are pressed against the brake disks and proper braking/pedal stroke and firmness are restored.

REAR BRAKE PEDAL ADJUSTMENT

The rear brakes pedal position must be properly adjusted so all times in the brake brake pedal and lever against the stop causing damage to the pedal and on the shaft bushing. Adjust the brake pedal position in the following manner.



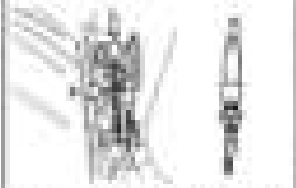
1. Loosen lock nut (1), and rotate pedal rod (2) to obtain the pedal free travel of the footrest.
2. Retighten lock nut (1) to secure pedal rod (2) in the proper adjustment.

⚠ CAUTION

An incorrectly adjusted brake pedal may force brake pads to rub against the disk or all times, causing damage to the pads and disk.

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

REAR BRAKE LIGHT SWITCH



To adjust the brake light switch, move or lower the switch so that the brake light will come on just before it goes down far enough to feel when the brake pedal is depressed.

⚠ WARNING

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

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

TIRE PRESSURE AND LOADING

Proper tire pressure and proper tire loading are important factors. Improper loading and improper tire pressure could lead to tire failure and loss of vehicle control.

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

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

Cold Tire Inflation Pressure

Load / Tire	Driver only	Driver and passenger
Standard	250 kPa (2.50 kgf/cm², 36 psi)	250 kPa (2.50 kgf/cm², 36 psi)
Max load	250 kPa (2.50 kgf/cm², 36 psi)	250 kPa (2.50 kgf/cm², 36 psi)

NOTE: When you detect slower or low pressure, check the tire for nails or other penetrations or a damaged wheel rim. Sometimes tires sometimes lose pressure gradually when punctured.

TIRE CONDITION AND TYPE

Proper tire condition and proper tire type affect vehicle performance. Even an inside or tire tread can lead to tire failure and loss of vehicle control. Worn tires are susceptible to premature failure and unpredictable loss of vehicle control. Tire wear also affects tire profile, changing vehicle handling characteristics.



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



NOTE: Wear wear limits and be watched before the wear bars inside groove ring are made contact with the road.

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

	FRONT	REAR
SIZE	110/70-17 54H (TUBELESS)	130/70-17 62H (TUBELESS)
TYPE	MICHELIN MACH 1 (TUBELESS)	MICHELIN MACH 1 (TUBELESS)

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

⚠ WARNING

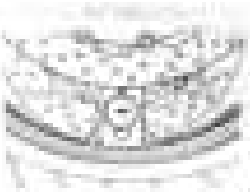
An improperly repaired puncture, or balance the tire could lead to tire failure and loss of control or shorten tire life.

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

⚠ WARNING

Failure to follow these instructions when inflating tires may result in an accident due to tire failure. Underinflation may cause a different service problem than over inflation.

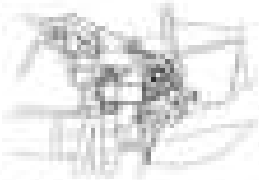
- Tubeless tires require an air tight seal between the tire bead and wheel rim. Special rim tape and tire protectors or a specialized tire mounting machine must be used for removing and installing tires to prevent tire or rim damage which could result in an air leak.
- Never exceed 15 inches/sec (3 m/s) for removing the rim and applying the original pressure.
- Do not use an automatic repair plug to repair a punctured tubeless tire. Any tire would loose air a result of the puncturing. Always experienced in a professional tire.
- When repairing a tire, do not exceed 50 km/h (30 mph) for the first 24 hours. (30 km/h (18 mph) thereafter). 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 4 mm (1/16 in). Tubeless punctures cannot be repaired satisfactorily.



EAS1E Tire valves has arrow marks indicating the rotating direction. The arrow marks on the rim and on the valves should be on the same direction.

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SIDE STAND/IGNITION INTERLOCK SWITCH



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

1. With the transmission in the neutral (idle) position, with the side stand up.
2. Start the front gear, hold the clutch in and start the engine.
3. While continuing to hold the clutch in, move the side stand to the down position.

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

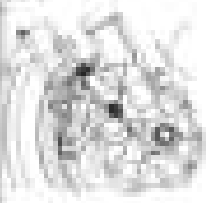
⚠ WARNING

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.

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

FRONT WHEEL REMOVAL

1. Place the motorcycle on the side stand.



2. Remove both brake calipers (from the front brake) and suspend them (disconnecting hoses) (1) on each side.

NOTE Never operate the front brake lever when the caliper is removed because it is very difficult to force the pads back into the caliper assembly and make that wedge very small.



3. Loosen the two axle holder bolts (2) on the right fork leg.

NOTE Never loosen the axle holder bolts on the left fork leg.

4. Loosen the axle shaft (3) temporarily.

5. Raise an appropriate service stand or equivalent under the swing arm to hold stabilize the axle and, carefully, position a jack under the motorcycle when sufficiently lifted and the front wheel is slightly off the ground.

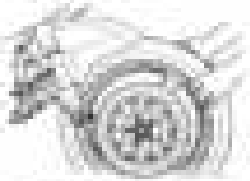
⚠ CAUTION

Improper jacking may cause damage to the fairing or oil filter.

Do not apply the jack head to the fairing lower part or the oil filter when jacking up the motorcycle.



6. Turn the axle shaft counterclockwise using and draw it out.



7. Slide the front wheel forward.
8. To reinstall the wheel assembly, reverse the sequence of removal.

(4) When installing the wheel, apply the brake wheel screw to make the proper tight condition.

⚠ WARNING

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

Before riding, "pump" the brake repeatedly until brake pads are pressed against the brake disks and proper brake/pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

⚠ WARNING

Installing the front wheel in the reverse direction can be hazardous. The rim for this motorcycle is directional. Therefore, the motorcycle may have poorer handling if the wheel is installed incorrectly.

Install the front wheel in a specified direction, as indicated by the arrow on the sidewall of the tire.

⚠ WARNING

Failure to torque bolts and nuts properly could lead to an accident.

Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized HONDA dealer or qualified mechanic do this.

Front axle tightening torque:
108 N·m (10.8 kg·m, 78.0 lb·ft)

Front axle holder bolt tightening torque:
22 N·m (2.2 kg·m, 16.0 lb·ft)

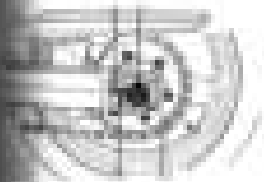
Front brake caliper mounting bolt tightening torque:
39 N·m (3.9 kg·m, 28.0 lb·ft)

REAR WHEEL REMOVAL

1. Place the motorcycle on the side stand.



Models for Canada



For Canada

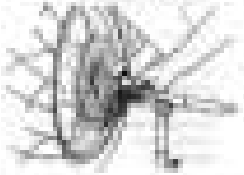
2. Using the Cylinder Remover (no. 1), remove the wire nut (2).
3. Disconnect the wire lead (3).

⚠ WARNING

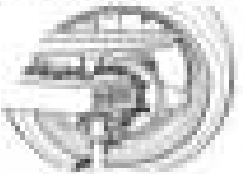
Exhaust muffler can burn you. The exhaust muffler will be hot enough to burn you for some time after stopping the engine.

Work with the muffler parts to avoid burns.

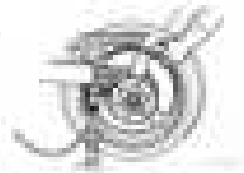
4. Place an appropriate service stand or equivalent under the swing arm to lift the rear wheel slightly off the ground.
5. Loosen the front nut (2 right and left), then the rear adjuster adjusting nuts (3 right and left).



6. Screw out the axle shaft.



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



8. Pull the rear wheel assembly rearward.

NOTE: Never depress the rear brake pedal with the rear wheel removed. It is very difficult to force the pads back into the caliper assembly.

8. To replace the wheel reverse the removing sequence listed.
10. Only for Canada: Replace the cotter pin with a new one.
11. When installing the wheel, apply the brake upward stops and then check that the wheel rotates freely.

⚠ WARNING

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

- **Adjust the drive chain as described in "DRIVE CHAIN ADJUSTMENT" section after installing the rear wheel.**
- **Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure have your motorcycle SUZUKI dealer or qualified mechanic do this.**

Rear axle nut tightening torque:
100 N·m (10.2 kg-m, 74.0 lb-ft)

⚠ WARNING

Failure to assemble brake pads after re-installing the wheel can reduce your braking performance and may result in an accident.

Before riding, "bleed" the brake reservoirs and brake pads are pressed against the brake disks and proper brake pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

LIGHT BULB REPLACEMENT

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

⚠ CAUTION

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

Always use the specified light bulb.

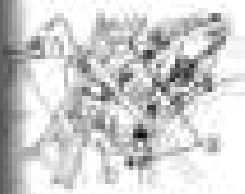
Headlight	High	12V 60W (HS1) or 12V 55W (H4)
	Low	12V 55W (H7) or 12V 55W (H4)
Position light		12V 5W *
Turn signal light		12V 21W
Brake light/ Taillight		12V 21/5W x 2
License plate light		12V 5W

* For US, Canada and Australia
** Except for Canada and Australia

REPLACEMENT

To replace the headlight bulb, perform the following steps:

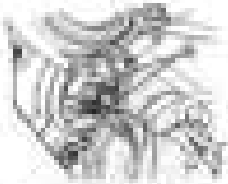
Left Side (Except for UK, Canada and Australia)



1. Remove the cover (1) by rotating the screw (2).



2. Remove the rubber cap (3).

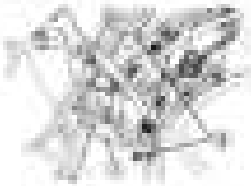


3. Disconnect the lead wires (4).

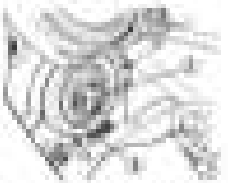


4. Unhook the bulb holder spring (5) and pull out the bulb (6).

Left Side For UK, Canada and Australia



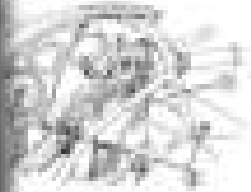
1. Remove the cover (1) by removing the screws (2).



2. Disconnect the socket (3) from the headlight and remove the rubber cap (4).



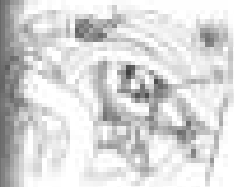
3. Unhook the hole-holder spring (1) and pull out the bulb (2).



Remove the screw (1) by loosening the screwdriver (2).



Disconnect the socket (3) from the headlight and remove the bulbs cap (4).



Unhook the bulb holder spring (5) and pull out the bulb (6).



Mount the UR, Canada and Australia models bulb with the bulb (7) from the socket (8).

⚠ CAUTION

Do not touch with your fingers the headlight bulb or shorten its life.

Screw the new bulb with a clean cloth.

HEADLIGHT BEAM ADJUSTMENT
The headlight beam can be adjusted both horizontally and vertically if necessary.





To adjust the beam horizontally:
Turn the adjuster (1) clockwise or counterclockwise.

To adjust the beam vertically:
Turn the adjuster (2) clockwise or counterclockwise.

NOTE: To adjust the headlight beam, adjust the beam horizontally first, then adjust vertically.

PORTABLE LIGHT (Except for Canada and Australia)
To remove the portable light bulb, follow the procedures below.



1. Remove the four screws (1) and remove the panel (2).



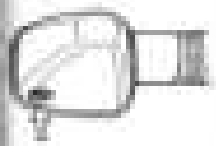
2. Turn the socket counterclockwise and to remove it.



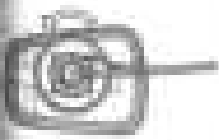
3. Pull off the bulb (3) from the socket (4).

TURN SIGNAL LIGHT

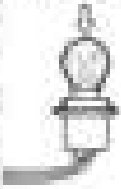
To replace the turn signal light bulb, follow these directions.



1. Remove screw and take off the lens.



2. Turn the bulb counterclockwise and remove it.



3. Push in and turn bulb, according to the left, and pull it out.

⚠ CAUTION

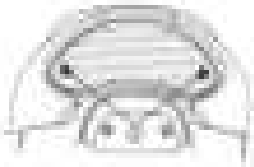
Overtightening the screws may break the lens or crack.

Tighten the screws only until they are snug.

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BRAKE LIGHT/TAILLIGHT

To change the brake light/taillight bulb, perform the following steps:



1. Remove the lens by removing the screws (1).



2. Push in the bulb, twist it to the left and pull it out.

⚠ CAUTION

Overtightening the screws may cause the lens to crack.

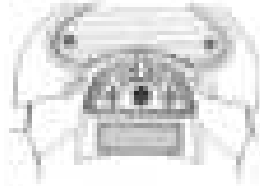
Tighten the screws only until they are snug.

LICENSE PLATE LIGHT

To change the license plate light bulb, perform the following steps:

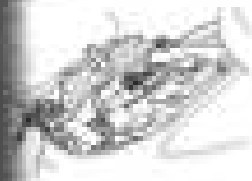


1. Remove the lens by removing the screws (1).

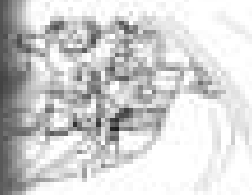


2. Pull off the bulb.

FUSE



The main fuse is located under the seat. Remove the front seat by pulling up the SEAT LOCK LEVER and HOLDING position. The 30A main fuse is located inside the fuse box.



The fuses and located under the ignition power (red, 10A wire and blue) against frame are protected inside the fuse box.

To open the fuse box, loosen the screw (1) and take off the stopper (2).

Fuse are designed to keep other electrical system in individual wire should overload occurs. If any electrical system fails to operate, then the fuses must be checked.

⚠ CAUTION

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

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

FUSE LIST

- 30A, MAIN fuse protects all electrical circuits.
- 10A, HEAD UP fuse protects the headlight, high beam and high beam indicator light.
- 10A, HEAD LO fuse protects the headlight (low beam).
- 10A, START fuse protects the starter relay, starting circuit cut-off relay and neutral switch.
- 10A, SIGNAL fuse protects the fuel level indicator, the oil pressure indicator light, front signal indicator light, neutral indicator light, horn, ignition power light, tail & turn light/brake, speedometer light, tachometer light, * position light, rear signal light and turn signal relay.
- 10A, EFI fuse protects the fuel pump and fuel injection system.

* Except for Canada and Australia

TROUBLESHOOTING

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

⚠ CAUTION

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

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

If the engine refuses to start, perform the following inspections in sequence.

Fuel Supply Check

If the engine temperature is more or less "H", allowing some of the fuel injection system, take your motorcycle to an authorized Suzuki dealer. Refer to the "SELF-DIAGNOSIS MODE" section for fuel injection system indicator explanation. If the meter does not indicate "H", make sure there is enough fuel in the fuel tank. If the meter does not indicate "H" and there is enough fuel, ignition system should be checked.

Ignition System Check

1. Remove the spark plugs and connect them to the spark plug leads.
2. While holding the spark plugs firmly against the cylinder head (use of the engine, such that engine earthing with the ignition switch in the "ON" position, the engine stop switch in the "⊖" position, the transmission in neutral, and the clutch disengaged. If the ignition system is operating properly, a blue spark should jump across the spark plug gap.
3. If there is no spark, check the spark plug. Replace it if necessary. Make the above procedure with the cleaned spark plug or new one.
4. If there is still no spark, consult your Suzuki dealer for repairs.

⚠ WARNING

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

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

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, observe the instructions below:

1. Remove dirt and mud from the motorcycle with running water. You may use a soft sponge or brush. Do not use hard sponges or brushes which may scratch the paint.
2. When the grime is stubborn, use with a mild detergent or car wash cream. Rinse it thoroughly and frequently with plenty of fresh water.

⚠ CAUTION

Radiator and oil cooler fins can be damaged by spraying high pressure water on them.

Do not spray high pressure water on the radiator and oil cooler fins.

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

- Ignition switch
- Spark plugs
- Fuel tank cap
- Fuel injection system
- Brake master cylinders

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.

4. Check varnish for damage on painted surfaces. If there is any damage, check "touch-up" paint and "touch-up" the damaged following the procedure below:
   a. Clean all damaged spots and allow them to dry.
   b. Fill the paint and "touch up" the damaged spots lightly with a small brush.
   c. Allow the paint to dry completely.

Windshield Cleaning

Clean the windshield with a soft cloth and warm water with a mild detergent. If screenings mixed with protective chemicals available, plastic surfaces. Replace the windshield if it becomes scratched or discolored as as to obscure vision. When replacing the windshield, use a Suzuki replacement windshield.

⚠ CAUTION

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

Clean only with a soft cloth and warm water with a 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 manufacturer.

Inspection after Cleaning

For scheduled of your motorcycle, refer to "PERIODIC MAINTENANCE" section.

⚠ WARNING

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

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

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

STORAGE PROCEDURE

If the machine is to be left unused for an extended period of time (for winter storage or any other reason), the following needs special servicing to avoid inappropriate materials, which could affect the machine's function and/or safety. For this reason, follow the instructions that are given this engine manual or your Husqvarna dealer. Contact us (or one of our dealers) for more information before.

BATTERY

- Remove the battery from the machine/unit.
- Store the battery in a cool, dry place.
- Charge the battery at least every 3 months during storage.

ENGINE

- Clean the engine.
- Drain the fuel tank by the use of a suction gun or by running the engine until it stops.
- Start the engine and let it run for approx. 1 minute to get rid of the fuel in the carburetor.
- Remove the spark plug and pour approx. 1 tablespoon of engine oil into the cylinder. Pull the starter handle a few times to distribute the oil. Install the spark plug.
- Pull the starter handle slowly until you feel a resistance. This means that the piston is in its top position and both valves are closed.

CHASSIS

- Clean the machine.
- Lubricate all grease nipples.
- Lubricate all pivot points on the control levers, etc.
- Check the tire pressure.
- Inflate the tires to the correct pressure.

EXTERIOR

- Touch up all damaged painted surfaces with paint.
- Spray all unpainted metal surfaces with a rust preventative.

STORAGE

- Store the machine in a dry place.
- Cover the machine with a breathable cover. Do not use plastic.

PROCEDURE AFTER STORAGE

- Charge the battery.
- Fill the fuel tank with fresh fuel.
- Check the engine oil level.
- Check the tire pressure.
- Check the cutting height.
- Check the safety devices.
- Start the engine and let it run at idle speed for a few minutes.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery.

NOTE: Be sure to connect the positive (red) terminal (1st), then connect the negative terminal.

- Remove the spark plugs. Turn the engine a few times by pushing the motorcycle in top gear and turning the rear wheel. Reinstall the spark plugs.
- Start the engine (at Overnights, Replace the oil filter with a new one and pour fresh oil as outlined in this manual).
- Adjust the pressure of tires as described in the "OWNER" section.
- Lubricate all places as instructed in this manual.
- Do the "Inspection Before Riding" as listed in this manual.



SPECIFICATIONS

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