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

IMPORTANT

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

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

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

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

⚠ WARNING/⚠ CAUTION/*NOTICE*/*NOTE*

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

⚠ WARNING

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

⚠ CAUTION

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

NOTICE

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

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

FOREWORD

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

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

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

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

SUZUKI MOTOR CORPORATION

TABLE OF CONTENTS

CONSUMER INFORMATION

ACCESSORY USE AND MOTORCYCLE LOADING

ACCESSORY USE

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

⚠ WARNING

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

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

ACCESSORY INSTALLATION GUIDELINES

- Install aerodynamic-affecting accessories, such as a fairing, windshield, backrests, saddlebags, and travel trunks, as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. Check that the mounting brackets and other attachment hardware are rigidly mounted.
- Inspect for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. The extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.
- Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit his or her control ability.
- Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.
- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.

LOADING LIMIT

⚠ WARNING

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

Follow loading limits and loading guidelines in this manual.

Never exceed the G.V.W. (Gross Vehicle Weight) of this motorcycle. The G.V.W. is the combined weight of the machine, accessories, payload, rider and passenger. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the riding stability.

G.V.W.: 400 kg (880 lbs)
at the tire pressure (cold)
Front: 250 kPa (2.50 kgf/cm^2, 36 psi)
Rear: 290 kPa (2.90 kgf/cm^2, 42 psi)

LOADING GUIDELINES

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

- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Keep cargo weight low and as close to the center of the motorcycle as possible.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Do not install a luggage carrier or a luggage box protruding over the tail end of the motorcycle.
- Do not carry any items that protrude over the tail end of the motorcycle.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to page 6-36.
- Improperly loading your motorcycle can reduce your ability to balance and steer the motorcycle. You should ride at reduced speeds, less than 130 km/h (80 mph), when you are carrying cargo or have added accessories.
- Adjust suspension setting as necessary.

⚠ WARNING

Placing objects in the space behind the fairing can interfere with steering and can cause loss of control.

Do not carry any objects in the space behind the fairing.

MODIFICATION

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

The frame of this motorcycle is made of an aluminium alloy. Therefore, never make any modifications such as drilling or welding to the frame as it weakens the strength of the frame significantly. Failure to heed this warning could result in an unsafe vehicle operating condition and subsequent accident. Suzuki will not be responsible in any way for personal injury or damage to the motorcycle caused by frame modifications. Bolt on accessories that do not modify the frame in any way may be installed provided that the GVW is not exceeded.

⚠ WARNING

Modification to an aluminum alloy frame, such as drilling or welding, weakens 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 RECOMMENDATION FOR MOTORCYCLE RIDERS

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

WEAR A HELMET

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

RIDING APPAREL

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

INSPECTION BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

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

KNOW YOUR LIMITS

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

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

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

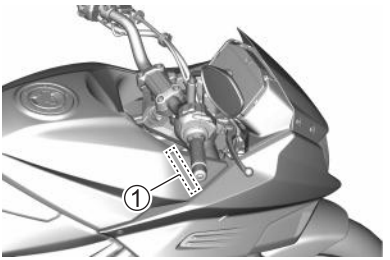
RIDE DEFENSIVELY

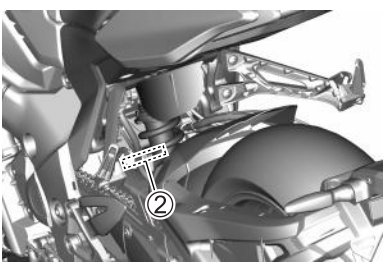
The most common type of motorcycle accident occurs when a car traveling towards a motorcycle turns round corner in front of the motorcyclist. Ride defensively. Wise motorcyclist uses a strategy of assuming they are invisible to other drivers, even in broad daylight. Wear bright, reflecting clothing.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

LABELS

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

SERIAL NUMBER LOCATION





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

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

Frame number:

Engine number:

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

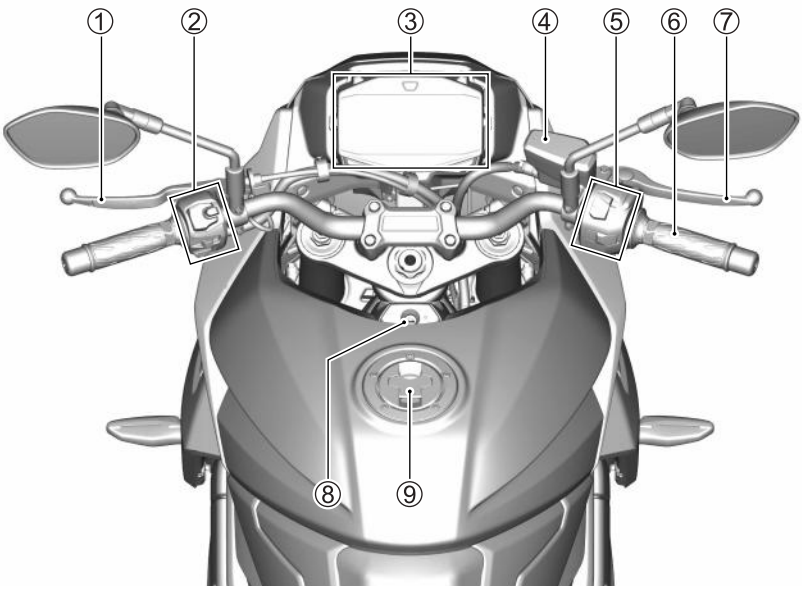
Owners are warned that the law may prohibit:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

(b) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

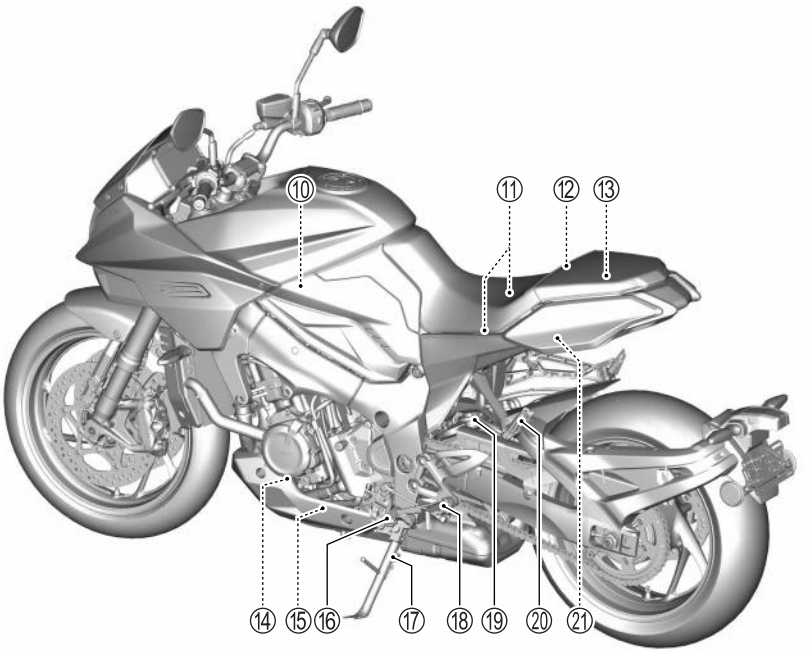
CONTROLS

LOCATION OF PARTS



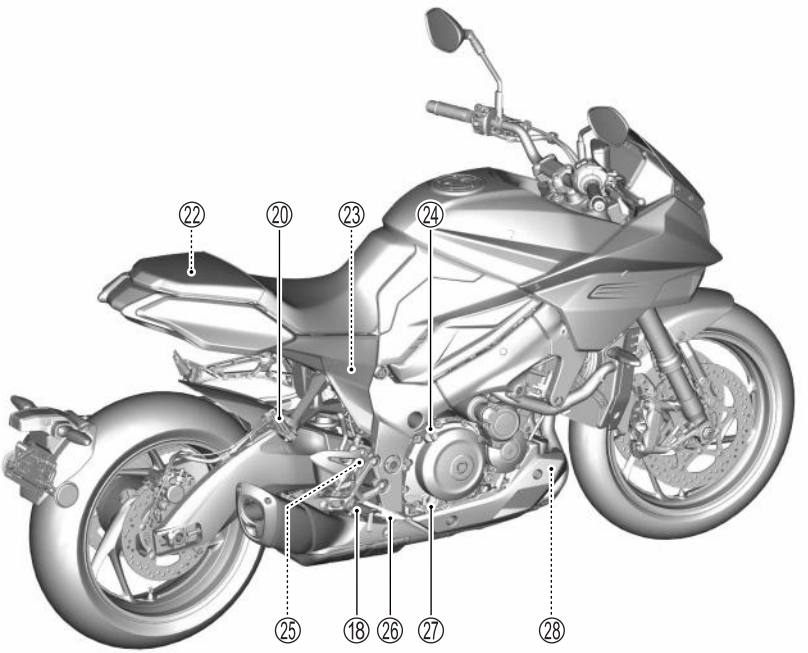
KATANA

① Clutch lever
② Left handlebar switches
③ Instrument panel
④ Front brake fluid reservoir
⑤ Right handlebar switches
⑥ Throttle grip
⑦ Front brake lever
⑧ Ignition switch
⑨ Fuel tank cap



KATANA

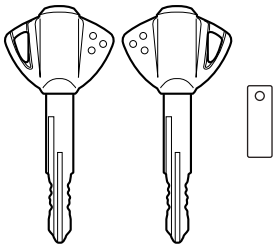
⑩ Air cleaner
⑪ Helmet holders
⑫ Fuses
⑬ Battery
⑭ Engine oil filter
⑮ Engine oil drain plug
⑯ Gearshift lever
⑰ Side stand
⑱ Footrests
⑲ Rear suspension
⑳ Passenger footrests
㉑ Seat lock



KATANA

㉒ Tools
㉓ Rear brake fluid reservoir
㉔ Engine oil filler cap
㉕ Rear brake light switch
㉖ Rear brake pedal
㉗ Engine oil inspection window
㉘ Engine coolant reservoir

KEY



This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place. If the all keys are lost, the ECM should be replaced. (Immobilizer equipped model)

⚠ WARNING

A long key chain could get caught between the ignition switch and upper bracket. This could interfere with steering and cause loss of control.

Use the ignition key without key chains or other keys attached.

NOTICE

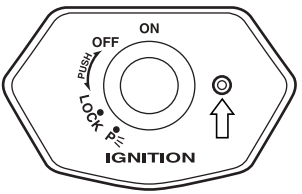
Attaching key holder or some chain to the ignition key can damage plated parts and painted parts around the ignition switch.

Use only the ignition key or a soft key holder to avoid plating and painting damage.

NOTE:

- *Immobilizer identification code is programmed into the key. Therefore, a key made by an ordinary locksmith will not work. Ask your Suzuki dealer if you need to make a spare key.*
- *If you loose the key, ask your Suzuki dealer to have the lost one deactivated.*
- *If you own other vehicles with immobilizer keys, keep those keys away from the ignition switch when using your motorcycle, or they may interfere with your motorcycle immobilizer system. The spare key for your motorcycle also may interfere with your motorcycle immobilizer system. Keep the spare key away from the ignition switch.*
- *Because anything made of metal, magnetized or transmitting a radio wave, affects the communication of the immobilizer, do not attach such item to the key holder or bring it close to the key.*
- *Two keys are originally registered to the immobilizer system. It is possible to add two more keys. Ask your Suzuki dealer to make and register additional spare keys.*

IMMOBILIZER INDICATOR LIGHT (if equipped)



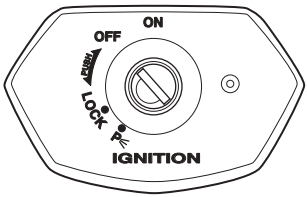
The immobilizer indicator light blinks 2 times when the ignition switch is turned on. Then indicator comes on 2 seconds and goes off.

Immobilizer system is designed to help prevent motorcycle theft by electronically disabling the engine starting system. The engine can be started only with your original keys which have an electronic identification code programmed into it. The key communicates the identification code to the ECM when the key is turned to “ON” position.

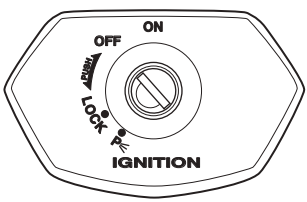
NOTE:

- *It is impossible to start the engine when the indicator light remains blinking.*
- *If the indicator light remains blinking, it means immobilizer system communication error between key and ECM or use of wrong key. Turn off the ignition switch and then turn on to communicate immobilizer system properly.*
- *Two ignition keys are originally registered to the immobilizer system. It is possible to add two more keys. The indicator light blinks numbers of registered key when the ignition switch is turned on.*

IGNITION SWITCH



Immobilizer equipped model



The ignition switch has 4 positions:

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

"ON" POSITION
The ignition circuit is completed and the engine can now be started. The 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 this position.

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

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

NOTE:
- *Move the handlebar to the right and left, to make sure that the steering has been locked securely.*
- *When it cannot be locked easily, turn the key to the "LOCK" position, moving the handlebar slightly to the right.*

"P" (Parking) POSITION

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

⚠ WARNING

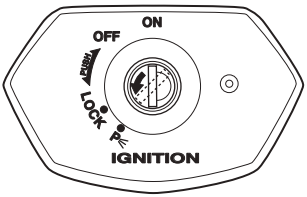
Turning the ignition switch to the "P" (PARKING) or "LOCK" position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

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

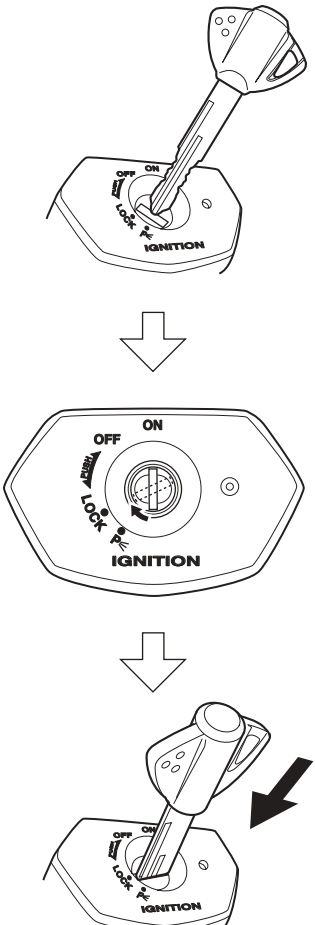
⚠ WARNING

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

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



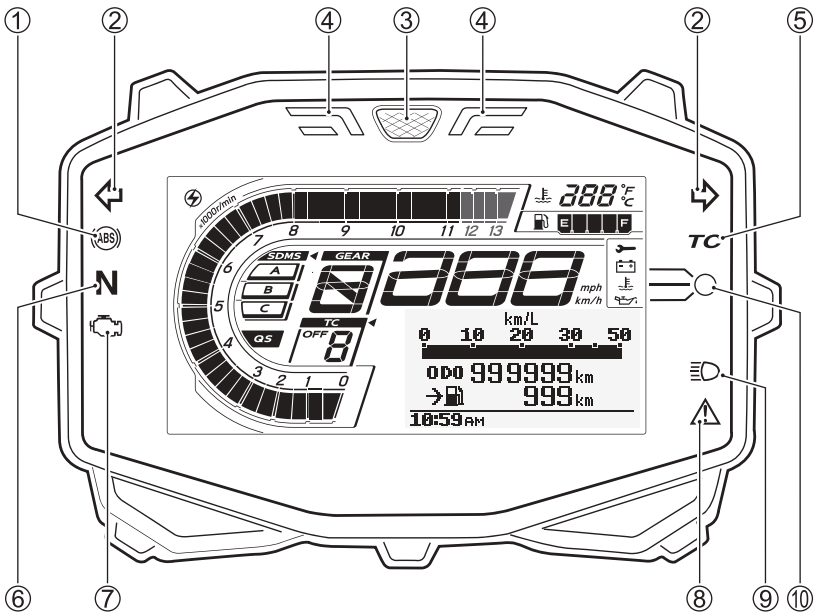
The key hole can be covered by turning the lid.



Align the lid hole position to the key hole position when inserting the key.

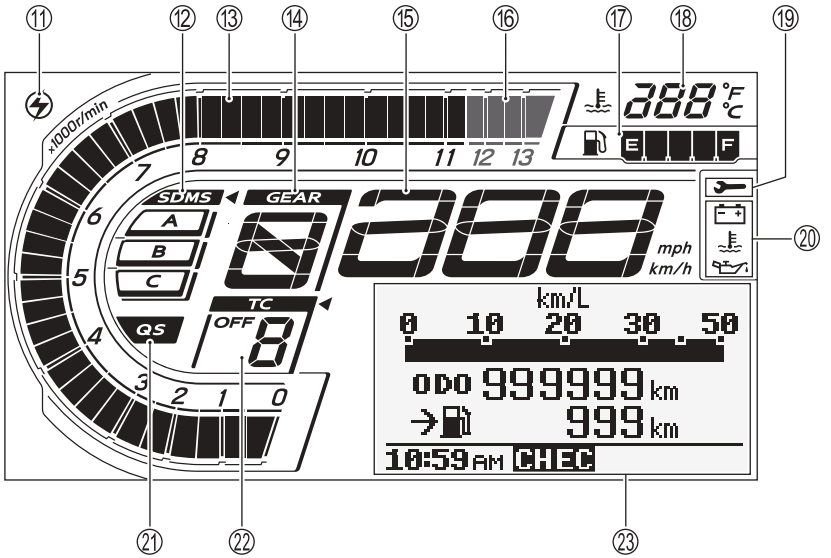
INSTRUMENT PANEL

WARNING AND INDICATOR LIGHTS



① ABS indicator light "(ABS)" (☞ 2-12)
② Turn signal indicator light "⇦⇨" (☞ 2-13)
③ Engine rpm indicator light (MAIN) (☞ 2-39)
④ Engine rpm indicator light (SUB) (☞ 2-39)
⑤ Traction control indicator light "TC" (☞ 2-14)
⑥ Neutral indicator light "N" (☞ 2-14)
⑦ Malfunction indicator light " " (☞ 2-15)
⑧ Master warning indicator light " ⚠ " (☞ 2-16)
⑨ High beam indicator light "≣D" (☞ 2-16)
⑩ Engine coolant temperature indicator light / oil pressure indicator light / battery charge malfunction warning indicator light (☞ 2-16)

LCD



⑪ Engine rpm indicator "⚡" (☞ 2-39)
⑫ Suzuki drive mode selector indicator (SDMS) (☞ 2-52)
⑬ Tachometer (☞ 2-19)
⑭ Gear position indicator (☞ 2-20)
⑮ Speedometer (☞ 2-20)
⑯ Red zone (☞ 2-19)
⑰ Fuel level indicator "⛽" (☞ 2-21)
⑱ Engine coolant temperature indicator display (☞ 2-18)
⑲ Service reminder indicator "🔧" (☞ 2-22)
⑳ Engine coolant temperature indicator "🌡" / oil pressure indicator "🛢" / battery charge malfunction warning indicator "🔋" (☞ 2-16)
㉑ Quick Shift indicator "QS" (☞ 2-46)
㉒ Traction control indicator (☞ 2-14)
㉓ Multifunction display (☞ 2-22)

INITIAL METER DISPLAY

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

- All LCD segments appear and then show the normal display.
- The following indicator lights come on for 3 seconds.
  - Engine rpm indicator light (MAIN) ③
  - Engine rpm indicator light (SUB) ④
  - Malfunction indicator light ⑦
  - Master warning indicator light ⑧
- The following indicator lights come on.
  - ABS indicator light ①
  - Traction control indicator light ⑤
  - Engine coolant temperature indicator light / oil pressure indicator light / battery charge malfunction warning indicator light ⑩

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

ABS INDICATOR LIGHT "(ABS)" ①

- This indicator normally comes on when the ignition switch is turned "ON" and turns off after the motorcycle speed exceeds 5 km/h (3 mph).
- If there is a problem with the ABS (Anti-lock Brake System), this indicator light comes on. The ABS does not operate when the ABS indicator light is on.

⚠ WARNING

Riding the motorcycle with the ABS indicator light on can be hazardous.

If the ABS indicator light blinks or comes on while riding, stop the motorcycle in a safe place and turn off the ignition switch. Wait a few minutes, turn the ignition switch "ON", and check whether the indicator light comes on.

- **If the indicator light turns off after starting to ride, the ABS will be functioning.**
- **If it does not turn off after starting to ride, the ABS is not functioning. You should have the system checked by an authorized Suzuki dealer as soon as possible.**

⚠ WARNING

The ABS does not operate if the ABS indicator light is lit. Suddenly and overly applying the brakes when the ABS indicator light is lit may cause the wheels to lock, which may result in loss of control.

Have your motorcycle inspected by a Suzuki dealer promptly.

NOTE:

- *If the ABS indicator light turns off after you start the motorcycle but before you begin riding, check the ABS indicator light function by turning the ignition switch off and on. If the ABS indicator light does not come on when the ignition switch is turned on, you should have the system checked by an authorized Suzuki dealer as soon as possible.*
- *The ABS indicator light can turn off if the engine is revved at high speed before you begin riding.*

TURN SIGNAL INDICATOR LIGHT "⇦⇨" ②

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

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

TRACTION CONTROL INDICATOR LIGHT "TC" ⑤

Traction control (TC) indicator operation differs depending on the motorcycle settings. For details, see "Traction Control System" on page 2-54.

The traction control indicator:

- Comes on when the ignition switch is turned ON, and turns off when the speed reaches approximately 5 km/h (3 mph) and the traction control system is operable.
- Blinks when the traction control system is operating.
- Lights constantly while the traction control system is set to OFF.

If the traction control (TC) indicator comes on other than when the ignition switch is turned ON, park the motorcycle in a safe place and turn the ignition switch off. Wait for a short time, start the engine, and then check whether the traction control indicator "TC" and malfunction indicator come on when the motorcycle is traveling at 5 km/h (3 mph) or faster.

- The motorcycle is functioning correctly if the traction control (TC) indicator turns off when the motorcycle is traveling at 5 km/h (3 mph) or faster.
- The motorcycle is not functioning correctly if the traction control (TC) indicator does not turn off when the motorcycle is traveling at 5 km/h (3 mph) or faster. If the light does not go off, consult your Suzuki dealer.

⚠ WARNING

When the traction control system malfunctions, the traction control (TC) indicator and malfunction indicator come on at the same time. The traction control system does not operate in these circumstances.

When these indicators come on at the same time, set the traction control system to OFF, and consult your Suzuki dealer.

NEUTRAL INDICATOR LIGHT "N" ⑥

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

MALFUNCTION INDICATOR LIGHT "  " ⑦

When the ignition switch is turned ON, the malfunction Indicator light comes on for 3 seconds as a lamp check, and then turns off.

- (UK, EU)
  When there is a malfunction in an emission control device or engine electrical device or the misfire is detected, the malfunction indicator light comes on or blinks.
  If the malfunction indicator light comes on or blinks, "FI" appears on the multifunction display at the same time.
- (Except for UK, EU)
  When there is a malfunction in an emission control device or engine electrical device, the malfunction indicator light comes on.
  If the malfunction indicator light comes on, "FI" appears on the multifunction display at the same time.

For details, see "DIAGNOSIS DISPLAY" on page 2-23.

NOTICE

Continuing to run the engine with malfunction indicator light coming on or blinking may affect the emission device or drivability. When the light blinks while the engine is running, stop the motorcycle in a safe place immediately in order to avoid damaging the catalytic converter. (UK, EU)

If you ride the motorcycle under this situation, ride at slow speed without opening the throttle largely and then have your motorcycle inspected immediately by your Suzuki dealer.

NOTE: If the malfunction indicator light is lit or blinking, consult your Suzuki dealer immediately.

MASTER WARNING INDICATOR LIGHT " ⚠ " ⑧

When the ignition switch is turned ON, the master warning indicator light comes on for 3 seconds as a lamp check, and then turns off.

When an issue related to the following occurs, the master warning indicator light comes on:

- Engine - related failure
- Handlebar switches failure
- Motorcycle falls over

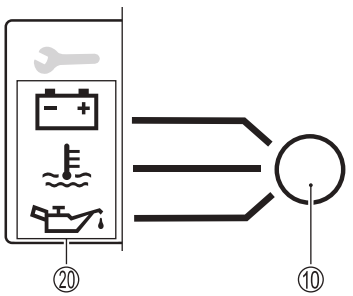
For details, see "DIAGNOSIS DISPLAY" on page 2-23.

NOTE: If the master warning indicator light is lit or blinking, consult your Suzuki dealer immediately.

HIGH BEAM INDICATOR LIGHT "≡D" ⑨

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

ENGINE COOLANT TEMPERATURE INDICATOR LIGHT / OIL PRESSURE INDICATOR LIGHT / BATTERY CHARGE MALFUNCTION WARNING INDICATOR LIGHT ⑩



When the ignition switch is turned on, the engine coolant temperature indicator light / oil pressure indicator light / battery charge malfunction warning indicator light ⑩ comes on, and normally, will turn off when the engine starts.

The individual indicators come on when the following malfunctions occur.

- Coolant temperature exceeds 120°C (248°F)
- Engine oil pressure drops
- Battery performance is low

The oil pressure indicator, engine coolant temperature indicator and battery charge malfunction warning indicator ⑳ appear in the LCD display.

Oil Pressure Indicator "  "
When the ignition switch is turned on, the engine coolant temperature indicator light /oil pressure indicator light / battery charge malfunction warning indicator light comes on, and the oil pressure indicator appears simultaneously. Normally, both the engine coolant temperature indicator light / oil pressure indicator light / battery charge malfunction warning indicator light, and the oil pressure warning display turn off when the engine starts.

NOTICE

After starting the engine, opening the throttle or running the motorcycle with the oil pressure indicator light turned on, may adversely affect the engine.

Make sure that the oil pressure indicator light has turned off before operating the throttle or running the motorcycle.

NOTICE

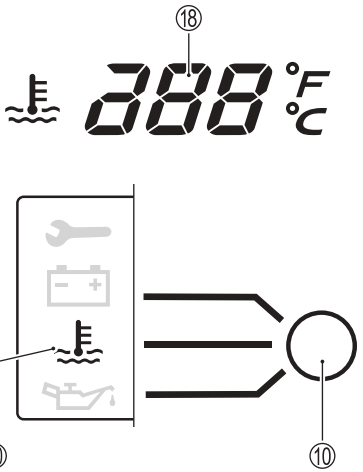
Riding the motorcycle or running the engine when the oil pressure indicator is displayed may result in damage to the engine.

If the oil pressure indicator comes on, indicating low oil pressure, stop the engine immediately. Check the oil level and add oil if necessary. If there is a proper amount of oil and the light still does not turn off, have your authorized Suzuki dealer or a qualified mechanic inspect your motorcycle.

Battery Charge Malfunction Warning Indicator "  "
This indicator comes on when battery performance is low, prompting you to have the battery inspected or charged.

NOTE: Consult a Suzuki dealer about inspecting and charging the battery.

Engine Coolant Temperature Indicator "🌡"



The engine coolant temperature indicator display ⑱, engine coolant temperature indicator ⑳, and engine coolant temperature indicator light / oil pressure indicator light / battery charge malfunction warning indicator light ⑩.

When the ignition switch is turned to the "ON" position, the display shows the opening pattern. Then the display changes to the coolant temperature. While the coolant temperature is below 20°C (68°F), the display ⑱ does not indicate a number but indicates "– – –".

When the coolant temperature is higher than 120°C (248°F), the display temperature, indicator "🌡" ⑳ blinks and the indicator light ⑩ comes on. Further, if the temperature exceeds 125°C (257°F), the display ⑱ shows "HI", the indicator "🌡" ⑳ blinks and the indicator light ⑩ remains on. When the indicator light ⑩ comes on, stop the engine and check the coolant level after the engine cools.

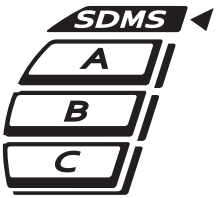
NOTE: The engine coolant temperature indicator may appear when idling at high temperature for an extended period.

NOTICE

Riding the motorcycle when the engine coolant temperature indicator is displayed may result in damage to the engine due to overheating.

If the engine coolant temperature indicator appears, stop the engine and let it cool. Additionally, do not start the engine until the engine coolant temperature indicator disappears.

SUZUKI DRIVE MODE SELECTOR INDICATOR (SDMS) ⑫



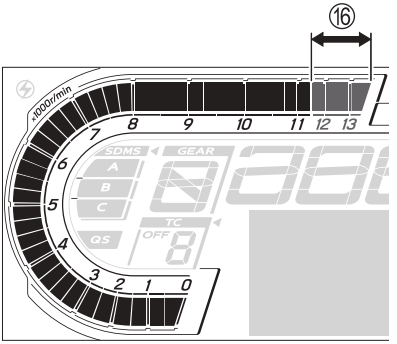
The Suzuki drive mode selector indicator displays the drive mode, A, B, or C, when the Suzuki drive mode selector is activated.

NOTE: For more detailed information on the suzuki drive mode selector, see page 2-52.

TACHOMETER ⑬

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

<Red zone>



The red zone ⑯ indicates an engine speed range in excess of permissible engine speed. Operating the engine in the red zone will stop it from running smoothly and negatively affect engine life.

GEAR POSITION INDICATOR ⑭

The gear position indicator indicates gear position. This indicator displays "N" when the transmission is in neutral.

NOTE: When the display indicates "CHEC" in the multifunction display area, the gear position indicator does not indicate a number but indicates "–".

SPEEDOMETER ⑮

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

NOTE:

- *Switching between km/h and mph is done by selecting "UNIT" in the menu of the multifunction display ㉓. (☞ 2-47).*
- *Select km/h or mph as appropriate, to comply with traffic regulations.*
- *Check the speedometer display after changing the units.*

FUEL LEVEL INDICATOR "⛽" ⑰
The fuel level indicator shows the amount of fuel remaining in the fuel tank.

Fuel tank	Approxi-mately 1.2 L	Approxi-mately 3.0 L	Full
Seg-ments	Blink		
⛽ mark	Blink	Blink	

- The fuel level indicator displays all 5 segments when the fuel tank is full.
- The "⛽" mark blinks when the fuel level drops below 3.0 L (3.2/2.6 US/Imp qt).
- The "⛽" mark and segment blink when the fuel drops below 1.2 L (1.3/1.1 US/Imp qt).

NOTICE

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

Replenish gasoline before it runs out.

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

SERVICE REMINDER INDICATOR "🔧" ⑲

You can be reminded when the next service is due by setting the date and distance. When the set date or distance has been reached, the service reminder indicator "🔧" ⑲ comes on.

For details, see "6. SERVICE" on page 2-48.

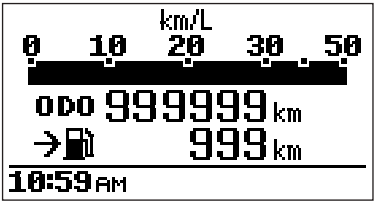
NOTE: Consult your Suzuki dealer for the service reminder setting.

TRACTION CONTROL SYSTEM INDICATOR ㉒

The traction control system indicator displays OFF, or mode 1 to 5.

NOTE: For more detailed information on the traction control system, see page 2-54.

MULTIFUNCTION DISPLAY ㉓



⚠ WARNING

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

Never change the display while riding. Keep both hands on the handlebars.

CLOCK

The multifunction display always indicates the time.

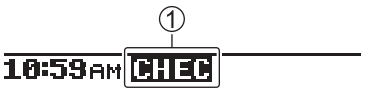
The time is displayed using a 12-hour, AM/PM system.

It is adjusted by selecting "DATE & TIME" in the menu of the multifunction display ㉓. (☞ 2-38)

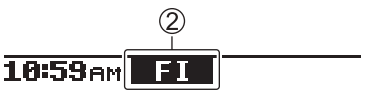
DIAGNOSIS DISPLAY

The Diagnosis display shows the current failure information. If any of the following is displayed, immediately contact an authorized Suzuki dealer to have the motorcycle inspected.

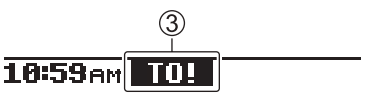
① Communication between controllers failed



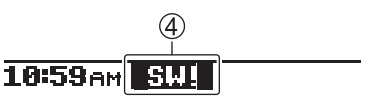
② Engine-related fault detected



③ Motorcycle fell over



④ Handlebar switch failed

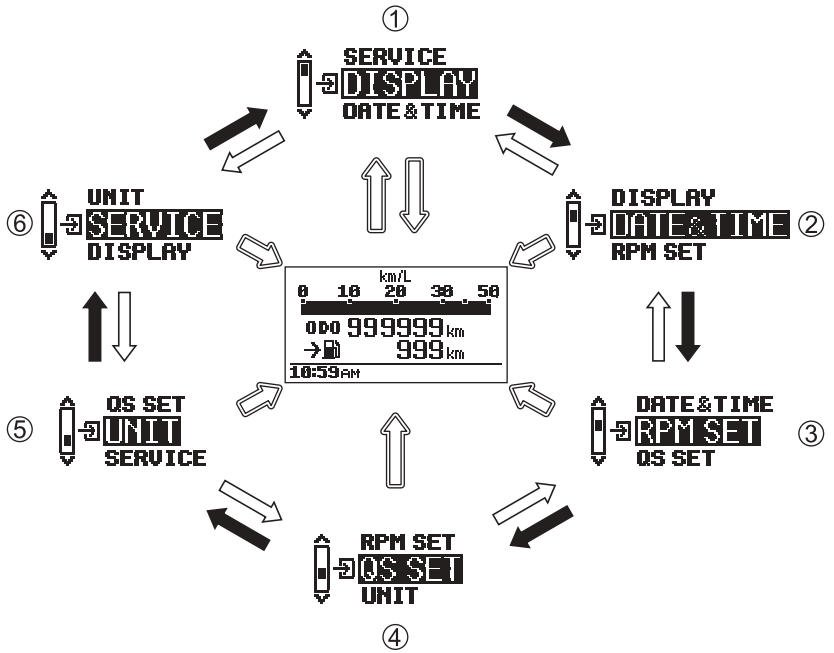


NOTE: The engine cannot be started when "CHEC" is displayed. Inspect the below items. If the CHEC display does not disappear, have your motorcycle inspected by a Suzuki dealer.

- *Are any fuses blown?*
- *Are the meter connectors connected?*

MENU

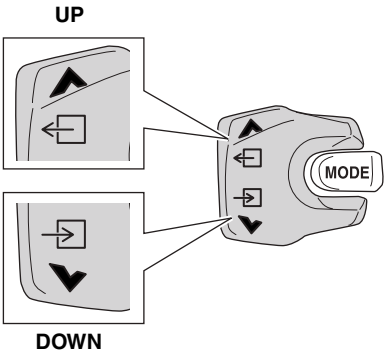
Setting mode



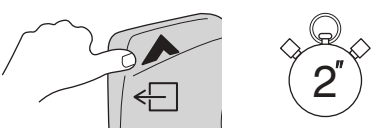
: SELECT switch (Up) for about 2 seconds

: SELECT switch (Up)

: SELECT switch (Down)



Operate the SELECT switch (Up or Down) to set each item in the multi-function display.



Press the SELECT switch (Up) for about 2 seconds to switch to the “MENU” display.

The “MENU” display has the following items from 1. to 6.

1. **DISPLAY**
   Set 2 modes (ROAD, LAP TIME) for normal display contents.
   (☞ 2-26)

2. **DATE & TIME**
   Set the date and time.
   (☞ 2-38)

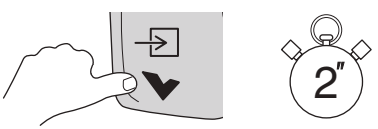
3. **RPM SET**
   Set the engine rpm indicator light.
   (☞ 2-39)

4. **QS SET**
   Set the Quick Shift.
   (☞ 2-46)

5. **UNIT**
   Set the units.
   (☞ 2-47)

6. **SERVICE**
   Set the service interval notification.
   (☞ 2-48)

1. Press the SELECT switch (Up or Down) to select one of the items. The selected item is indicated by the arrow in the center of the screen and is highlighted. The scroll bar on the left side of the screen moves along with the item selection.



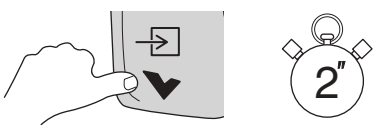
2. To set each item, select the desired item and press the SELECT switch (Down) for about 2 seconds. The selected item starts blinking and the display changes to the setting screen of each item.

NOTE: If the SELECT switch (Up) is pressed for about 2 seconds while "MENU" is displayed, the arrow and "EXIT" in the upper right of the screen starts blinking and the screen returns to either the "ROAD" or "LAP TIME" mode display that was selected using the "DISPLAY" setting.

SETTING OF EACH ITEM

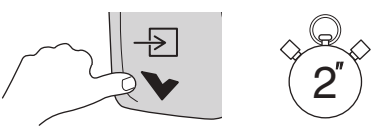
1. DISPLAY

The contents displayed while running are set using the following procedure.



1. From the "MENU" display, select a "DISPLAY" item and press the SELECT switch (Down) for about 2 seconds. "DISPLAY" starts blinking and moves to the "DISPLAY" setting screen.

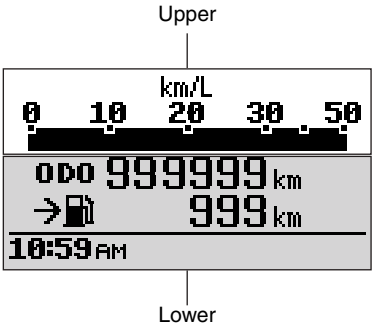
2. In the “DISPLAY” setting, either of 2 modes, “ROAD” or “LAP TIME”, can be selected. By pressing the SELECT switch (UP or Down), the arrow indicating the selection moves and the selected mode is highlighted.



3. To confirm the selection, press the SELECT switch (Down) for about 2 seconds. When confirmed, the check mark “✓” moves to the confirmed mode.

NOTE: By pressing the SELECT switch (Up) for about 2 seconds during mode selection in the “DISPLAY” setting, the selection is completed and the screen returns to the “MENU” display.

ROAD mode



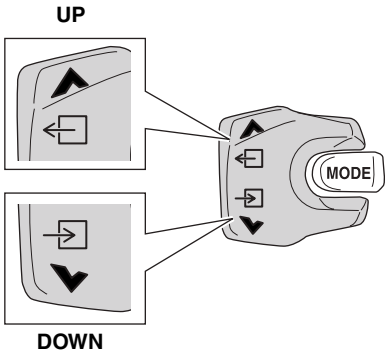
In the “ROAD” mode, you can set the upper side and lower side items displayed on the screen to one of the following items.

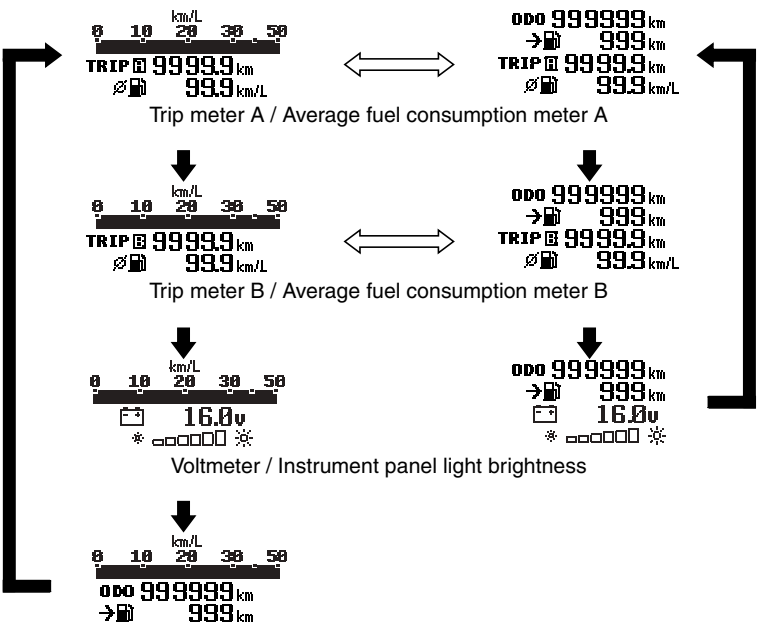
Upper:
- Instantaneous fuel consumption meter
- Odometer/Driving range meter

Lower:
- Odometer/Driving range meter
- Trip meter A/Average fuel consumption meter A
- Trip meter B/Average fuel consumption meter B
- Voltmeter/Instrument panel light brightness

NOTE: When the odometer/driving range meter is selected on the upper side of the screen, the odometer/driving range meter cannot be selected on the lower side.

By pressing the SELECT switch (Up or Down), the “ROAD” mode indication changes in the order below.





INSTANTANEOUS FUEL CONSUMPTION METER

The instantaneous fuel consumption meter indicates the instantaneous fuel consumption while running.

Fuel consumption is not measured while the motorcycle is parked.

The indication range for km/L is from 0 to 50, the indication range for L/100km is from 0 to 25, and the indication range for MPG US, IMP is from 0 to 99.

NOTE: The display shows estimated values. Indications may not be the same as actual values.

ODOMETER / DRIVING RANGE METER

Odometer

The odometer registers the total distance that the motorcycle has been ridden. The odometer ranges from 0 to 999999.

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

Driving range meter

The driving range meter displays estimated driving range (distance) based on the remaining fuel within the range from 1 to 999 km (mile). The driving range is recalculated when you refuel, but the indication may not change when only a small amount of fuel is added.

The driving range will not be recalculated when the motorcycle is placed on the side stand. Check the estimated driving range (distance) when the side stand is retracted. When the battery is disconnected, the driving range meter will be reset. When this happens, the meter indicates "– – –" until the motorcycle is ridden for a certain distance.

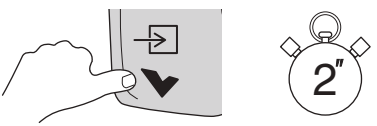
NOTE:

- *The driving range (distance) is an estimated value. The indication may not be the same as the actual driving distance.*
- *The meter does not use the average fuel consumption value to calculate driving range (distance) and the calculation result may not be the same as indicated by the average fuel consumption meter.*
- *To avoid running out of gasoline, you should not continue to ride the motorcycle until the estimated driving range drops to 1.*

TRIP METER / AVERAGE FUEL CONSUMPTION METER

Trip meter

The two trip meters are resettable odometers. They can register two kinds of distance at the same time. For instance, trip meter A can register the trip distance and trip meter B can register the distance between fuel stops.



To reset a meter to zero, press and hold the SELECT switch (Down) for 2 seconds while the display indicates the trip meter A or B, you want to reset. When you reset the trip meter A or B, the fuel consumption meter will also be reset.

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

Average fuel consumption meter

The average fuel consumption meter displays average fuel consumption ratio of trip A or trip B. The average fuel consumption meter ranges from 2.0 to 99.9 (L/100km), or from 0.1 to 99.9 (km/L, MPG US, IMP). The average fuel consumption meter indicates "– – . –" when the trip meter indicates 0.0. To reset the fuel consumption meter, reset the trip meter.

NOTE: The display shows estimated values. Indications may not be the same as actual values.

VOLTMETER / INSTRUMENT PANEL LIGHT BRIGHTNESS

Voltmeter

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

Instrument panel light brightness

Set the meter to instrument panel light brightness. Pressing the SELECT switch (Up) will change the instrument panel light brightness in 6 steps. The brightness indicator indicates brightness from "▫" (min) to "▫▫▫▫▫▫" (max).

NOTE: When the MODE switch is pressed while adjusting instrument panel light brightness, the screen moves to traction mode selection; therefore, the instrument panel light brightness can no longer be adjusted. In this case, press the MODE switch again to cancel the traction mode selection, and then the instrument panel light brightness can be adjusted.

LAP TIME mode

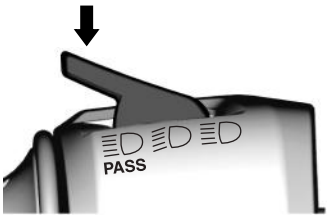
In the "LAP TIME" mode, the number of laps during running is measured. The number of laps can be measured up to 99 times. One lap is indicated from 00:00.00 to 59:59.99.

Starting lap time measurement

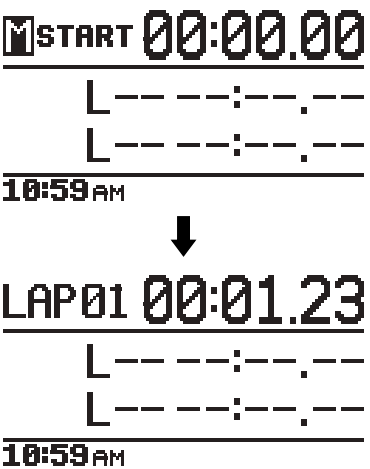
The lap time measurement has Manual-start and Auto-start.

Press the SELECT switch (Up) to switch between Manual-start and Auto-start.

Manual-Start



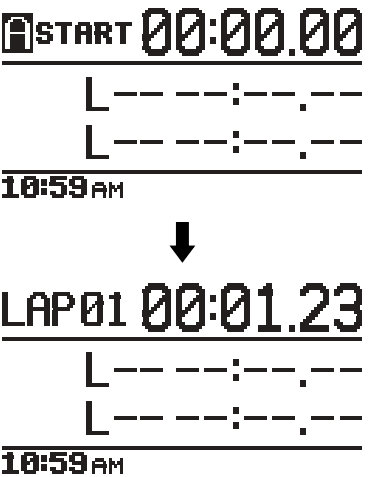
Press the lap time counter switch on the left handlebar to start the measurement.



When the count starts, “M START” on the screen changes to “LAP01”.

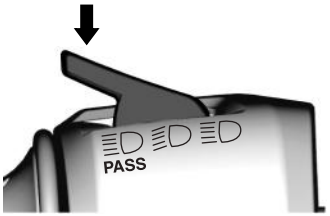
Auto-Start

When the sensor detects the motorcycle speed more than 5 km/h (3 mph), the measurement is started.

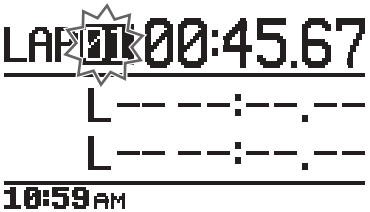


When the count starts, “A START” on the screen changes to “LAP01”.

Confirming the lap time

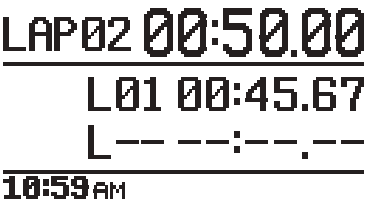


1. After the count started, press the lap time counter switch to confirm the lap time of LAP01.

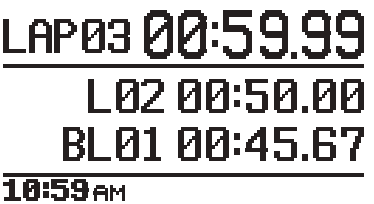


2. The lap time number blinks and the lap time is indicated for 5 seconds.

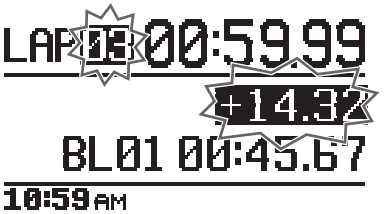
NOTE: Even while the lap time number is blinking, the lap time is continuously counted.



3. LAP01 is indicated in the 2nd line and the screen moves to the measurement of the next lap time (LAP02). Confirmed lap times are indicated up to 2 laps. The latest lap confirmed is always indicated in the 2nd line of the screen.



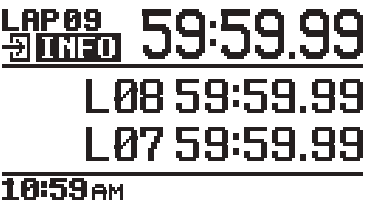
The screen can be changed to “BL” (BEST LAP) indication. By pressing the SELECT switch (Down), the 3rd line on the screen changes to “BL” indication.



For LAP03 onward, the difference from the best time blinks in the 2nd line on the screen, and then comes on for about 5 seconds.

When the best time is updated, “BEST LAP” blinks, and then comes on for about 5 seconds.

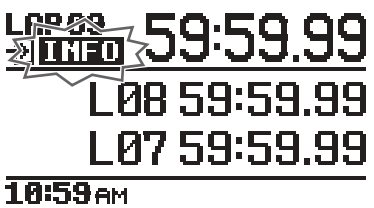
Stopping lap time measurement

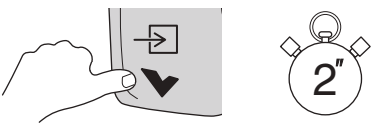


After the count started, press the SELECT switch (Up) to stop the count.

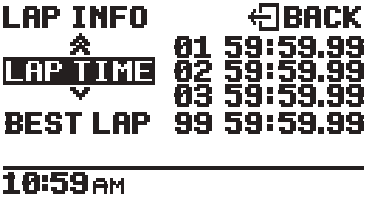
NOTE: To restart the count, press the SELECT switch (Up) again.

Checking lap times (LAP INFO)
Check the recorded lap times.





While the count is stopped, press the SELECT switch (Down) for about 2 seconds, “INFO” starts blinking and the screen changes to “LAP INFO” indication.



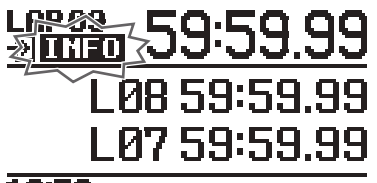
Recorded lap times and best time are indicated. Press the SELECT switch (Up or Down) to check recorded lap times. The screen indicates 3 laps each time.

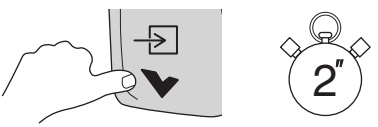
When 3 or more laps are recorded, arrow marks (▲,▼,⏫,⏬) appear while checking lap times. Arrow marks (▲,▼) indicate before/after the 3 laps or the next 3 laps. Arrow marks (⏫,⏬) indicate that the screen moves to the first one or the last one of the laps.

To return to lap time measurement, press the SELECT switch (Up) for about 2 seconds. “BACK” starts blinking and the screen returns to count stop state.

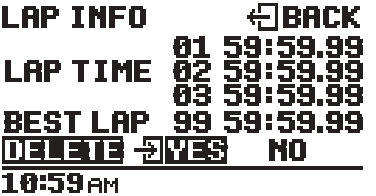
Resetting lap times

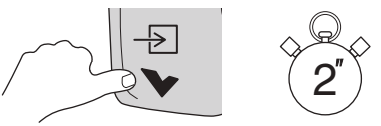
To reset all the recorded lap times, take the following steps.



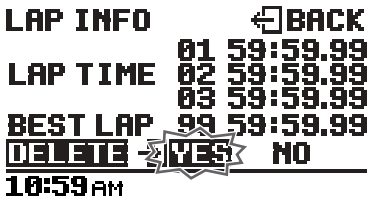


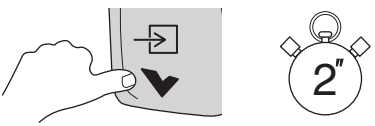
1. While the count is stopped, press the SELECT switch (Down) for about 2 seconds, “INFO” starts blinking and the screen changes to “LAP INFO” indication.





2. By pressing the SELECT switch (Down) for about 2 seconds, “DELETE” appears on the screen.



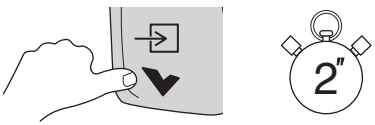


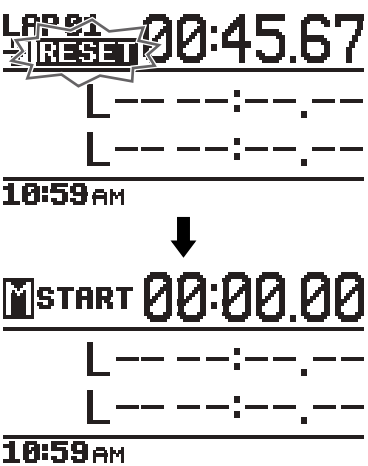
3. Select “YES” and press the SELECT switch (Down) for about 2 seconds, and then “YES” starts blinking and all the lap times are reset, and the screen returns to the state it was in before the count started.

NOTE: To cancel the resetting of lap times, press the SELECT switch (Down) and select “NO”.

When lap time after LAP02 does not exist

After the count has started, press the SELECT switch (Up) to stop the count.



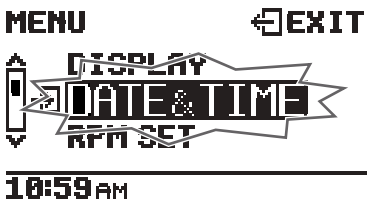


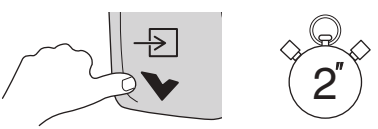
While the count is stopped, press the SELECT switch (Down) for about 2 seconds, and then “RESET” starts blinking and the lap time indication is reset to 00:00.00.

NOTE: After resetting lap times, press the SELECT switch (Up) for about 2 seconds to return to the “MENU” indication.

2. DATE&TIME

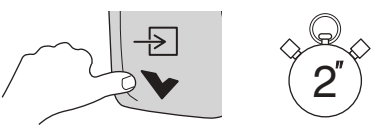
<Date / time adjustment>
Set the date and time using the following procedure.





1. From the “MENU” indication, select “DATE & TIME” and press the SELECT switch (Down) for about 2 seconds. “DATE & TIME” starts blinking and the display changes to setting screen.

2. Press the SELECT switch (Up or Down) to select the year, month, day, hour, or minute indication. The selected item is highlighted.



3. Press the SELECT switch (Down) for about 2 seconds to make arrow marks (▲,▼) appear above and below the indication.
4. Press the SELECT switch (Up or Down) to set the year, month, day, hour, and minute indications.

<Indication setting>
The order of the year, month, and day indications can be selected from the following 3 patterns.

- Y/M/D (Year, Month, Day)
- M/D/Y (Month, Day, Year)
- D/M/Y (Day, Month, Year)

5. Press the SELECT switch (Down) for about 2 seconds. The arrow marks (▲,▼) above and below the indication disappear and the setting is confirmed before returning to the setting screen.

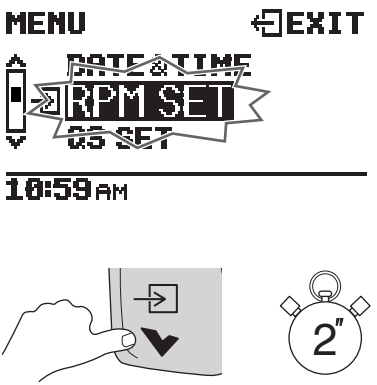
NOTE:

- *When the SELECT switch (Up) is pressed for about 2 seconds while setting, the setting is terminated and the screen returns to the "MENU" indication.*
- *The setting is also terminated when the ignition switch is turned OFF while setting or the switch is not operated for 10 seconds. In this case, the setting at the time of termination is adopted.*
- *The year can be set from 2020 to 2099.*
- *When the battery terminals are reconnected, date and time are reset. In such case, set them again.*

3. RPM SET

When the set engine speed is reached, the engine rpm indicator lights (MAIN) ③ and (SUB) ④ come on or blink.

To set the engine speed, take the following steps.



1. From "MENU" indication, select "RPM SET" and press the SELECT switch (Down) for about 2 seconds. "RPM SET" starts blinking and the display moves to setting screen.

2. By pressing the SELECT switch (Up or Down), the arrow indicating the selection moves and the selected item is highlighted.

NOTE: When "OFF" is selected in the "MODE" setting, "MAIN", "SUB", and "BRIGHT" cannot be selected. In this case, select LIGHT "☼" or BLINK "☼" in the "MODE" setting. (☞ 2-41)

The setting screen has the following items 1 to 4.

1. MODE
Set the lighting (LIGHT, BLINK, OFF) of the engine rpm indicator light MAIN (white) LED ③ and SUB (green, yellow) LED ④.

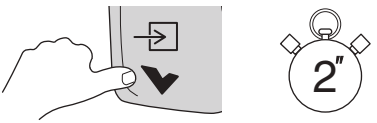
2. MAIN
Set the lighting timing of the MAIN (white) LED ③.

3. SUB
Set the lighting timing of SUB (green, yellow) LED ④.

4. BRIGHT
Set the brightness of the MAIN (white) LED ③.

NOTE:
- *When the battery terminal is reconnected, be sure to set the engine rpm indicator light setting again.*
- *When the SELECT switch (Up) is pressed for about 2 seconds while setting, the setting is terminated and returns to the "MENU" indication. In this case, the setting at the time of termination is adopted.*
- *The setting is also terminated when the ignition switch is turned OFF or the switch is not operated for 10 seconds.*

MODE (lighting mode) setting
Set the lighting mode of the engine rpm indicator lights using to the following procedure.



1. While “MODE” is selected, press the SELECT switch (Down) for about 2 seconds to move to the setting screen.

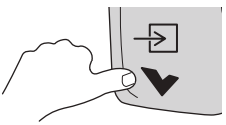
2. Press the SELECT switch (Up or Down) to select the lighting mode (LIGHT, BLINK, OFF) of the engine rpm indicator lights. The engine rpm indicator “⚡” ⑪ is interlinked with the selection of LIGHT or BLINK.
3. Press the SELECT switch (Down) for about 2 seconds to confirm the setting and return to the setting screen.

Indication patterns of the engine rpm indicator lights and engine rpm indicator “⚡” ⑪ are shown below.

MODE	LIGHT “○”	BLINK “☼”	OFF
MAIN LED ③	○	☼ Blink	–
SUB LED ④	○	○	–
Engine rpm indicator “⚡” ⑪	⚡	⚡	–

MAIN (engine rpm preset MAIN LED ③) setting

Set the preset rpm for the engine rpm indicator light (MAIN) using the following procedure.

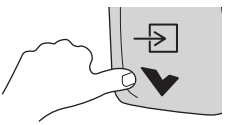


1. While “MAIN” is selected, press the SELECT switch (Down) for about 2 seconds to move to the setting screen.

2. Press the SELECT switch (Up or Down) to set the preset rpm. The setting range is from 4000 rpm to 11500 rpm in increments of 250 rpm. The tachometer indicates the preset rpm.
3. Press the SELECT switch (Down) for about 2 seconds to confirm the setting and return to the setting screen.

SUB (engine rpm preset SUB LED ④) setting

Set the preset rpm for the engine rpm indicator light (SUB) using the following procedure.



1. While “SUB” is selected, press the SELECT switch (Down) for about 2 seconds to move to the setting screen.

2. Press the SELECT switch (Up or Down) to select a preset rpm.

SUB LED ④ preset rpm ranges are as follows:
250 rpm ◄► 500 rpm ◄► 1000 rpm ◄► 1500 rpm ◄► 2000 rpm ◄► 2500 rpm ◄► 3000 rpm

3. Press the SELECT switch (Down) for about 2 seconds to confirm the setting and return to the setting screen.

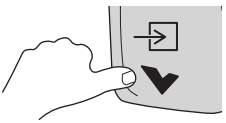
Example: When the MAIN LED ③ is preset at 10000 rpm.

SUB LED preset rpm range	SUB LED ④		MAIN LED ③ (White)
	(Green)	(Yellow)	
250	9500	9750	10000
500	9000	9500	10000
1000	8000	9000	10000
1500	7000	8500	10000
2000	6000	8000	10000
2500	5000	7500	10000
3000	4000	7000	10000

Example: When the engine rpm indicator light (MAIN LED ③) is set to 10000 rpm, and (SUB LED ④) is set to 500 rpm.

Engine rpm (r/min) and preset rpm	SUB LED ④		MAIN LED ③ (White)	
	(Green)	(Yellow)		
Engine rpm < 9000	–	–	–	
9000 ≦ Engine rpm < 9500	○	–	–	
9500 ≦ Engine rpm < 10000	○	○	–	
10000 ≦ Engine rpm	○	○	○	Blink

BRIGHT (engine rpm indicator MAIN LED ③ brightness)
Set the brightness of the engine rpm indicator light (MAIN) ③.

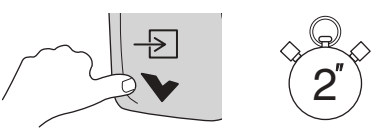


1. While “BRIGHT” is selected, press the SELECT switch (Down) for about 2 seconds to move to the setting screen.

2. Press the SELECT switch (Up or Down) to set the brightness. The adjustment range is in 6 steps from “▫” (Lowest) to “▫▫▫▫▫” (Highest).
3. Press the SELECT switch (Down) for about 2 seconds to confirm the setting and return to the setting screen.

4. QS SET (Quick Shift)
Set the MODE setting for "Quick Shift" to <OFF> or <ON> using the following procedure. Once the "Quick Shift" has been set, the throttle grip and clutch lever operations are not required in the shift change operation.

NOTE: For the riding with the "Quick Shift" used, refer to page 5-6.



1. From the "MENU" indication, select "QS SET" and press the SELECT switch (Down) for about 2 seconds. "QS SET" starts blinking and moves to the setting screen.

2. Press the SELECT switch (Up or Down) to select MODE.

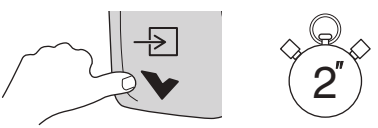
MODE <OFF>
The "Quick Shift" is unavailable.
- Press the SELECT switch (Up) to select <OFF>.

MODE <ON>
The "Quick Shift" is available.
- Press the SELECT switch (Down) to select <ON>.

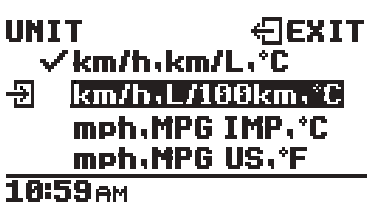
When the <ON> is selected, the Quick Shift indicator "QS" ㉑ comes on.

5. UNIT

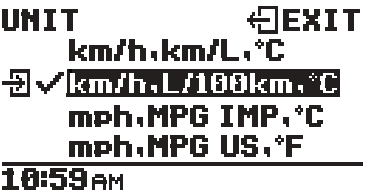
Set the units of speed, distance, fuel consumption and water temperature using the following procedure.



1. From the “MENU” indication, select “UNIT” and press the SELECT switch (Down) for about 2 seconds. “UNIT” starts blinking and the display moves to the setting screen.



2. Press the SELECT switch (Up or Down) to select the units to be used. The selected item is highlighted.



3. Press the SELECT switch (Down) for about 2 seconds. The check mark “✓”moves to the selected units. At the same time, the meter switches to the selected units.

NOTE:

- *In the case of the km (km/h) specification meter, only (km/h, km/L, °C), (km/h, L/100km, °C) can be selected.*
- *When the SELECT switch (Up) is pressed for about 2 seconds while setting, the setting is terminated and the display returns to the “MENU” indication. In this case, the setting at the time of termination is adopted.*

6. SERVICE

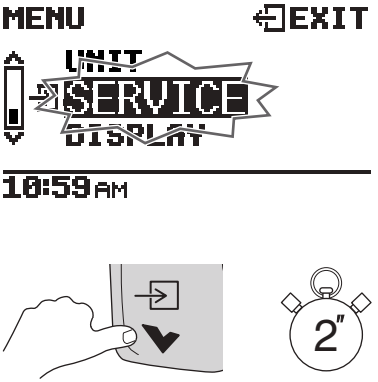
"Service Reminder" is a function that notifies you when the next service is due by means of a date and distance indication and an indicator light.

⚠ WARNING

Continuing to ride the motorcycle without performing required maintenance service will adversely affect the motorcycle and may cause malfunctions.

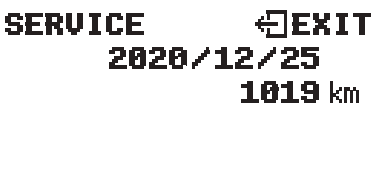
Use the service remainder to remind you when it is time to have maintenance performed. Ask your Suzuki dealer to perform the service and to reset the service remainder.

NOTE: Consult your Suzuki dealer for the service reminder setting.



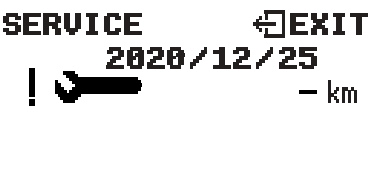
To check the date and distance that is set, select "SERVICE" from the "MENU" indication and press the SELECT switch (Down) for about 2 seconds. "SERVICE" starts blinking and moves to display the indication screen.

<Before the service reminder indicator comes on>



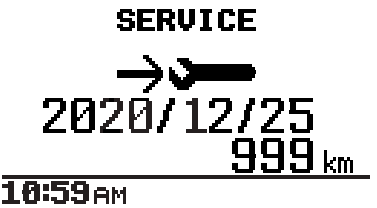
- Set date is indicated.
- Remaining distance to the set distance is indicated.

<When the service reminder indicator comes on>



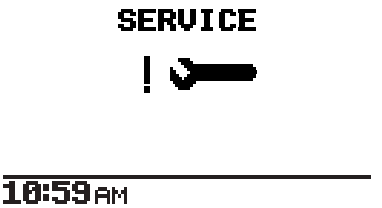
- The " ! " and "🔧" marks are indicated when the set date or distance has been reached.
- Regardless of which is reached first, distance or date, the distance is indicated with "-km" or "-mile" and the date is indicated with the set date.
- When the ignition switch in turned ON, you are notified that the service interval has been reached for 3 seconds.

<Opening advance notice screen>



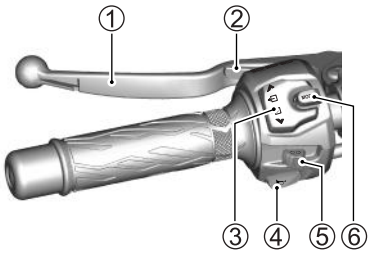
If 1 month or 1000 km (600 mile) remains before the set date or distance, advance notice of the service interval (inspection date, remaining distance) is indicated for 3 seconds when the ignition switch is turned ON.

<Opening alarm screen>



If the service reminder indicator comes on, an alarm screen is indicated for 3 seconds when the ignition switch is turned ON.

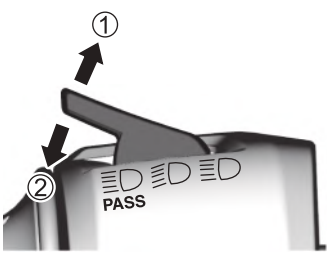
LEFT HANDLEBAR



CLUTCH LEVER ①
The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting transmission gears. Squeezing the lever disengages the clutch.

DIMMER SWITCH / HEADLIGHT FLASHER SWITCH / LAP TIME COUNTER SWITCH ②

Dimmer switch
Changes the headlight between high-beam and low-beam.



① High-beam
② Headlight flasher / Lap time counter

High-beam "≡D"
Push the switch away from you to change to high-beam.

Low-beam "≡D"
Pull the switch toward you to change to low-beam.

Headlight Flasher Switch / Lap Time Counter Switch

" ≡D PASS " position
This position has two functions;
- Press the switch to flash the headlight high beam.
- Use the switch for lap time measurement. Refer to the INSTRUMENT PANEL section for details.

NOTE: For more detailed information on LAP TIME, see page 2-31.

NOTICE

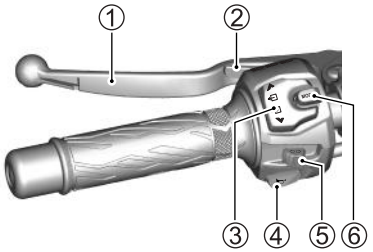
Sticking tape or placing objects in front of the headlight can obstruct headlight heat radiation. This can result in headlight damage.

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

NOTICE

Do not put objects in front of the headlight or taillight when they are on, and do not cover with clothes when the motorcycle is stopped.

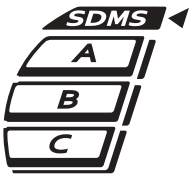
This may cause melting of the lens or damage to the object by the heat from the lens.



SELECT SWITCH ③
The SELECT switch operates the following functions: Suzuki Drive Mode Selector (SDMS), traction control system operation, and instrument panel operation.

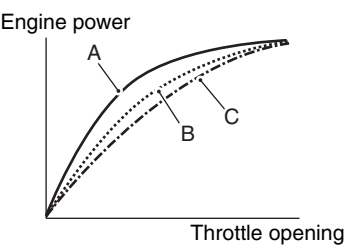
NOTE: For more detailed information on the INSTRUMENT PANEL, see page 2-10.

SUZUKI DRIVE MODE SELECTOR (SDMS)



SDMS is a device that allows engine output characteristics to be chosen from A, B, or C drive modes to suit the rider's preferences, with a range of choices available for riding modes including high-speed cruising and congested roads.

Drive Mode Characteristics

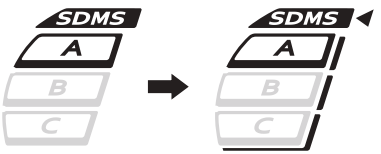


A-mode
A-mode provides sharp throttle response at all throttle openings to obtain maximum engine power.

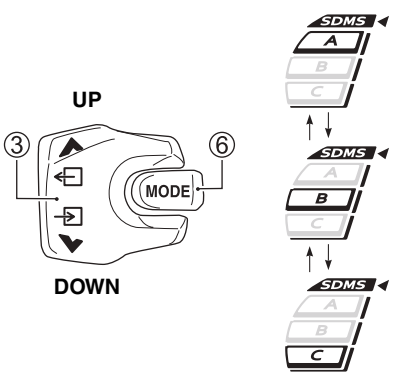
B-mode
B-mode provides softer throttle response than A-mode up to middle throttle openings.

C-mode
C-mode provides softer throttle response than B-mode up to high throttle openings.

Mode setting
When the ignition switch is turned ON, the motorcycle will be in the drive mode that was selected the last time the ignition switch was turned OFF. Follow the procedure below to operate the Suzuki drive mode selector.



1. Press and hold the MODE switch ⑥ for about 2 seconds to go into the mode selection state.



2. Close the throttle grip completely. Press the SELECT switch ③ (Up or Down) to select a mode. By pressing the SELECT switch ③ (Up), the indication changes in the order of C ⟶ B ⟶ A. By pressing the SELECT switch ③ (Down), the indication changes in the order of A ⟶ B ⟶ C.
3. The Suzuki drive mode selector indicator indicates the selected mode. When the MODE switch ⑥ is pressed, the mode selection state is canceled.

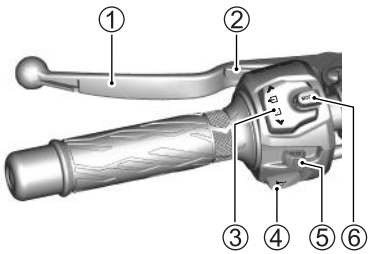
⚠ WARNING

Operating the SDMS while the motorcycle is traveling changes the engine speed and output, and may adversely affect riding stability.

Operate the SDMS only while the motorcycle is stopped.

NOTE:

- *Operating the Suzuki drive mode selector while riding with the throttle opened will change the engine speed because of the change in engine power characteristics.*
- *The Suzuki drive mode selector indicator blinks when the drive mode change operation has failed.*
- *When the mode is to be changed, do it with the throttle closed. When the throttle is opened, mode change is unavailable.*
- *If the mode cannot be switched, the indicator blinks when the SELECT switch (Up or Down) ③ is pressed.*



Traction Control System

When the traction control system senses rear wheel spin during acceleration, it automatically controls engine power output to restore the gripping power of the rear tire. The traction control indicator light "TC" blinks when the traction control system is controlling engine power output.

⚠ WARNING

Replacing the tires with other than the specified tires can be hazardous.

When replacing tires, be sure to mount the specified tires. If tires other than the specified size or type are mounted on the motorcycle, the traction control system will not be able to control engine power output properly.

⚠ WARNING

Relying too much on the traction control system can be hazardous.

The traction control system cannot provide control to limit rear wheel spin under certain conditions. The system cannot control rear wheel spin resulting from high speed cornering, excessive bank angle, braking operation or engine braking effect. Be sure to operate the motorcycle at an appropriate speed according to your riding skill, weather and road conditions.

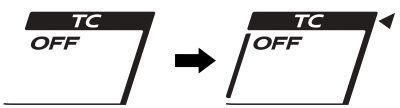
NOTE:

- *When the traction control system is controlling engine power output, the engine sound and exhaust sound will change.*
- *When the front tire is not in full contact with the road surface due to sudden acceleration or other reasons, the traction control system will control engine power output.*
- *When the front or rear tires do not stay in full contact with the road surface, such as when riding on a bumpy road, the traction control system will control engine power output.*
- *When the traction control system is controlling engine power output, the engine speed will not increase even if the throttle grip is operated to increase engine power. If this happens, close the throttle completely to restore the normal condition.*

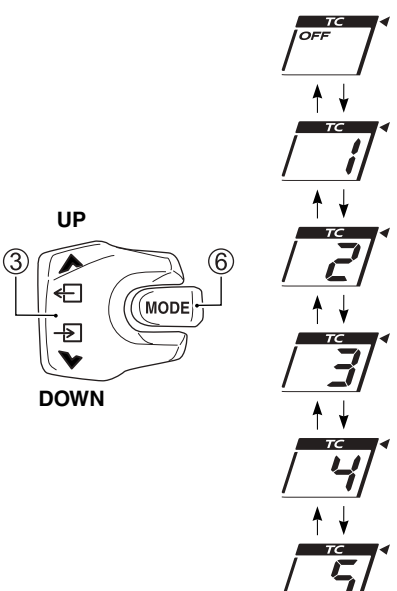
The traction control system can be turned OFF or can be set to one of 5 sensitivity settings (Mode 1 to Mode 5).

The traction control system regulates the engine output so as to reduce the rear wheel's free spinning. The sensitivity level is the lowest in Mode 1 and is the highest in Mode 5. If "OFF" is selected, the engine output is not regulated even when the rear wheel spins freely.

Mode setting

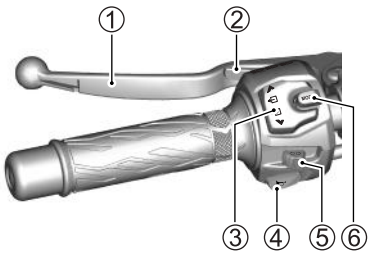


1. Press the MODE switch ⑥ to go into the mode selection state.



2. Press the SELECT switch ③ (Up or Down) to select a mode. By pressing the SELECT switch ③ (Up), the indication changes from Mode 5 to OFF. By pressing the SELECT switch ③ (Down), the indication changes from OFF to Mode 5. If the MODE switch ⑥ is pressed while selecting a mode, then the mode selection state is canceled.

NOTE: Be sure to keep the throttle fully closed when changing the mode. If the change of mode is not possible because the throttle is not fully closed, the selected mode on the traction control system indicator blinks.



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

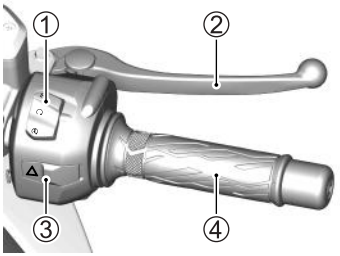
TURN SIGNAL LIGHT SWITCH "⇦⇨" ⑤
Moving the switch to the "⇦" position will flash the left turn signals. Moving the switch to the "⇨" position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch in.

⚠ WARNING

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

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

RIGHT HANDLEBAR



ENGINE STOP SWITCH / ELECTRIC STARTER SWITCH ①

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

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

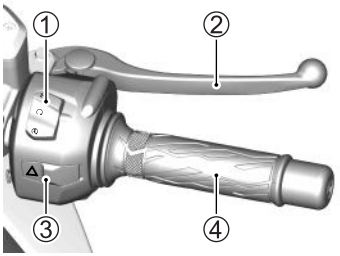
"⊗" position
Electric circuits related to the engine are not connected.
- The engine stops.
- The engine cannot be started.

NOTICE

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

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

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



Electric Starter Switch "⏲"
Pressing the electric starter switch causes the starter motor to turn over and starts the engine.
For details, see "STARTING THE ENGINE" on page 5-2.

NOTE: This motorcycle is equipped with an interlock system for the ignition circuit and the starter circuit. The engine can only be started if:
- *The transmission is in neutral, or*
- *The transmission is in gear, the side stand is fully up and the clutch is disengaged.*

NOTICE

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

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

NOTICE

If the neutral indicator light and the gear position indicator are not giving proper indications, starting the engine can cause serious engine damage.

Before starting the engine, make sure of the followings:
- **When the neutral indicator light comes on, the gear position indicator should indicate "N" (Neutral).**
- **When the neutral indicator light goes off, the gear position indicator should indicate either "1", "2", "3", "4", "5" or "6".**
- **If the neutral indicator light and the gear position indicator are not working properly, consult your Suzuki dealer.**

Suzuki Easy Start System

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

- If the gear position is neutral you can start the engine without pulling in the clutch.
- If the gear position is anything except neutral you must pull in the clutch to start the engine.

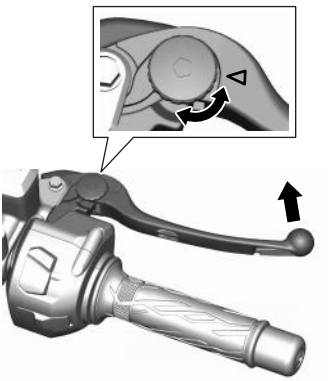
In some cases the engine may not start due to the position of the side stand and the gear. For details see "SIDE STAND" on page 2-65.

NOTE: Depending on the condition of the battery, the engine might not start easily by Suzuki Easy Start System. If the engine is difficult to start, squeeze the clutch lever with the transmission in neutral and continue pressing the electric starter switch to start the engine. If the engine fails to start, the battery will most likely lose power. In this case, charge or change the battery.

FRONT BRAKE LEVER ②

The front brake is applied by squeezing the brake lever gently toward the throttle grip. This motorcycle is equipped with a disk brake system and excessive pressure is not required to slow the machine down properly. The brake light will be lit when the lever is squeezed inward.

Front Brake Lever Adjustment

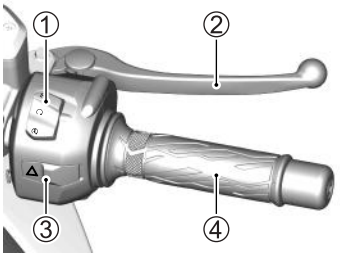


The distance between the throttle grip and the front brake lever is adjustable to 5 positions. To change the position, push the brake lever forward and turn the adjuster to the desired position. When changing the brake lever position, always be sure the adjuster stops in the proper position; a projection of the brake lever pivot should fit into the depression of the adjuster. This motorcycle is delivered from the factory with its adjuster set on position 3.

⚠ WARNING

Adjusting the front brake lever position while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle.

Never adjust the front brake lever position while riding. Keep both hands on the handlebars.



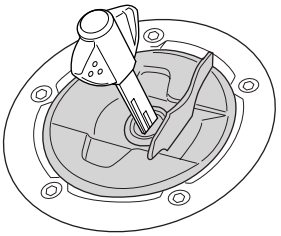
HAZARD WARNING SWITCH "⚠" ③

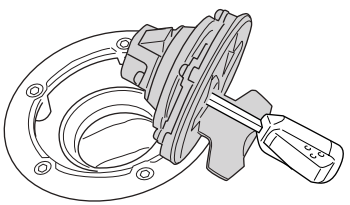
All four turn signal lights and indicators will flash simultaneously when the switch is turned on with the ignition switch in the "ON" or "P" position. Use the hazard warning lights to warn other traffic during emergency parking or when your vehicle could otherwise become a traffic hazard.

THROTTLE GRIP ④

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

FUEL TANK CAP

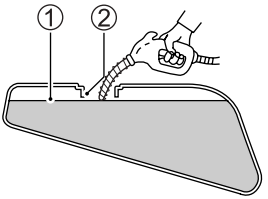




To open the fuel tank cap, insert the ignition key into the lock and turn it clockwise. With the key inserted, lift up with the key and open the fuel tank cap. To close the fuel tank cap, push the cap down firmly with the key in the cap lock.

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

Fuel tank capacity:
12.0 L (3.2/2.6 US/Imp. gal)



① Fuel level
② Filler neck

⚠ WARNING

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

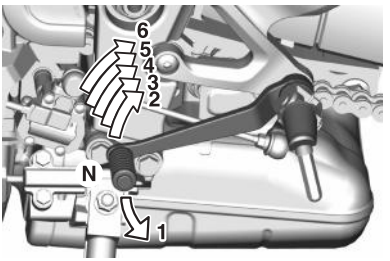
Stop adding fuel when the fuel level reaches the bottom of the filler neck.

⚠ WARNING

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

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

GEARSHIFT LEVER

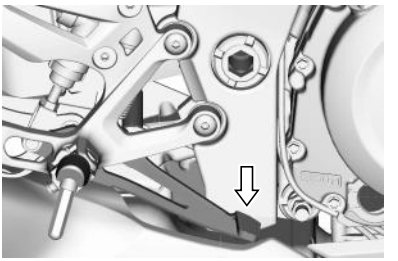


This motorcycle has a 6-speed transmission which operates as shown. To shift properly, squeeze the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the gearshift lever to upshift and depress the lever to downshift. Neutral is located between 1st and 2nd gear. When neutral is desired, depress or lift the lever halfway between 1st and 2nd gear.

NOTE: When the transmission is in neutral, the green indicator light on the instrument panel will be lit. However, even though the light is illuminated, cautiously and slowly release the clutch lever to make sure that the transmission is positively in neutral.

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

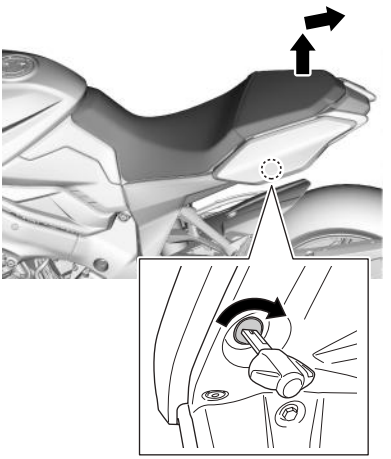
REAR BRAKE PEDAL



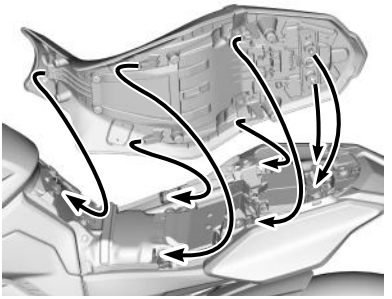
Depressing the rear brake pedal will apply the rear disk brake. The brake light will be illuminated when the rear brake is operated.

SEAT LOCK AND HELMET HOLDERS

SEAT LOCK



The seat lock is located under the left frame cover. To remove the seat, insert the ignition key into the lock and turn it clockwise. Raise the rear end of the seat and slide it backward.



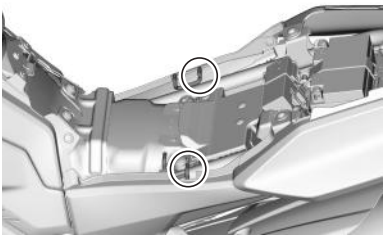
To reinstall the seat, slide the seat hooks into the seat hook retainers and push down firmly until the seat snaps into the locked position.

⚠ WARNING

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

Latch the seat securely in its proper position.

HELMET HOLDERS



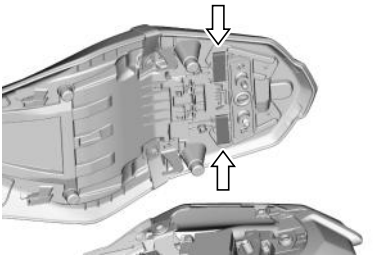
There are helmet holders under the seat. To use them, remove the seat, hook your helmet to the helmet holder and refit the seat.

⚠ WARNING

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

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

LUGGAGE STRAPS



The luggage straps are folded under the seat. Extract the straps from the hooks and reinstall the seat with the straps out. Hook bands to the straps to fix luggage on the seat.

SIDE STAND

An interlock system 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 stop running.
- If the engine is running and the side stand is put down with the transmission in gear, the engine will stop running.

⚠ WARNING

Riding with the side stand incompletely retracted 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.

NOTICE

If you do not take proper precautions when parking, the motorcycle can fall over.

Park the motorcycle on firm, level ground whenever possible. If you must park on an incline, aim the front of the motorcycle uphill and put the transmission into 1st gear to reduce the possibility of rolling off the side stand.

SUSPENSION ADJUSTMENT

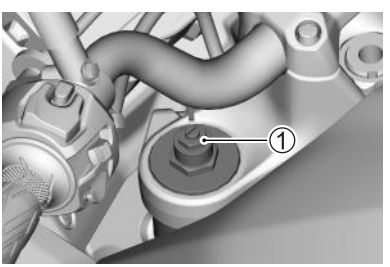
The standard settings for both the front and rear suspensions are selected to meet various riding conditions such as low to high motorcycle speed and light to heavy load on the motorcycle. The suspension settings can be adjusted and fine-tuned according to your preference.

NOTICE

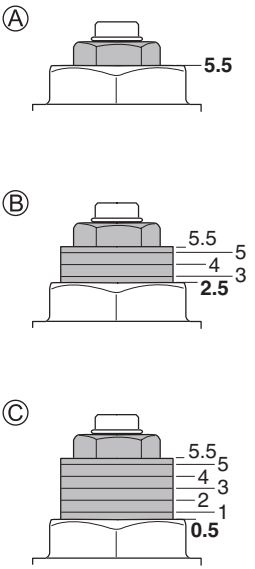
Turning adjusters by force can damage the suspensions.

Do not turn adjusters beyond their natural limits.

FRONT SUSPENSION
Spring Pre-load Adjustment



To change the spring pre-load, turn the adjuster ① clockwise or counterclockwise. Turning the adjuster clockwise will increase the spring pre-load. Turning the adjuster counterclockwise will decrease the spring pre-load. There are 5 grooved lines on the side of the adjuster ① for reference. Position 0.5 provides the minimum spring pre-load and position 5.5 provides the maximum pre-load. This motorcycle is delivered from the factory with its adjuster set on position 2.5.



Ⓐ Position 5.5
Ⓑ Position 2.5
Ⓒ Position 0.5

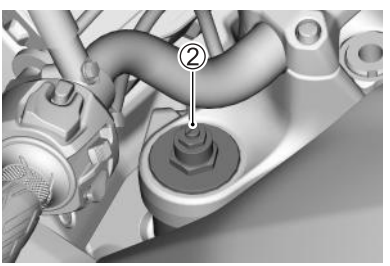
⚠ WARNING

Unequal suspension adjustment can cause poor handling and instability.

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

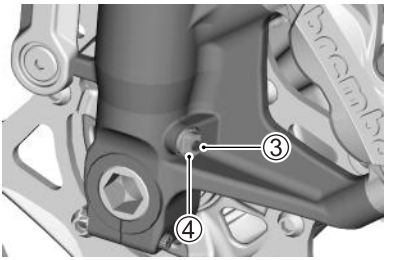
Damping Force Adjustment
The rebound and compression damping force can be individually adjusted by turning the respective adjusters. The rebound damping force adjusters ② are located at the top of the front suspension. The compression damping force adjusters ③ are located at the bottom of the front suspension.

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 8 clicks.

Turn the adjuster clockwise from the standard position to stiffen the damping force. Turn the adjuster counterclockwise to soften the damping force. The damping force should be adjusted gradually, 1 click at a time, to fine-tune the suspension.



To set the compression damping force adjuster to the standard position, turn the adjuster clockwise until it stops and then turn it counterclockwise 2 turns.

Turn the adjuster clockwise from the standard position to stiffen the damping force. Turn the adjuster counterclockwise to soften the damping force. The damping force should be adjusted gradually, 1/8 turn at a time, to fine-tune the suspension.

NOTE: Do not loosen the adjuster base ④, or front fork oil will ooze through the adjuster base.

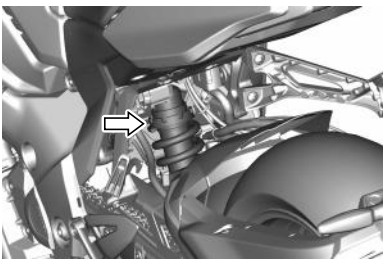
⚠ WARNING

Unequal suspension adjustment can cause poor handling and instability.

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

REAR SUSPENSION

Spring Pre-load Adjustment



The rear suspension spring pre-load is adjustable to compensate for the rider, load, riding style and road conditions. The spring pre-load is adjustable to 7 positions. To change the spring pre-load setting, place the motorcycle on the side stand. Twist the spring tension ring to the desired position with the optional tool kits. Position 1 provides the softest spring tension and position 7 provides the stiffest. This motorcycle is delivered from the factory with its adjuster set on position 3.

Available from Suzuki dealer
- CLAMP WRENCH
  (Part No. 09822-00005)
- HANDLE,RING SPANNER
  (Part No. 09817-00037)

Rear Suspension Label

⚠ WARNING

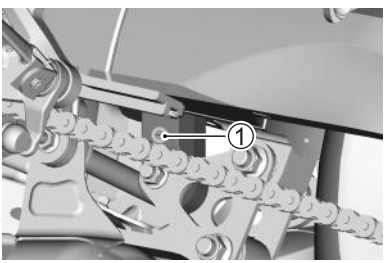
This unit contains high-pressure nitrogen gas.
Mishandling can cause explosion.

- **Keep away from fire and heat.**
- **Read owner's manual for more information.**

NOTE: Ask your Suzuki dealer to dispose of the rear suspension unit.

Damping Force Adjustment
The rebound damping force can be adjusted by turning the adjuster ①. The rebound damping force adjuster ① is located at the bottom of the rear suspension.

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 1 turn.

Turn the adjuster clockwise from the standard position to stiffen the damping force. Turn the adjuster counterclockwise to soften the damping force. The damping force should be adjusted gradually, 1/8 turn at a time, to fine-tune the suspension.

FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS

FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS

FUEL OCTANE RATING

Use premium unleaded gasoline with an octane rating of 95 or higher (Research method). Unleaded gasoline can extend spark plug life and exhaust components life.

(Canada)
Your motorcycle requires premium unleaded gasoline whenever possible, with a minimum pump octane rating of 90 ((R+M)/2 method). In some areas, the only fuels that are available are oxygenated fuels.

NOTE:
- *The KATANA engine is designed to use premium unleaded gasoline only. Use premium unleaded gasoline under all riding conditions.*
- *If the engine develops some trouble like lack of acceleration or insufficient power, the cause may be due to the fuel the motorcycle uses. In such case, try changing to a different gas station. If the situation is not improved by changing, consult your Suzuki dealer.*

OXYGENATED FUEL RECOMMENDATION

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

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

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

Use the recommended gasoline which conforms to the following labels. (UK, EU)

NOTE:

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

NOTICE

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

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

NOTICE

Do not use leaded gasoline.

Use of leaded gasoline causes the catalytic converter to malfunction.

ENGINE OIL

DESCRIPTION

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

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

SELECTING THE ENGINE OIL

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

< SUZUKI Genuine Oil >

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

< Equivalent Engine Oil >

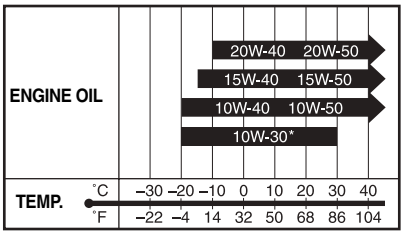
Equivalent Engine Oil means engine oil that meets the following standards.

SAE	API	JASO
10W-40	SJ, SL, SM or SN	MA (MA1, MA2)

API: American Petroleum Institute
JASO: Japanese Automobile Standards Organization

SAE Engine Oil Viscosity

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

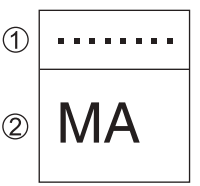


* USE ONLY SJ or SL.

JASO T903

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

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



① Code number of oil sales company
② Oil classification

Energy Conserving

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

API SJ, SL, SM or SN

Recommended

API SJ, SL or SM

API SN

Not recommended

ENGINE COOLANT SOLUTION

Use "SUZUKI SUPER LONG LIFE COOLANT" or "SUZUKI LONG LIFE COOLANT". If "SUZUKI SUPER LONG LIFE COOLANT" and "SUZUKI LONG LIFE COOLANT" are not available, use a glycol-based antifreeze compatible with an aluminum radiator mixed with distilled water only at the ratio of 50:50.

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. Solution can be poisonous to animals.

Do not drink antifreeze or coolant solution. If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. Avoid inhaling mist or hot vapors; if inhaled, remove to fresh air. If coolant gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

NOTICE

Spilled engine coolant can damage the painted surfaces of your motorcycle.

Be careful not to spill any fluid when filling the radiator. Wipe spilled engine coolant up immediately.

ENGINE COOLANT
Engine coolant performs as a rust inhibitor and water pump lubricant as well as an anti-freeze solution. Therefore engine coolant should be used at all times even though the atmospheric temperature in your area does not go down to the freezing point.

SUZUKI SUPER LONG LIFE COOLANT (Blue)
"SUZUKI SUPER LONG LIFE COOLANT" is pre-mixed to the proper ratio. Add only "SUZUKI SUPER LONG LIFE COOLANT" if coolant level drops. It is not necessary to dilute "SUZUKI SUPER LONG LIFE COOLANT" when replacing coolant.

SUZUKI LONG LIFE COOLANT (Green)

Water for mixing
Use distilled water only. Water other than distilled water can corrode and clog the aluminium radiator.

Required amount of water/coolant
Solution capacity (total):
2750 ml (2.9/2.4 US/Imp. qt)

50%	Water	1375 ml (1.5/1.2 US/Imp. qt)
	Coolant	1375 ml (1.5/1.2 US/Imp. qt)

NOTE: This 50% mixture will protect the cooling system from freezing at temperatures above –31°C (–24°F). If the motorcycle is to be exposed to temperature below –31°C (–24°F), this mixing ratio should be increased up to 55% (–40°C/–40°F) or 60% (–55°C/–67°F) coolant. The mixing ratio should not exceed 60% coolant.

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

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

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

MAXIMUM ENGINE SPEED RECOMMENDATION

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

Initial	800 km (500 miles)	Below 5700 r/min
Up to	1600 km (1000 miles)	Below 8600 r/min
Over	1600 km (1000 miles)	Below 11500 r/min

VARY THE ENGINE SPEED

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

BREAKING IN THE NEW TIRES

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

⚠ WARNING

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

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

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1600 km (1000 miles).

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The initial service (1000 km maintenance) is the most important service your motorcycle will receive. During break-in operation, all of the engine components will have mated together and seated. Maintenance required as part of the initial service includes correction of all adjustments, tightening of all fasteners and replacement of dirty oil. Timely performance of this service will help make sure you get the best service life and performance from the engine.

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

INSPECTION BEFORE RIDING

⚠ WARNING

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

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

⚠ WARNING

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

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

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

⚠ WARNING

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

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

WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No play or looseness
Throttle	Smooth operation and positive return of the throttle grip to the closed position
Clutch (☞ 6-24)	• Correct lever play • Smooth and progressive action
Brakes (☞ 2-59, 2-62, 6-31)	• Proper pedal and lever operation • Fluid level in the reservoirs to be above “LOWER” line • Correct pedal and lever play • No “sponginess” • No fluid leakage • Brake pads not worn down to the limit line
Suspension (☞ 2-66)	Smooth movement
Fuel (☞ 2-21)	Enough fuel for the planned distance of operation
Drive chain (☞ 6-27)	• Correct tension or slack • Adequate lubrication • No excessive wear or damage
Tires (☞ 6-35)	• Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 6-18)	Correct level
Cooling system (☞ 6-25)	• Proper coolant level • No coolant leakage
Lighting (☞ 2-7, 2-10, 2-51)	Operation of all lights and indicators
Horn (☞ 2-56)	Correct function
Engine stop switch (☞ 2-57)	Correct function
Side stand / Ignition interlock system (☞ 6-39)	Proper operation

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, make sure:

- The transmission is in neutral.
- The engine stop switch is in the "○" position.

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

- *The transmission is in neutral, or*
- *The transmission is in gear, the side stand is fully up and the clutch is disengaged.*

NOTE: The fuel supply system stops the engine when the motorcycle is overturned. Turn off the ignition switch before restarting the engine.

NOTICE

If the neutral indicator light and the gear position indicator are not giving proper indications, starting the engine can cause serious engine damage.

Before starting the engine, make sure of the followings:

- **When the neutral indicator light comes on, the gear position indicator should indicate "N" (Neutral).**
- **When the neutral indicator light goes off, the gear position indicator should indicate either "1", "2", "3", "4", "5" or "6".**
- **If the neutral indicator light and the gear position indicator are not working properly, consult your Suzuki dealer.**

When the Engine is Cold or Warm:
Close the throttle completely and push the electric starter switch "⚡".

When a Cold or Warm Engine is Hard to Start:
Open the throttle approximately 1/8 turn and push the electric starter switch "⚡".

⚠ WARNING

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

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

NOTICE

After starting the engine, opening the throttle or running the motorcycle with the oil pressure indicator light turned on, may adversely affect the engine.

Make sure that the oil pressure indicator light has turned off before operating the throttle or running the motorcycle.

NOTICE

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

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

Suzuki Easy Start System

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

- If the gear position is neutral you can start the engine without pulling in the clutch.
- If the gear position is anything except neutral you must pull in the clutch to start the engine.

In some cases the engine may not start due to the position of the side stand and the gear. For details see “SIDE STAND” on page 2-65.

NOTE: Depending on the condition of the battery, the engine might not start easily by Suzuki Easy Start System. If the engine is difficult to start, squeeze the clutch lever with the transmission in neutral and continue pressing the electric starter switch to start the engine. If the engine fails to start, the battery will most likely lose power. In this case, charge or change the battery.

STARTING OFF

⚠ WARNING

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

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

⚠ WARNING

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

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

⚠ WARNING

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

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

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

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

USING THE TRANSMISSION

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

(Canada)

The table below shows the approximate speed range for each gear.

Shifting up schedule

Gear position	km/h	mph
1st → 2nd	32	20
2nd → 3rd	52	32
3rd → 4th	62	39
4th → 5th	71	44
5th → 6th	79	49

Shifting down schedule

Gear position	km/h	mph
6th → 5th	71	44
5th → 4th	62	39
4th → 3rd	52	32
3rd → 2nd	32	20
2nd → 1st	19	12

Disengage the clutch when the motorcycle speed drops below 15 km/h (9 mph).

⚠ WARNING

Downshifting when engine speed is too high can:

- **cause the rear wheel to skid and lose traction due to increased engine braking, resulting in an accident; or**
- **force the engine to overrev in the lower gear, resulting in engine damage.**

Reduce speed before downshifting.

⚠ WARNING

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

Reduce your speed and downshift before entering a corner.

NOTICE

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

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

NOTICE

Improper gearshift lever operation can damage the transmission.

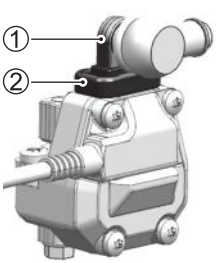
- **Do not rest your foot on the gearshift lever.**
- **Do not use force to shift gears.**

What is "Quick Shift"

The "Quick Shift" is a function that assists the shift change operation during motorcycle riding.

Once the "Quick Shift" has been set on the instrument panel display, the shift change operation is available without using the throttle grip or clutch lever during riding.

When the motorcycle starts moving from the stopping status, or is stopped with the gear engaged, it is required for you to use the clutch lever to perform the shift change operation.



① Gearshift sensor lever
② Boot

NOTICE

Failure to observe the following operational rules may result in damage to gearshift sensor and related components.

- **Do not disassemble gearshift sensor or boot.**
- **Do not use organic solvents such as part cleaners or gasoline on gearshift sensor and related components.**
- **Do not subject gearshift sensor and surrounding areas to high-pressure washing.**

NOTICE

When any of the parts related to the gear shifting mechanism, are changed or modified, the "Quick Shift" might not operate correctly. Also, unlike the automatic transmission, the "Quick Shift" does not perform the shift change operation automatically. Operating the system in low gears with very high RPM may place a high load on the units such as the transmission.

Perform the shift change operation yourself according to the engine or motorcycle speed.

"Quick Shift" operation procedure

1. Set the MODE setting of "QS SET" (Quick Shift) to <ON> on the instrument panel display. For details, see "4. QS SET (Quick Shift)" on page 2-46.
2. Squeeze the clutch lever to shift the gear to the 1st position.

NOTE: Even when the "Quick Shift" has been set, the gear shift lever operation procedure is not changed from that before the setting. If the shift change is to be performed regardless of the setting of "Quick Shift", move the gear shift lever securely until the end of its travel.

3. When the shift change operation is to be performed after the motorcycle starts moving, do not use the clutch lever, but move the gear shift lever.
   - When the shift change operation is to be performed, the motorcycle adjusts the engine speed according to the situation at that time, so the throttle grip operation is not required.
   - The "Quick Shift" is activated when the engine speed exceeds 2000 r/min.
   - When the shift change operation is to be performed, move the gear shift lever until you feel it at the end of its travel.
   - When the Quick Shift indicator blinks, the "Quick Shift" is not available.

NOTE: "Quick Shift" may not operate when the ambient temperature is low. If this happens, start the engine and allow the engine to warm before trying again. If "Quick Shift" still does not operate, contact your Suzuki dealer.

NOTICE

When the shift change operation is performed in the following cases, without using the clutch lever, the engine or drive system might be damaged. In the following cases, use the clutch lever.

- **The "Quick Shift" has been set to <OFF>.**
- **The engine speed is 2000 r/min or less.**

NOTE: During riding, the Quick Shift indicator blinks in the following cases.

- *The shift change operation is performed at the engine speed of 2000 r/min or less.*
- *The shift change operation is performed with the clutch lever squeezed.*
- *The shift down operation is performed with the gear shifted to the 1st position or the shift up operation is performed with the gear shifted to the 6th position.*

4. When the motorcycle is to be stopped, stop it with the clutch lever squeezed.

NOTE:

- *Even when the shift change operation is performed continuously using the "Quick Shift", the shift change operation should be done correctly step by step.*
- *When the shift change operation is performed without clutch lever squeezed and with the throttle opening angle kept constant, the "Quick Shift" operation can be smoothly performed.*

Issues that Require Dealer Maintenance

Contact your Suzuki dealer whenever the following issues occur.

- "Quick Shift" does not operate when the engine is warm.
- Gearshift sensor lever is sticking.
- Torn boot

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When descending a long, steep slope, use the 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

Anti-lock Brake System (ABS)
This model is equipped with an Anti-lock Brake System (ABS) designed to help prevent wheel lock up during hard braking or during braking on slippery surfaces while riding in a straight line.

The ABS will operate whenever it senses that the wheels are locking up. You may feel the brake lever and/or the brake pedal pulsate lightly while the ABS is operating.

Even though ABS helps prevent wheel lock-up, you must still be careful when braking in curves. Hard braking while turning could cause wheel skidding and loss of control, whether or not your motorcycle is equipped with ABS. Having ABS does not mean you can take unnecessary risks. ABS will not compensate for poor judgment, incorrect braking techniques, or not slowing down over bad roads or in poor weather conditions.

You must still ride sensibly and alertly.

On regular paved roads, some riders may be able to obtain slightly shorter stopping distances with conventional brake systems than with ABS.

NOTE: In some situations, a motorcycle with ABS may require a longer stopping distance to stop on loose or uneven surfaces than an equivalent motorcycle without ABS.

⚠ WARNING

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

Apply both brakes evenly and at the same time.

⚠ WARNING

Braking while turning the motorcycle can be hazardous, whether or not your motorcycle is equipped with ABS. ABS can not control wheel side-slips that occur when you brake hard while turning and the side-slips could cause loss of control.

Slow down sufficiently in a straight line before you begin to turn and avoid other than slight braking while turning.

⚠ WARNING

Failure to use good judgment with ABS can be hazardous. ABS cannot make up for bad road conditions, bad judgement, or improper operation of the brakes.

Remember that ABS will not compensate for poor judgment, incorrect braking techniques, or the need to slow down over bad roads or in poor weather conditions. Use good judgment and do not ride faster than conditions will safely allow.

How the ABS Works

ABS works by electronically controlling braking pressure. A computer monitors wheel rotation speed. If the computer detects that a braked wheel has slowed suddenly, indicating a skidding situation, the computer will reduce braking pressure to prevent that wheel from locking up. ABS works automatically, so you do not need any special braking technique. Just apply the front and rear brakes, as forcefully as necessary for the situation, without pumping either one. It is normal for the brake lever/pedal to pulsate while the ABS is operating.

Non-recommended tires can affect wheel speed and may confuse the computer.

ABS does not work at very low speed, less than about 8 km/h (5 mph), and does not work with a discharged battery.

Stopping and Parking

1. Twist the throttle grip away from yourself to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time.
3. Downshift through the gears as road speed decreases.
4. Select neutral with the clutch lever squeezed toward the grip (disengaged position) when the motorcycle is almost completely stopped. The neutral position can be confirmed by observing the neutral indicator light.

⚠ WARNING

Sudden braking or sudden downshifts can impair riding stability and cause side-slips and tumbles.

Avoid unnecessary sudden braking and sudden downshifts. Extreme caution is required when riding on slippery or poorly maintained roads while tilting the motorcycle to the side.

⚠ WARNING

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

Apply both brakes evenly and at the same time.

⚠ WARNING

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

Brake before you begin to turn.

⚠ WARNING

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

Brake lightly and with care on slippery or irregular surfaces.

⚠ WARNING

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

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

NOTICE

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

Use the brakes when stopping the motorcycle on inclines.

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

⚠ CAUTION

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

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

NOTE: If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Shift to neutral before starting the engine.

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

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

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

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

⚠ WARNING

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

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

⚠ WARNING

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

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

NOTICE

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

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

NOTICE

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

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

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

MAINTENANCE CHART

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

Item \ Interval		months	2	12	24	36	48
		km	1000	6000	12000	18000	24000
		miles	600	3750	7500	11250	15000
Air cleaner element (☞ 6-10)			–	I	I	R	I
* Exhaust pipe bolts and muffler bolts			T	–	T	–	T
* Exhaust control valve			I	–	I	–	I
* Valve clearance			–	–	–	–	I
* Spark plugs			–	I	R	I	R
Fuel hose (☞ 6-18)			–	I	I	I	I
			*Replace every 4 years				
* Evaporative emission control system (if equipped)			–	–	I	–	I
Engine oil (☞ 6-18)			R	R	R	R	R
Engine oil filter (☞ 6-18)			R	–	–	R	–
* PAIR (air supply) system (if equipped)			–	–	I	–	I
* Throttle bore cleaning			–	–	I	–	I
* Throttle valve synchronization			–	–	I	–	I
* Engine coolant (☞ 6-25)	"SUZUKI SUPER LONG LIFE COOLANT" (Blue)		Replace every 4 years or 48000 km (30000 miles)				
	"SUZUKI LONG LIFE COOLANT" (Green) or an engine coolant other than "SUZUKI SUPER LONG LIFE COOLANT" (Blue)		–	–	R	–	R
Radiator hose (☞ 6-26)			–	I	I	I	I
Clutch cable play (☞ 6-24)			–	I	I	I	I
Drive chain (☞ 6-27)			I	I	I	I	I
			Clean and lubricate every 1000 km (600 miles)				
* Brakes (☞ 6-31)			I	I	I	I	I
Brake fluid (☞ 6-31)			–	I	I	I	I
			*Replace every 2 years				
Brake hose (☞ 6-31)			–	I	I	I	I
			*Replace every 4 years				
Tires (☞ 6-35)			–	I	I	I	I
* Steering			I	–	I	–	I
* Front forks (☞ 2-66)			–	–	I	–	I
* Rear suspension (☞ 2-68)			–	–	I	–	I
* Chassis bolts and nuts			T	T	T	T	T
Lubrication (☞ 6-6)			Lubricate every 1000 km (600 miles)				

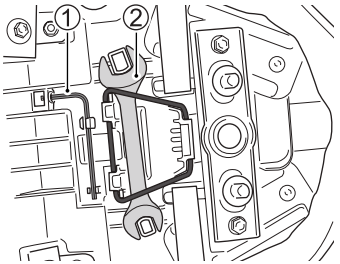
NOTE: I= Inspect and clean, adjust, replace or lubricate as necessary; R= Replace; T= Tighten

For Europe and Oceania countries

Item \ Interval		months	2	12	24	36	48
		km	1000	12000	24000	36000	48000
		miles	600	7500	15000	22500	30000
Air cleaner element (☞ 6-10)			–	I	I	R	I
* Exhaust pipe bolts and muffler bolts			T	T	T	T	T
* Exhaust control valve			I	–	I	–	I
* Valve clearance			Inspect every 24000 km (15000 miles)				
* Spark plugs			–	R	R	R	R
Fuel hose (☞ 6-18)			–	I	I	I	I
			*Replace every 4 years				
* Evaporative emission control system (if equipped)			–	–	I	–	I
Engine oil (☞ 6-18)			R	R	R	R	R
Engine oil filter (☞ 6-18)			R	–	R	–	R
* PAIR (air supply) system (if equipped)			–	–	I	–	I
* Throttle bore cleaning			–	I	I	I	I
* Throttle valve synchronization			–	I	I	I	I
* Engine coolant (☞ 6-25)	"SUZUKI SUPER LONG LIFE COOLANT" (Blue)		–	–	–	–	R
	"SUZUKI LONG LIFE COOLANT" (Green) or an engine coolant other than "SUZUKI SUPER LONG LIFE COOLANT" (Blue)		–	–	R	–	R
Radiator hose (☞ 6-26)			–	I	I	I	I
Clutch cable play (☞ 6-24)			–	I	I	I	I
Drive chain (☞ 6-27)			I	I	I	I	I
			Clean and lubricate every 1000 km (600 miles)				
* Brakes (☞ 6-31)			I	I	I	I	I
Brake fluid (☞ 6-31)			Inspect every year or 6000 km (3750 miles) *Replace every 2 years				
Brake hose (☞ 6-31)			–	I	I	I	I
			*Replace every 4 years				
Tires (☞ 6-35)			–	I	I	I	I
* Steering			I	I	I	I	I
* Front forks (☞ 2-66)			–	I	I	I	I
* Rear suspension (☞ 2-68)			–	I	I	I	I
* Chassis bolts and nuts			T	T	T	T	T
Lubrication (☞ 6-6)			Lubricate every 1000 km (600 miles)				

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

TOOLS



① Hexagon wrench (5 mm)
② Open end wrench (14 mm × 17 mm)

A tool kit is provided with your motorcycle. It is located on the bottom of the seat.

NOTE:
- *If the band is damaged or lost, consult your Suzuki dealer.*
- *Fit the tool kit securely on the bottom of the seat.*

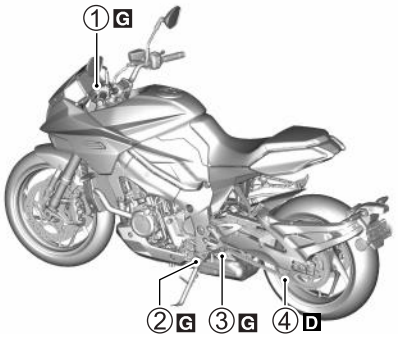
LUBRICATION POINTS

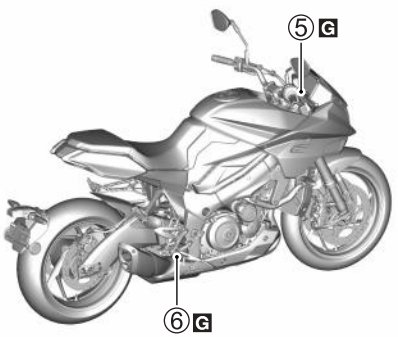
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to lubricate the motorcycle after a long rough ride and after getting it wet it in the rain or after washing it. Major lubrication points are indicated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

NOTICE

Lubricating electrical switches can damage the switches.

Do not apply grease or oil to electrical switches.





G .....Grease
D .....Drive chain lubricant

①.....Clutch lever pivot
②.....Side stand pivot and spring hook
③.....Gearshift lever pivot and footrest pivot
④.....Drive chain
⑤.....Brake lever pivot
⑥.....Brake pedal pivot and footrest pivot

BATTERY

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

NOTE:

- *For charging a sealed type battery, use a battery charger applicable to a sealed type battery.*
- *If you cannot charge the battery, consult your authorized Suzuki dealer.*

⚠ WARNING

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

Wash hands after handling any parts containing lead.

⚠ WARNING

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

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

⚠ WARNING

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

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

⚠ WARNING

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

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

NOTICE

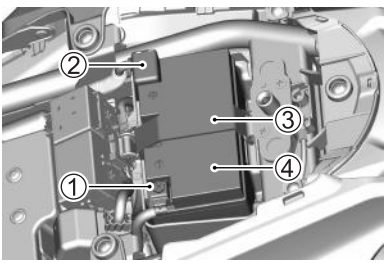
Exceeding the maximum charging rate for the battery can shorten its life.

Never exceed the maximum charging rate for the battery.

BATTERY REMOVAL

To remove the battery, follow the procedure below:

1. Place the motorcycle on the side stand.
2. Remove the seat by referring to the SEAT LOCK AND HELMET HOLDERS section.



3. Disconnect the negative (–) terminal ①.
4. Remove the cap. Disconnect the positive (+) terminal ②.
5. Remove the band ③.
6. Remove the battery ④.

To install the battery:

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

NOTICE

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

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

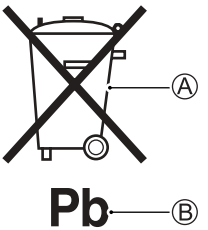
⚠ WARNING

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

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

NOTE:

- *Select the same type MF battery when replacing the battery.*
- *Recharge the battery once a month if the motorcycle is not used for a long time.*



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

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

SPARK PLUG

For the spark plug check or replacement, consult with your Suzuki dealer or a qualified mechanic.

AIR CLEANER

If the elements have become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. If you use your motorcycle under normal low-stress conditions, you should service the air cleaner at the intervals specified. If you ride in dusty, wet or muddy conditions, you will need to inspect the air cleaner element much more frequently. Use the following procedure to remove the element and inspect it.

⚠ WARNING

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

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

NOTICE

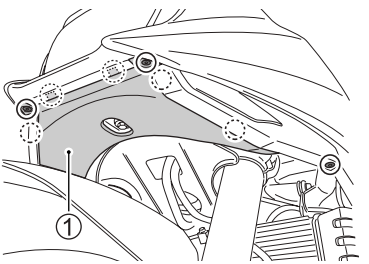
Failure to inspect the air cleaner element frequently if the vehicle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions, and engine damage may result.

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

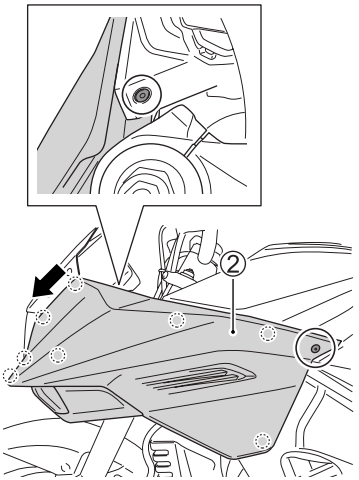
AIR CLEANER ELEMENT REMOVAL

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

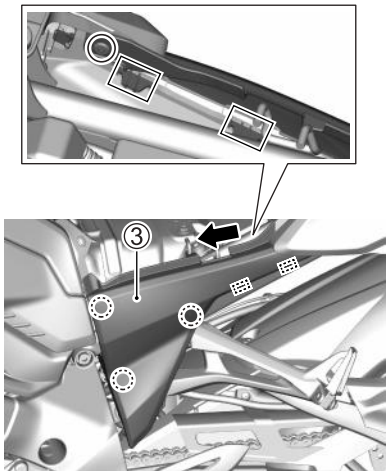
1. Place the motorcycle on the side stand.
2. Remove the seat by referring to the SEAT LOCK AND HELMET HOLDERS section.



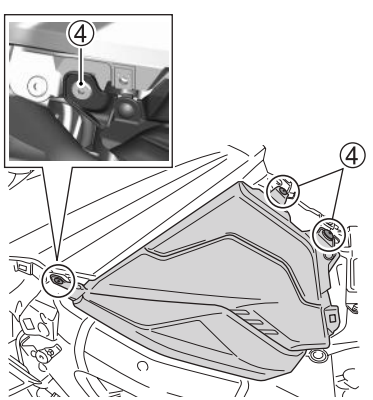
3. Remove the right and left fasteners. Unhook the hooks and remove the front body cowling ①.



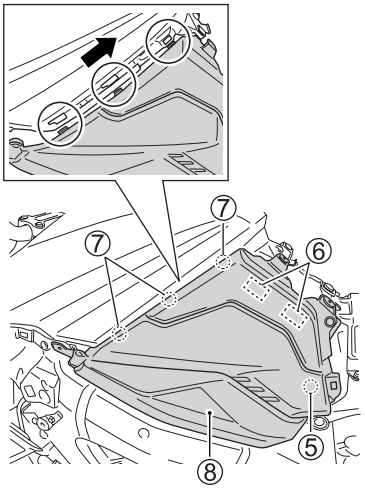
4. Remove the bolt and fastener. Unhook the hooks and remove the side cowling ② by sliding the covers forward.



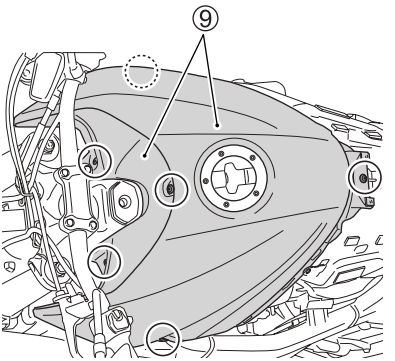
5. Remove the fastener on the inner side of frame cover. Unhook the hooks and remove the frame cover ③.



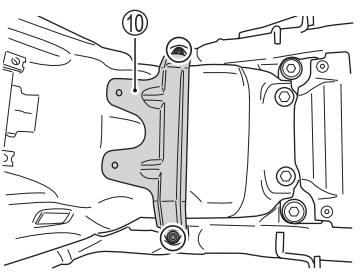
6. Remove the front frame covers bolts ④.



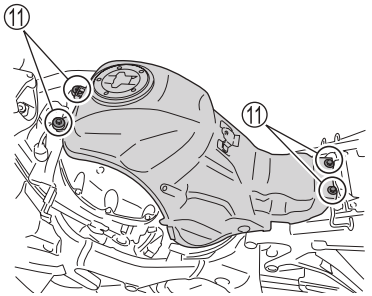
7. Unhook the hook ⑤. The front frame covers have fasteners behind the cover at the places marked with rectangles. Pull up the front frame covers rear side to unfasten the fasteners ⑥. Unhook the hooks ⑦ and remove the front frame covers ⑧.



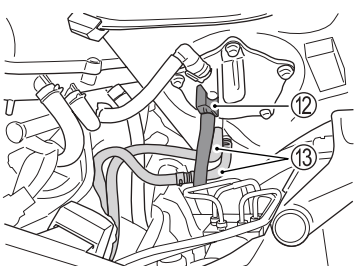
8. Remove the fasteners and bolts and remove the fuel tank covers ⑨.



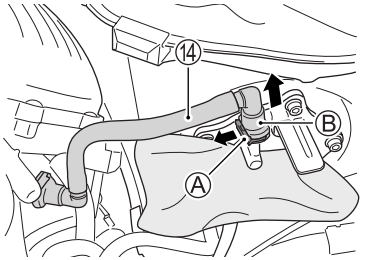
9. Remove the bolts and remove the seat bracket ⑩.



10. Remove the fuel tank bolts ⑪. Protect parts around the fuel tank with cloth to avoid scratching when removing the fuel tank.



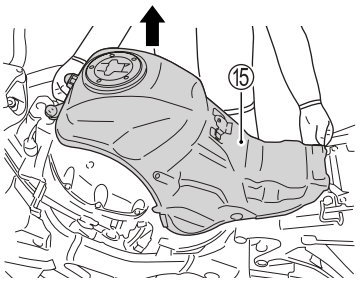
11. Lift and hold the fuel tank. Disconnect the coupler ⑫ and hoses ⑬.



12. Place a rag under the fuel hose ⑭ and unlock the fuel hose connector Ⓑ by pulling the retainer Ⓐ.
13. Remove the fuel hose connector Ⓑ from fuel pipe.

NOTE:

- *When removing the fuel tank, do not leave the fuel hose on the fuel tank side.*
- *Be careful not to spill fuel in the hose, when disconnecting the fuel hose.*



14. Remove the fuel tank ⑮.

⚠ WARNING

Fuel spilled from the fuel hose can catch on fire.

Stop the engine before disconnecting the fuel hose, and keep flames, sparks and heat sources away from the motorcycle. Do not smoke. Catch fuel in a container and dispose of drained fuel properly.

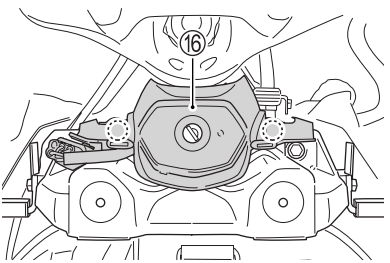
NOTICE

Dirt and dust in the fuel supply line can damage the motorcycle.

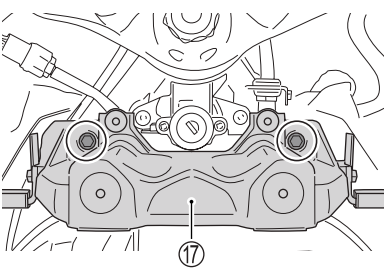
Be sure to keep the parts clean when disconnecting and connecting the connector.

NOTE:

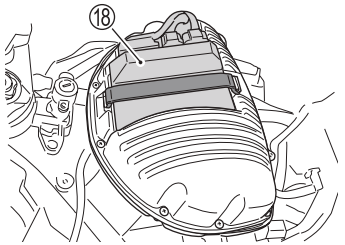
- *The fuel tank can be difficult to handle during removal. It is recommended that the work be done by two persons.*
- *Do not lift the fuel tank or bend the fuel hose by force to prevent the fuel hose from being folded.*
- *Be careful not to damage the hose end when disconnecting the fuel hose or placing the fuel tank on the floor.*

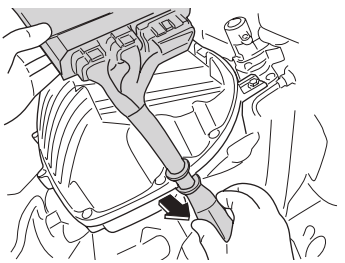


15. Unhook the hooks and remove the fuel tank lower cover assembly ⑯.

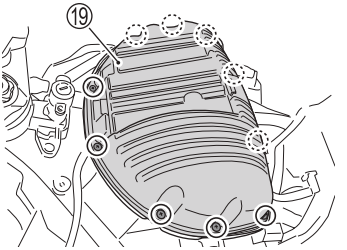


16. Remove the bolts and remove the fuel tank bracket ⑰.

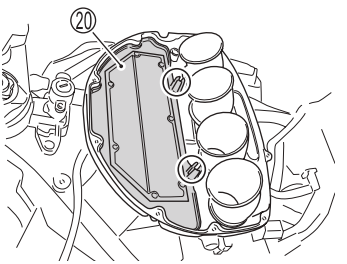




17. Remove the band. Remove the ECM ⑱ from the air cleaner.

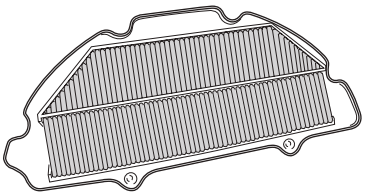


18. Remove the 10 screws and remove the air cleaner cap ⑲.



19. Remove the screws and air cleaner element ⑳.

INSPECTION

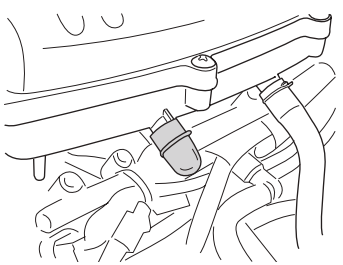


Inspect the air cleaner element condition. Replace the air cleaner element periodically.

NOTICE

Compressed air can damage the air cleaner element.

Do not blow the air cleaner element with compressed air.



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

INSTALLATION

Reinstall the inspected element or new one in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

NOTICE

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

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

NOTICE

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

Be sure to properly install the air cleaner element.

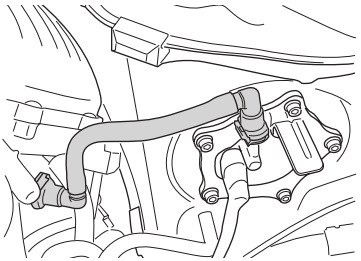
NOTE: Be careful not to spray water on the air cleaner box when cleaning the motorcycle.

Reinstall the Fuel Tank

- Position the fuel tank securely.
- Connect the hoses securely.
- Take care to prevent foreign particles from entering into the hose when installing the fuel hose.

NOTE: Check that the fuel tank drain hose and breather hose are not bent before reinstalling the fuel tank.

FUEL HOSE



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

NOTE: Be sure to check the fuel pump lead wire when reconnecting the fuel hose after disconnecting it.

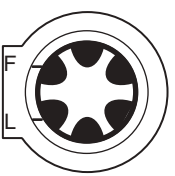
ENGINE OIL

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

ENGINE OIL LEVEL CHECK

Follow the procedure below to inspect the engine oil level.

1. Place the motorcycle on level ground on the side stand.
2. Start the engine and run it for three minutes.
3. Stop the engine and wait three minutes.



4. Hold the motorcycle vertically and inspect the engine oil level through the engine oil level inspection window on the right side of the engine. The engine oil level should be between the “L” (low) and the “F” (full) lines.

NOTICE

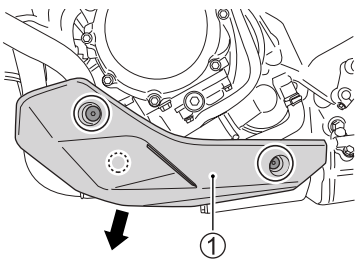
Operating the motorcycle with too little or too much oil can damage the engine.

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

ENGINE OIL AND FILTER CHANGE

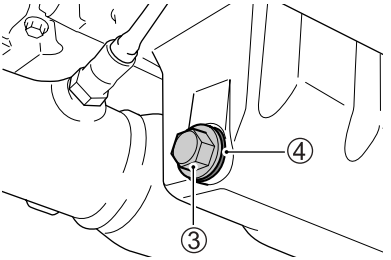
Change the engine oil and oil filter at the scheduled time. The oil should be changed when the engine is warm so that the oil will drain thoroughly from the engine. The procedure is as follows:

1. Place the motorcycle on the side stand.



2. Remove the bolts and remove the left under cowling ①.

3. Remove the oil filler cap ②.



4. Remove the drain plug ③ and gasket ④ from the bottom of the engine and drain the engine oil into a drain pan.

⚠ CAUTION

Hot engine oil and exhaust pipes can burn you.

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

⚠ WARNING

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

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

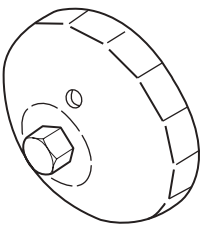
NOTICE

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

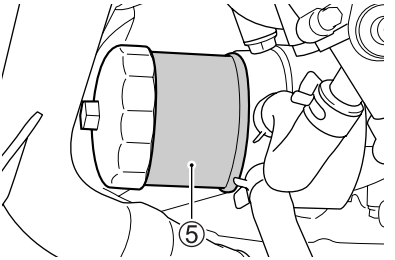
Do not use the electric starter switch during engine oil replacement work.

NOTE:

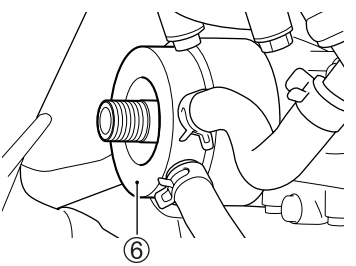
- *Recycle or properly dispose of used oil.*
- *Before starting the work, check that there is not any dust, mud, or foreign object inside the oil jug or on the oil filter mounting surface.*



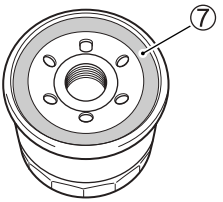
Available from Suzuki dealer
Oil filter wrench (Part No. 09915-40620)



5. Turn the oil filter ⑤ counterclockwise and remove it with a Suzuki "cap type" oil filter wrench or a "strap type" filter wrench of the proper size.



6. Wipe off the mounting surface ⑥ on the engine where the new filter will be seated with a clean rag.



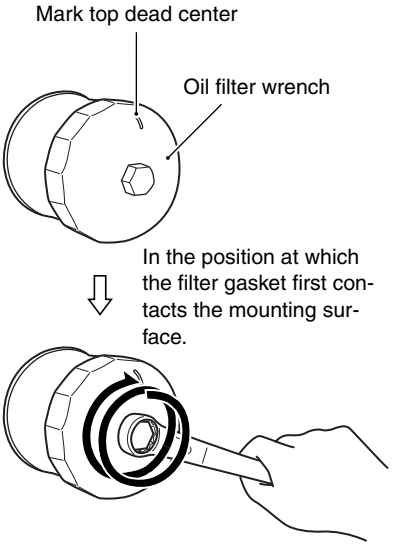
7. Smear a little engine oil around the rubber gasket ⑦ of the new oil filter.
8. Screw the new filter by hand until the filter gasket contacts the mounting surface (a small resistance will be felt).

NOTICE

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

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

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



Tighten the filter 2 turns or to specified torque.

9. Mark the top dead center position on the "cap type" filter wrench or on the oil filter. Use an oil filter wrench to tighten the filter 2 turns or to specified torque.

Oil filter tightening torque:
20 N·m (2.0 kgf-m, 14.5 lbf-ft)

10. Replace the drain plug gasket with a new one. Reinstall the drain plug and gasket. Tighten the plug securely with a torque wrench. Pour 3200 ml (3.4/2.8 US/Imp. qt) of new engine oil through the filler hole and install the filler cap. Be sure to always use the specified engine oil described in the FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS section.

Drain plug tightening torque:
23 N·m (2.3 kgf-m, 16.5 lbf-ft)

NOTE: About 2800 ml (3.0/2.5 US/Imp. qt) of oil will be required when changing oil only.

NOTICE

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

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

11. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for three minutes.
12. Turn the engine off and wait approximately three minutes. Recheck the oil level on the engine oil inspection window while holding the motorcycle vertically. If it is lower than the "L" line, add oil until the oil level is between the "L" line and the "F" line. Inspect the area around the drain plug and oil filter for leaks.

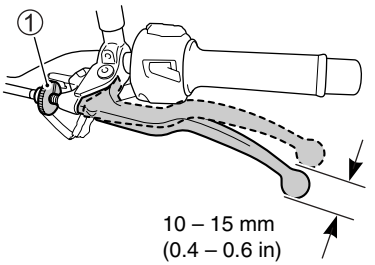
NOTE: If you do not have a proper oil filter wrench, have your Suzuki dealer perform this service.

ENGINE IDLE SPEED INSPECTION

Inspect the engine idle speed. The engine idle speed should be 1050 – 1250 r/min when the engine is warm.

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

CLUTCH



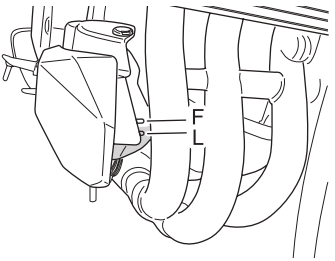
At each maintenance interval, adjust the clutch cable play with the clutch cable adjuster. The cable play should be 10 – 15 mm (0.4 – 0.6 in) as measured at the clutch lever end before the clutch begins to disengage. If you find that the amount of clutch cable play is incorrect, adjust it in the following way:

Turn the clutch cable adjuster ① to provide the specified play.

NOTE: In the case that the clutch cable play adjustment is not successfully performed using the above procedure, consult with your Suzuki dealer.

COOLANT

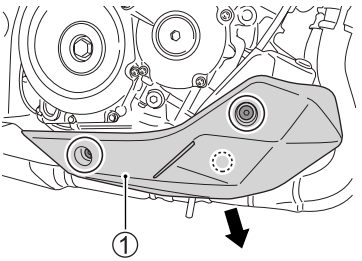
COOLANT LEVEL



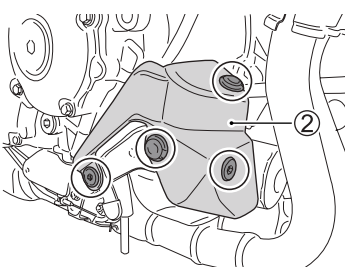
The coolant should be kept between the “F” (FULL) and “L” (LOW) level lines in the reservoir tank at all times. Inspect the level every time before riding with the motorcycle held vertically. If the coolant is found lower than the “L” level line, add specified engine coolant in the following way:

NOTE:
- *Check the coolant level when the engine is cold.*
- *If the engine coolant reservoir is empty, check the radiator coolant level.*

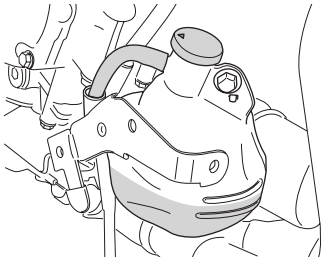
To add specified engine coolant:
1. Place the motorcycle on the side stand.



2. Remove the bolts. Pull the right under cowling ① downward to unhook the hook. Remove the overflow hose from the right under cowling.



3. Remove the bolts and fasteners. Remove the overflow hose from the under cover and remove the under cover ②.



4. Remove the filler cap and add specified engine coolant through the filler hole until it reaches the “F” line. Refer to the FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS section.

NOTE: When installing the filler cap, face the triangle mark to the reservoir tank hose side.

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. Solution can be poisonous to animals.

Do not drink antifreeze or coolant solution. If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. Avoid inhaling mist or hot vapors; if inhaled, remove to fresh air. If coolant gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

NOTE: Adding only water will dilute the engine coolant and reduce its effectiveness. Add specified engine coolant.

CHANGING THE COOLANT
Change the coolant periodically.

NOTE: About 2750 ml (2.9/2.4 US/ Imp. qt) of coolant will required when filling the radiator and reservoir tank.

RADIATOR HOSE INSPECTION
Inspect the radiator hoses for cracks, damage or engine coolant leakage. If any defects are found, ask your Suzuki dealer to replace the radiator hose with a new one.

DRIVE CHAIN

This motorcycle has a master link type drive chain. We recommend that you take your motorcycle to an authorized Suzuki dealer or a qualified mechanic if the drive chain needs to be replaced.

The condition and adjustment of the drive chain should be checked each day before you ride. Always follow the guidelines for inspecting and servicing the chain.

⚠ WARNING

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

Inspect, adjust, and maintain the chain properly before each ride, according to the instructions in this section.

Inspecting the Drive Chain

When inspecting the chain, look for the following:

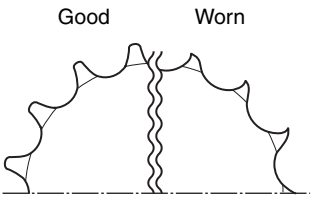
- Loose pins
- Damaged rollers
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper chain adjustment

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



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

⚠ WARNING

Improperly installing a replacement chain, or using a joint-clip type chain, can be hazardous. An incompletely riveted master link, or a joint-clip type master link, may come apart and cause an accident or severe engine damage.

Do not use a joint-clip type chain. Chain replacement requires a special riveting tool and a high-quality, non-joint-clip type chain. Ask an authorized Suzuki dealer or a qualified mechanic to perform this work.

DRIVE CHAIN CLEANING AND OILING

1. Remove dirt and dust from the drive chain. Be careful not to damage the seal ring.
2. Clean the drive chain with a sealed drive chain cleaner, or water and neutral detergent.

NOTICE

Cleaning the drive chain improperly can damage seal rings and ruin the drive chain.

- **Do not use a volatile solvent such as paint thinner, kerosene and gasoline.**
- **Do not use a high pressure cleaner to clean the drive chain.**
- **Do not use a wire brush to clean the drive chain.**

3. Use a soft brush to clean the drive chain. Be careful not to damage the seal ring even though using a soft brush.
4. Wipe off water and neutral detergent.
5. Lubricate with a motorcycle sealed drive chain lubricant or high viscosity oil (#80 – 90).

NOTICE

Some drive chain lubricant contains solvents and additives which could damage the seal rings in the drive chain.

Use sealed drive chain lubricant which is specifically intended for use with sealed drive chains.

6. Lubricate both front and back plates of the drive chain.
7. Wipe off excess lubricant after lubricating all around the drive chain.

DRIVE CHAIN ADJUSTMENT

Adjust the drive chain slack to the proper specification. The chain may require more frequent adjustments than indicated in the periodic maintenance schedule depending upon your riding 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.

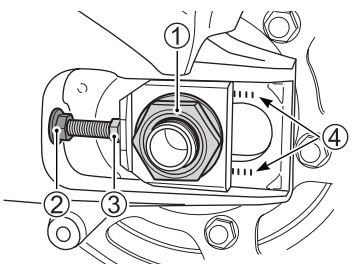
To adjust the drive chain, follow the procedure below:

⚠ CAUTION

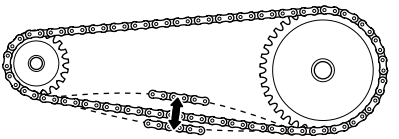
A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Wait until the muffler cools before adjusting the drive chain.

1. Place the motorcycle on the side stand.



2. Loosen the axle nut ①.
3. Loosen the right and left lock nuts ②.



20 – 30 mm
(0.8 – 1.2 in)

4. Adjust the drive chain slack by turning the right and left chain adjuster bolts ③. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ④ on the swingarm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
5. Tighten the axle nut ① securely.
6. Recheck the chain slack after tightening and readjust if necessary.
7. Tighten the right and left lock nuts ②.

Rear axle nut tightening torque:
100 N·m (10.0 kgf-m, 72.5 lbf-ft)

Chain adjuster lock nut tightening torque:
22 N·m (2.2 kgf-m, 16.0 lbf-ft)

NOTE: Do not adjust the drive chain beyond the adjustable range ④. Replace the drive chain before the drive chain exceeds the limit.

BRAKES

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

BRAKE SYSTEM

⚠ WARNING

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

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

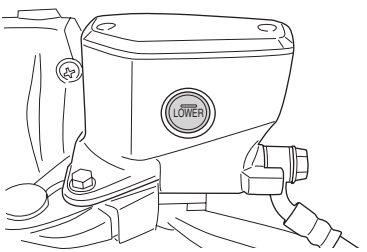
Inspect your brake system for the following items daily:

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

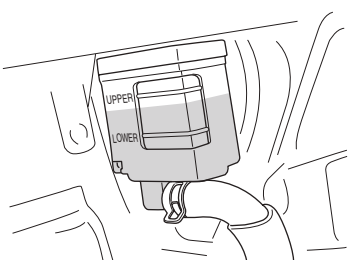
BRAKE HOSE INSPECTION

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

BRAKE FLUID



FRONT



REAR

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

⚠ WARNING

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

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

⚠ WARNING

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

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

⚠ WARNING

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

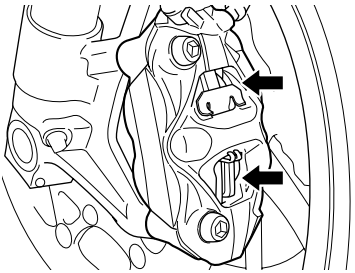
If brake fluid is swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

NOTICE

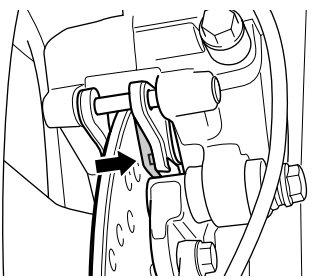
Spilled brake fluid can damage painted surfaces and plastic parts.

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

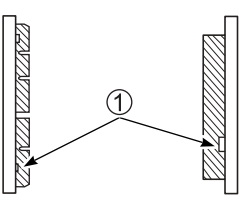
BRAKE PAD



FRONT



REAR



Inspect the front and rear brake pads by noting whether or not the friction pads are worn down to the grooved wear limit line ①. If a front or rear pad is worn to the grooved wear limit line, both front or both rear pads must be replaced with new ones by your authorized Suzuki dealer or a qualified service mechanic.

⚠ WARNING

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

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

⚠ WARNING

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

After brake system repair or brake pad replacement, pump the brake lever/pedal several times until brake pads are pressed against the brake disks and proper lever/pedal stroke and firm feel are restored.

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

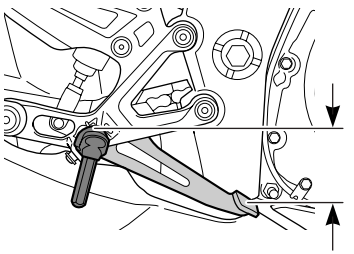
⚠ WARNING

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

Always replace both pads together.

REAR BRAKE PEDAL POSITION

The rear brake pedal position must be properly adjusted at all times or the disk brake pads will rub against the disk causing damage to the pads and to the disk surface.



50 – 60 mm
(2.0 – 2.4 in)

Check that the rear brake pedal is 50 – 60 mm (2.0 – 2.4 in) below the top face of the footrest.

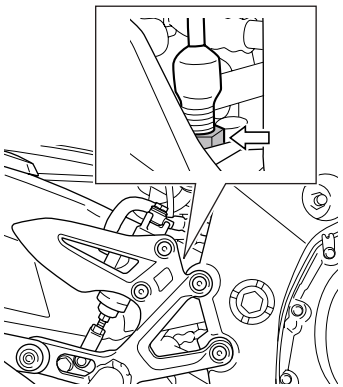
NOTE: If the rear brake pedal position is incorrect, ask your Suzuki dealer to adjust the brake pedal position because this adjustment requires tightening torque control.

NOTICE

An incorrectly adjusted brake pedal may force brake pads to continuously rub against the disk, 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, hold the switch body and turn the adjuster so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

TIRES

⚠ WARNING

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

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

⚠ WARNING

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

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

TIRE PRESSURE AND LOADING

Proper tire pressure and proper tire loading are important factors. Overloading your tires can lead to tire failure and loss of vehicle control.

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

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

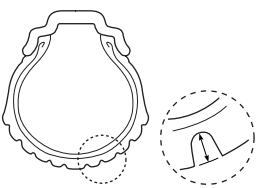
Cold Tire Inflation Pressure

LOAD / TIRE	SOLO RIDING	DUAL RIDING
FRONT	250 kPa 2.50 kgf/cm^2 36 psi	250 kPa 2.50 kgf/cm^2 36 psi
REAR	290 kPa 2.90 kgf/cm^2 42 psi	290 kPa 2.90 kgf/cm^2 42 psi

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

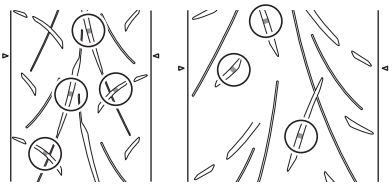
TIRE CONDITION AND TYPE

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



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

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



FRONT REAR

NOTE: The " △ " mark indicates the place where the wear bars are molded into the tire. When the wear bars contact the road, it indicates that the tire wear limit has been reached.

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

	FRONT	REAR
SIZE	120/70ZR17M/C (58W)	190/50ZR17M/C (73W)
TYPE	DUNLOP Roadsport2 M	DUNLOP Roadsport2 M

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

⚠ WARNING

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

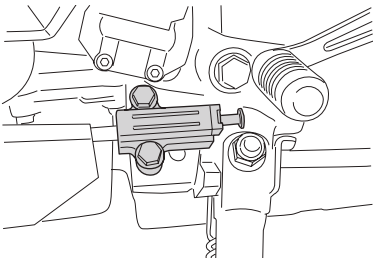
- **Ask your Suzuki dealer or a qualified mechanic to perform tire repair, replacement, and balancing because proper tools and experience are required.**
- **Install tires according to the rotation direction shown by arrows on the sidewall of each tire.**

⚠ WARNING

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

- **Tubeless tires require an airtight seal between the tire bead and wheel rim. Special tire irons and rim protectors or a specialized tire mounting machine must be used for removing and installing tires to prevent tire or rim damage which could result in an air leak.**
- **Repair punctures in tubeless tires by removing the tire and applying an internal patch.**
- **Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering forces experienced by a motorcycle tire.**
- **After repairing a tire, do not exceed 80 km/h (50 mph) for the first 24 hours, and do not exceed 130 km/h (80 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 6 mm (3/16 in). These punctures cannot be repaired adequately.**

SIDE STAND / IGNITION INTERLOCK SYSTEM



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

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

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

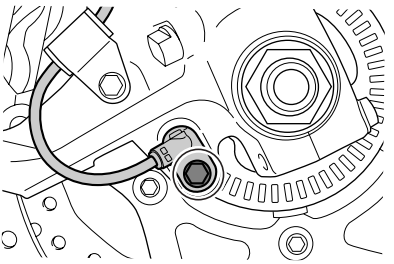
⚠ WARNING

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

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

FRONT WHEEL REMOVAL

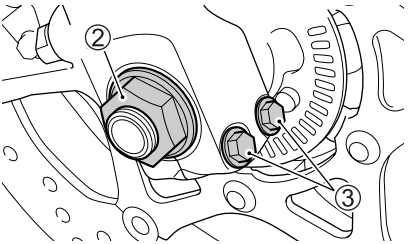
1. Place the motorcycle on the side stand.



2. Remove the front wheel speed sensor by removing the mounting bolt.

3. Remove both brake calipers from the front forks by removing 2 mounting bolts ① on each of the calipers.

NOTE: Never squeeze the front brake lever with the caliper removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result.



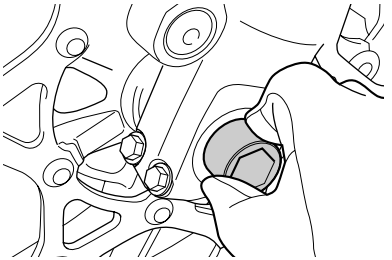
4. Remove the axle nut ②.
5. Loosen the axle holder bolts ③.

6. Loosen the axle holder bolts ④.
7. Place an accessory service stand or equivalent under the swingarm to help stabilize the rear end.
8. Carefully position a jack under the exhaust pipe and raise until the front wheel is slightly off the ground.

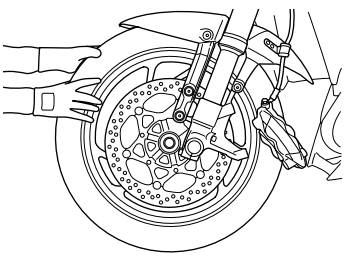
NOTICE

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

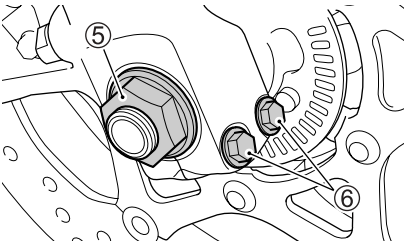
Do not place the jack under the lower part of the fairing or the oil filter when jacking up the motorcycle.



9. Draw out the axle shaft.



10. Slide the front wheel forward.
11. Put the new wheel in place and insert the axle shaft.
12. Remove the jack and service stand.



13. Hold the shaft and tighten the axle nut ⑤ to the specified torque.
14. Tighten the axle holder bolts ⑥ to the specified torque.
15. Move the steering up and down several times to seat the axle shaft.

16. Tighten the axle holder bolts ⑦ to the specified torque.
17. Reinstall the brake calipers.
18. After installing the wheel, apply the brake several times to restore the proper lever stroke.

⚠ 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 lever repeatedly until the brake pads are pressed against the brake disks and proper lever 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 tire for this motorcycle is directional. Therefore, the motorcycle may have unusual handling if the wheel is installed incorrectly.

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

⚠ WARNING

If the bolts and nuts are not properly tightened, the wheel can come off, causing an accident.

Be sure to tighten the bolts and nuts to the specified torque. If you do not have a torque wrench or do not know how to use one, ask your authorized Suzuki dealer to check the bolts and nuts.

Front axle nut tightening torque:
100 N·m (10.0 kgf-m, 72.5 lbf-ft)

Front axle holder bolt
tightening torque:
23 N·m (2.3 kgf-m, 16.5 lbf-ft)

Front brake caliper mounting bolt
tightening torque:
39 N·m (3.9 kgf-m, 28.0 lbf-ft)

REAR WHEEL REMOVAL

⚠ CAUTION

A hot muffler can burn you.

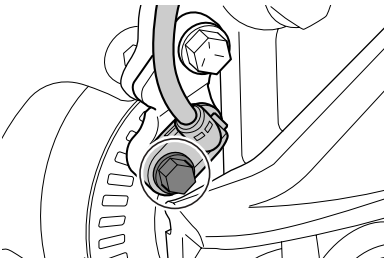
Wait until the muffler cools before removing the axle nut.

NOTICE

Removing the rear wheel without use of an accessory stand can result in your motorcycle falling over and being damaged.

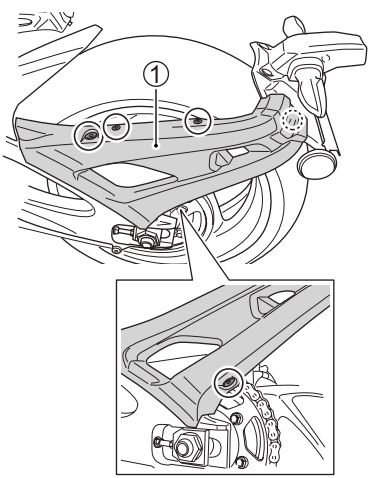
Do not attempt roadside removal of the rear wheel. Only remove the rear wheel at a properly equipped servicing facility using an accessory service stand.

1. Place the motorcycle on the side stand.

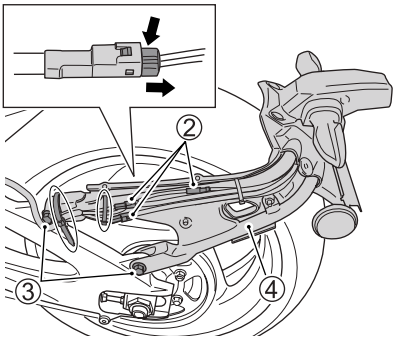


2. Remove the rear wheel speed sensor by removing the mounting bolt.

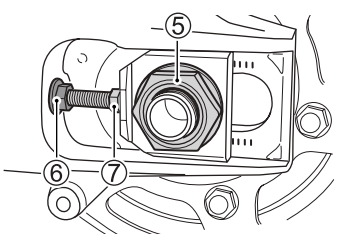
NOTE: If the swingarm interferes and the mounting bolt cannot be removed, adjust the position of the rear wheel. Refer to the DRIVE CHAIN ADJUSTMENT section (☞ 6-29).



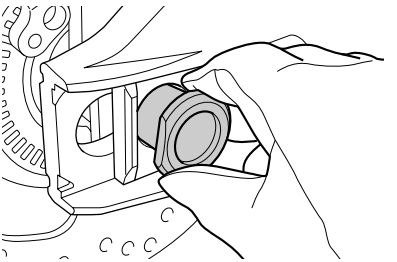
3. Remove the bolts and fasteners. Unhook the hook and remove the rear fender cover ①.



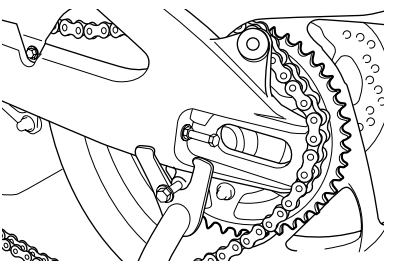
4. Remove the clamps. Disconnect the three connectors ②.
5. Remove the rear fender bolts ③ and remove the rear fender assembly ④.



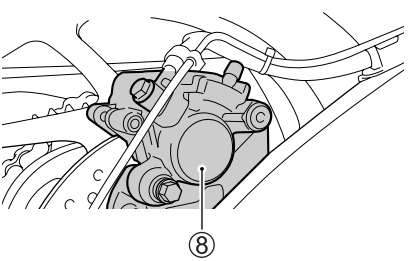
6. Remove the axle nut ⑤.
7. Place an accessory service stand or an equivalent stand under the swingarm to lift the rear wheel slightly off the ground.
8. Loosen the right and left lock nuts ⑥. Turn the right and left chain adjuster bolts ⑦ clockwise.



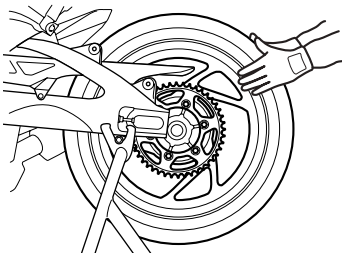
9. Draw out the axle shaft.



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



11. Remove the rear brake caliper assembly ⑧.



12. 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.

13. To replace the wheel reverse the complete sequence listed above.
14. Adjust the drive chain slack.
15. After installing the wheel, apply the brake several times 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.

- **After installing the rear wheel, adjust the drive chain as described in the DRIVE CHAIN ADJUSTMENT section.**
- **Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized Suzuki dealer or a qualified mechanic do this.**

Rear axle nut tightening torque:
100 N·m (10.0 kgf-m, 72.5 lbf-ft)

Chain adjuster lock nut tightening torque:
22 N·m (2.2 kgf-m, 16.0 lbf-ft)

Rear wheel speed sensor mounting bolt tightening torque:
10 N·m (1.0 kgf-m, 7.0 lbf-ft)

Rear fender bolt tightening torque:
55 N·m (5.5 kgf-m, 40.0 lbf-ft)

⚠ WARNING

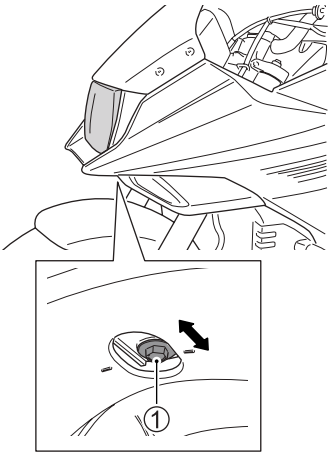
Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident.

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

LIGHTING SYSTEM

This motorcycle is equipped with full-LED lighting. Because LED lights have been attached in the integrated units, the replacement of LED lights only is not available. If any of the LED lights cannot be turned on, consult with your Suzuki dealer.

HEADLIGHT BEAM ADJUSTMENT



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

FUSES

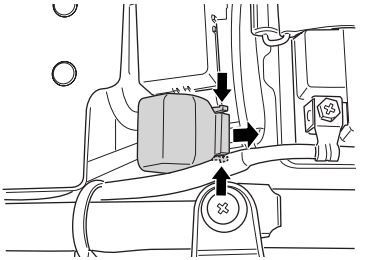
If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse. The electrical circuits on the motorcycle are protected from overload by fuses in the circuits.

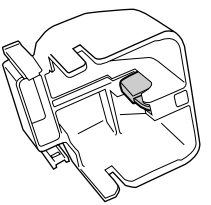
If a blown fuse is found, then the electrical problem must be inspected and repaired before replacing the blown fuse with a new fuse. Consult your Suzuki dealer for the electrical system check and repair.

⚠ WARNING

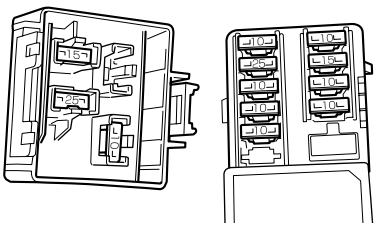
Replacing a fuse with a fuse that has an incorrect amperage rating or substitute, e.g. aluminum foil or wire, may cause serious damage to the electrical system and possibly fire. Always replace a blown fuse with a fuse of the same amperage rating.

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





The main fuse is located under the seat. To access the fuse, remove the seat by referring to the SEAT LOCK AND HELMET HOLDERS section. One 30A spare fuse is located inside the fuse box cover.

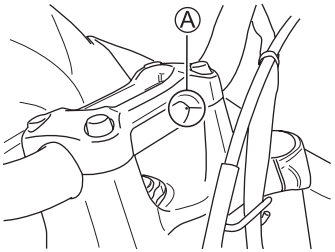


The fuses are located under the seat. Three spare fuses (one 25A, one 15A and one 10A) are provided with the fuse box.

FUSE LIST

- 30A MAIN fuse protects all electrical circuits.
- 10A HEAD-HI fuse protects the headlight high beam and speedometer.
- 10A HEAD-LO fuse protects the headlight low beam.
- 10A IGNITION fuse protects the ABS system, cooling fan relay, ignition coils, starter relay, fuel pump relay, solenoid, ECM, oxygen sensor, side stand relay, Immobilizer (if equipped) and canister purge solenoid (if equipped).
- 10A SIGNAL fuse protects the speedometer, turn signal light, license light, stop lamp, taillight and position lights.
- 10A PARK fuse protects the speedometer, turn signal light, license light, taillight and position lights.
- 10A FUEL fuse protects the speedometer, fuel injectors, fuel pump and ECM.
- 15A FAN fuse protects the cooling fan motor.
- 25A ABS MOTOR fuse protects ABS system.
- 10A ABS VALVE fuse protects ABS system.

HANDLEBAR FITTING



Align the dot mark on the handlebar with the mating surface Ⓐ.

CATALYTIC CONVERTER

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

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

⚠ WARNING

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

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

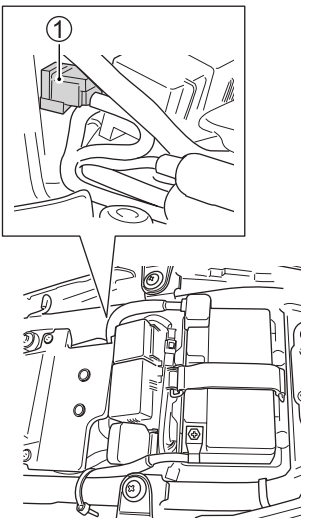
NOTICE

Improper motorcycle operation can cause catalyst or other motorcycle damage.

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

- **Maintain the engine in the proper operating condition.**
- **In the event of an engine malfunction, particularly one involving engine misfire or other apparent performance loss, stop riding the motorcycle and turn off the engine and have the motorcycle serviced promptly.**
- **Do not shut off the engine or interrupt the ignition when the transmission is in gear and the motorcycle is in motion.**
- **Do not try to start the engine by pushing the motorcycle or by coasting down a hill.**
- **Do not idle the engine with any spark plug wires disconnected or removed, such as during diagnostic testing.**
- **Do not idle the vehicle for prolonged periods if idling seems rough or there are other malfunctions.**
- **Do not allow the fuel tank to get near the empty level.**

DIAGNOSTIC CONNECTOR



Diagnostic connector ① is located under the seat.

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

TROUBLESHOOTING

TROUBLESHOOTING

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

NOTICE

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

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

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

FUEL SUPPLY CHECK

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

IGNITION SYSTEM CHECK

For the ignition system check, consult with your Suzuki dealer.

ENGINE STALLING

1. Make sure there is enough fuel in the fuel tank.
2. If the multifunction displays “FI” and malfunction indicator light comes on, trouble in the fuel injection system, take your machine to an authorized Suzuki dealer. Refer to the “INSTRUMENT PANEL” section for an explanation of the malfunction indicator light.
3. Check the ignition system for intermittent spark, consult your Suzuki dealer for the ignition system check.
4. Check the idle speed. The correct idle speed is 1050 – 1250 r/min.

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

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

MOTORCYCLE

Clean the entire motorcycle. Place the motorcycle on the side stand on a firm, flat surface where it will not fall over.

FUEL

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

ENGINE

1. Drain the engine oil thoroughly and refill the crankcase with fresh engine oil all the way up to the filler hole.
2. Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

NOTE: For the engine inside protection method, consult with your Suzuki dealer.

BATTERY

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

TIRES

Inflate tires to the normal pressure.

EXTERNAL

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

MAINTENANCE DURING STORAGE

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

PROCEDURE FOR RETURNING TO SERVICE

1. Clean the entire motorcycle.
2. Remove the oily rags from the air cleaner intake and muffler outlet.
3. Drain all the engine oil. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
4. Reinstall the battery by referring to the BATTERY section.
5. Make sure that the motorcycle is properly lubricated.
6. Perform the INSPECTION BEFORE RIDING as listed in this manual.
7. Start the motorcycle as outlined in this manual.

CORROSION PREVENTION

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

Important Information About Corrosion

Common causes of corrosion

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

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

How to Help Prevent Corrosion

- Wash your motorcycle frequently, at least once a month. Keep your motorcycle as clean and dry as possible.
- Remove foreign material deposits. Foreign material such as road salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage your motorcycle's finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer's directions when using these special cleaners.

- Repair finish damage as soon as possible. Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.
- Store your motorcycle in a dry, well-ventilated area. If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.
- Cover your motorcycle. Exposure to mid-day sun can cause the colors in paint, plastic parts, and instrument faces to fade. Covering your motorcycle with a high-quality, “breathable” motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

MOTORCYCLE CLEANING

WASHING THE MOTORCYCLE

When washing the motorcycle, follow the instructions below:

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

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

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

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

NOTICE

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

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

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

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

NOTICE

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

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

PLASTIC PARTS

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

⚠ WARNING

Do not put anything between the fairing and steering.

If so, it will negatively affect the steering operation.

NOTICE

When any of the following substances is attached to the plastic part such as headlight lens or speedometer display, it might cause a scratch or damage to the part.

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

WAXING THE MOTORCYCLE

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

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

SPECIAL CARE FOR MATTE FINISH PAINT

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

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

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

INSPECTION AFTER CLEANING

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

⚠ WARNING

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

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

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

SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	2130 mm (83.9 in)
Overall width	820 mm (32.3 in)
Overall height	1100 mm (43.3 in)
Wheelbase	1460 mm (57.5 in)
Ground clearance	140 mm (5.5 in)
Curb mass	215 kg (474 lbs)

ENGINE

Type	Four-stroke, liquid-cooled, DOHC
Number of cylinders	4
Bore	73.4 mm (2.890 in)
Stroke	59.0 mm (2.323 in)
Displacement	999 cm^3 (61.0 cu. in)
Compression ratio	12.2 : 1
Fuel system	Fuel injection
Air cleaner	Paper element
Starter system	Electric
Lubrication system	Wet sump

DRIVE TRAIN

Clutch		Wet multi-plate type
Transmission		6-speed constant mesh
Gearshift pattern		1-down, 5-up
Primary reduction ratio		1.553 (73/47)
Gear ratios,	Low	2.562 (41/16)
	2nd	2.052 (39/19)
	3rd	1.714 (36/21)
	4th	1.500 (36/24)
	5th	1.360 (34/25)
	Top	1.269 (33/26)
Final reduction ratio		2.588 (44/17)
Drive chain		RK 525GSH, 116 links

CHASSIS

Front suspension	Inverted telescopic, coil spring, oil damped
Rear suspension	Swingarm type, coil spring, oil damped
Front fork stroke	120 mm (4.7 in)
Rear wheel travel	130 mm (5.1 in)
Steering angle	29° (right and left)
Turning radius	3.4 m (11.2 ft)
Front brake	Disk brake, twin
Rear brake	Disk brake
Front tire size	120/70ZR17M/C (58W), tubeless
Rear tire size	190/50ZR17M/C (73W), tubeless

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK CR9EIA-9 or DENSO IU27D
Battery	12V 31.0 kC(8.6 Ah)/10 HR
Generator	Three-phase A.C. generator
Main fuse	30A
Fuse	10/10/10/10/10/10/15A
ABS fuse	10/25A
Headlight	LED
Position light	LED
Brake light/Taillight	LED
Turn signal light	LED
License plate light	LED
Instrument panel light	LED
Neutral indicator light	LED
High beam indicator light	LED
Turn signal indicator light	LED
Engine coolant temperature indicator light / oil pressure indicator light / battery charge malfunction warning indicator light	LED
Malfunction indicator light	LED
Traction control indicator light	LED
Engine rpm indicator light (MAIN/SUB)	LED
ABS indicator light	LED
Immobilizer indicator light (if equipped)	LED
Master warning indicator light	LED

CAPACITIES

Fuel tank		12.0 L (3.2/2.6 US/Imp. gal)
Engine oil,	oil change	2800 ml (3.0/2.5 US/Imp. qt)
	With filter change	3200 ml (3.4/2.8 US/Imp. qt)
Coolant		2750 ml (2.9/2.4 US/Imp. qt)

INDEX

ASAHI DENSO
6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan

DECLARATION of CONFORMITY

[EN] English	Hereby, ASAHI DENSO.,LTD. declares that the radio equipment type [SZ137] is in compliance with Radio Equipment Regulations 2017 (S.I. 2017/1206). The full text of the declaration of conformity is available at the following internet address: http://en.ad-asahidenso.co.jp/euro-compliance/

Importers name	Registered trade name or registered trade mark	TEL FAX	Postal address
SUZUKI GB PLC	SUZUKI GB PLC	44-1908-336600 44-1908-336704	STEINBECK CRESCENT, SNELSHALL WEST, MILTON KEYNES MK4 4AE, U.K.

ASAHI DENSO
6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan

DECLARATION of CONFORMITY

[EN] English	Hereby, ASAHI DENSO CO., LTD. declares that the radio equipment type [SZ137] is in compliance with Directive 2014/53/EU. The full text of the EU declaration of conformity is available at the following internet address: http://en.ad-asahidenso.co.jp/euro-compliance/
[BG] Bulgarian	С настоящото ASAHI DENSO CO., LTD. декларира, че този тип радиосъоръжение [SZ137] е в съответствие с Директива 2014/53/ЕС. Цялостният текст на ЕС декларацията за съответствие може да се намери на следния интернет адрес: http://en.ad-asahidenso.co.jp/euro-compliance/
[CS] Czech	Tímto ASAHI DENSO CO., LTD. prohlašuje, že typ rádiového zařízení [SZ137] je v souladu se směrnicí 2014/53/EU. Úplné znění EU prohlášení o shodě je k dispozici na této internetové adrese: http://en.ad-asahidenso.co.jp/euro-compliance/
[DA] Danish	Hermed erklærer ASAHI DENSO CO., LTD., at radioudstyrstypen [SZ137] er i overensstemmelse med direktiv 2014/53/EU. EU-overensstemmelseserklæringens fulde tekst kan findes på følgende internetadresse: http://en.ad-asahidenso.co.jp/euro-compliance/
[DE] German	Hiermit erklärt ASAHI DENSO CO., LTD., dass der Funkanlagentyp [SZ137] der Richtlinie 2014/53/EU entspricht. Der vollständige Text der EU-Konformitätserklärung ist unter der folgenden Internetadresse verfügbar: http://en.ad-asahidenso.co.jp/euro-compliance/
[ET] Estonian	Käesolevaga deklareerib ASAHI DENSO CO., LTD., et käesolev raadioseadme tüüp [SZ137] vastab direktiivi 2014/53/EL nõuetele. ELi vastavusdeklaratsiooni täielik tekst on kättesaadav järgmisel internetiaadressil: http://en.ad-asahidenso.co.jp/euro-compliance/
[EL] Greek	Με την παρούσα ο/η ASAHI DENSO CO., LTD., δηλώνει ότι ο ραδιοεξοπλισμός [SZ137] πληροί την οδηγία 2014/53/ΕΕ. Το πλήρες κείμενο της δήλωσης συμμόρφωσης ΕΕ διατίθεται στην ακόλουθη ιστοσελίδα στο διαδίκτυο: http://en.ad-asahidenso.co.jp/euro-compliance/
[ES] Spanish	Por la presente, ASAHI DENSO CO., LTD. declara que el tipo de equipo radioeléctrico [SZ137] es conforme con la Directiva 2014/53/UE. El texto completo de la declaración UE de conformidad está disponible en la dirección Internet siguiente: http://en.ad-asahidenso.co.jp/euro-compliance/
[FR] French	Le soussigné, ASAHI DENSO CO., LTD., déclare que l'équipement radioélectrique du type [SZ137] est conforme à la directive 2014/53/UE. Le texte complet de la déclaration UE de conformité est disponible à l'adresse internet suivante: http://en.ad-asahidenso.co.jp/euro-compliance/
[IT] Italian	Il fabbricante, ASAHI DENSO CO., LTD., dichiara che il tipo di apparecchiatura radio [SZ137] è conforme alla direttiva 2014/53/UE. Il testo completo della dichiarazione di conformità UE è disponibile al seguente indirizzo Internet: http://en.ad-asahidenso.co.jp/euro-compliance/
[LV] Latvian	Ar šo ASAHI DENSO CO., LTD. deklarē, ka radioiekārta [SZ137] atbilst Direktīvai 2014/53/ES. Pilns ES atbilstības deklarācijas teksts ir pieejams šādā interneta vietnē: http://en.ad-asahidenso.co.jp/euro-compliance/

ASAHI DENSO
6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka 434-0046, Japan

[LT] Lithuanian	Aš, ASAHI DENSO CO., LTD., patvirtinu, kad radijo įrenginių tipas [SZ137] atitinka Direktyvą 2014/53/ES. Visas ES atitikties deklaracijos tekstas prieinamas šiuo interneto adresu: http://en.ad-asahidenso.co.jp/euro-compliance/
[HR] Croatian	ASAHI DENSO CO., LTD. ovime izjavljuje da je radijska oprema tipa [SZ137] u skladu s Direktivom 2014/53/EU. Cjeloviti tekst EU izjave o sukladnosti dostupan je na sljedećoj internetskoj adresi: http://en.ad-asahidenso.co.jp/euro-compliance/
[HU] Hungarian	ASAHI DENSO CO., LTD. igazolja, hogy a [SZ137] típusú rádióberendezés megfelel a 2014/53/EU irányelvnek. Az EU-megfelelőségi nyilatkozat teljes szövege elérhető a következő internetes címen: http://en.ad-asahidenso.co.jp/euro-compliance/
[MT] Maltese	B'dan, ASAHI DENSO CO., LTD., niddikjara li dan it-tip ta' tagħmir tar-radju [SZ137] huwa konformi mad-Direttiva 2014/53/UE. It-test kollu tad-dikjarazzjoni ta' konformità tal-UE huwa disponibbli f'dan l-indirizz tal-Internet li ġej: http://en.ad-asahidenso.co.jp/euro-compliance/
[NL] Dutch	Hierbij verklaar ik, ASAHI DENSO CO., LTD., dat het type radioapparatuur [SZ137] conform is met Richtlijn 2014/53/EU. De volledige tekst van de EU-conformiteitsverklaring kan worden geraadpleegd op het volgende internetadres: http://en.ad-asahidenso.co.jp/euro-compliance/
[PL] Polish	ASAHI DENSO CO., LTD. niniejszym oświadcza, że typ urządzenia radiowego [SZ137] jest zgodny z dyrektywą 2014/53/UE. Pełny tekst deklaracji zgodności UE jest dostępny pod następującym adresem internetowym: http://en.ad-asahidenso.co.jp/euro-compliance/
[PT] Portuguese	O(a) abaixo assinado(a) ASAHI DENSO CO., LTD. declara que o presente tipo de equipamento de rádio [SZ137] está em conformidade com a Diretiva 2014/53/UE. O texto integral da declaração de conformidade está disponível no seguinte endereço de Internet: http://en.ad-asahidenso.co.jp/euro-compliance/
[RO] Romanian	Prin prezenta, ASAHI DENSO CO., LTD. declară că tipul de echipamente radio [SZ137] este în conformitate cu Directiva 2014/53/UE. Textul integral al declarației UE de conformitate este disponibil la următoarea adresă internet: http://en.ad-asahidenso.co.jp/euro-compliance/
[SK] Slovak	ASAHI DENSO CO., LTD. týmto vyhlasuje, že rádiové zariadenie typu [SZ137] je v súlade so smernicou 2014/53/EÚ. Úplné EÚ vyhlásenie o zhode je k dispozícii na tejto internetovej adrese: http://en.ad-asahidenso.co.jp/euro-compliance/
[SL] Slovenian	ASAHI DENSO CO., LTD. potrjuje, da je tip radijske opreme [SZ137] skladen z Direktivo 2014/53/EU. Celotno besedilo izjave EU o skladnosti je na voljo na naslednjem spletnem naslovu: http://en.ad-asahidenso.co.jp/euro-compliance/
[FI] Finnish	ASAHI DENSO CO., LTD. vakuuttaa, että radiolaitetyyppi [SZ137] on direktiivin 2014/53/EU mukainen. EU-vaatimustenmukaisuusvakuutuksen täysimittainen teksti on saatavilla seuraavassa internetosoitteessa: http://en.ad-asahidenso.co.jp/euro-compliance/
[SV] Swedish	Härmed försäkrar ASAHI DENSO CO., LTD. att denna typ av radioutrustning [SZ137] överensstämmer med direktiv 2014/53/EU. Den fullständiga texten till EU-försäkran om överensstämmelse finns på följande webbadress: http://en.ad-asahidenso.co.jp/euro-compliance/

Note) Frequency band(s) in which the radio equipment operates : 119-135 KHz operating at 134.2KHz
Maximum radio frequency power transmitted in the frequency band(s) : 38.9 dBμV/m @ 10m

Country	Importers name	Registered trade name or registered trade mark	TEL FAX	Postal address
GERMANY	SUZUKI DEUTSCHLAND GMBH	SUZUKI DEUTSCHLAND GMBH	49-6251-5700-380 49-6251-5700-389	SUZUKI-ALLEE 7, 64625 BENSHEIM, GERMANY
FRANCE	SUZUKI FRANCE S.A.S.	SUZUKI FRANCE S.A.S.	33-1-3482-1400 33-1-3482-8076	8, AVENUE DES FRERES LUMIERE, 78190 TRAPPES, FRANCE
ITALY	SUZUKI ITALIA S.P.A.	SUZUKI ITALIA S.P.A.	39-011-9213713 39-011-9213748	C.SO FRATELLI KENNEDY 12 10070 ROBASSOMERO (TO) ITALY
SPAIN	SUZUKI MOTOR IBERICA S.A.U	SUZUKI MOTOR IBERICA S.A.U	34-91-151-9500 34-91-151-9599	CALLE CARLOS SAINZ 35-POLIGONO, CIUDAD DEL AUTOMOVIL, 28914, LEGANES, MADRID SPAIN
AUSTRIA	SUZUKI AUSTRIA AUTOMOBIL HANDELS GESELLSCHAFT M.B.H.	SUZUKI AUSTRIA AUTOMOBIL HANDELS GESELLSCHAFT M.B.H.	43-662-2155-353 43-662-2155-900	MUNCHNER BUNDESSTRASSE 160 A-5020 SALZBURG, AUSTRIA
HUNGARY	MAGYAR SUZUKI CORPORATION LTD.	MAGYAR SUZUKI CORPORATION LTD.	36-23-803-990 36-23-803-951	H-2040 BUDAORS KELETI UTCA 2, HUNGARY
FINLAND	SUZUKI DEUTSCHLAND GMBH, FINNISH BRANCH	SUZUKI DEUTSCHLAND GMBH, FINNISH BRANCH	358 10 321 2000	RAJAMAANKAARI 5, FI-02970, ESPOO, FINLAND
POLAND	SUZUKI MOTOR POLAND SP. Z O.O.	SUZUKI MOTOR POLAND SP. Z O.O.	48-22-329-4104 48-22-329-4150	UL. POLCZYNSKA 10, 01-378 WARSAW, POLAND
NETHERLANDS	B.V. NIMAG	B.V. NIMAG	31-347-349-749 31-347-349-700	LANGE DREEF 12 4130 EB VIANEN THE NETHERLANDS
SWEDEN	KGK MOTOR AB	KGK MOTOR AB	46-892-3000 46-892-3345	HAMMARBACKEN 8, SE-191 81 SOLLENTUNA, SWEDEN
DENMARK	C. REINHARDT A/S	C. REINHARDT A/S	45-4483-0910 45-4468-0399	INDUSTRIPARKEN 21, DK-2750 BALLERUP, DENMARK
SWITZERLAND	SUZUKI AUTOMOBILE SCHWEIZ AG	SUZUKI AUTOMOBILE SCHWEIZ AG	41-62-788-87-90 41-62-788-87-91	EMIL-FREY-STRASSE, 5745 SAFENWIL, SWITZERLAND
BELGIUM	MOTEO TWO WHEELS BELUX N.V.	MOTEO TWO WHEELS BELUX N.V.	32-3-4500411 32-3-4500440	SATENROZEN 8, B-2550 KONTICH, BELGIUM
PORTUGAL	MOTEO PORTUGAL, S.A.	MOTEO PORTUGAL, S.A.	351-234-300760 351-234-300761	R. JOAO FRANCISCO DO CASAL APARTADO 3072 3801-101 AVEIRO, PORTUGAL
NORWAY	ERLING SANDE AS	ERLING SANDE AS	47-32-98-93-00 47-31-30-92-09	DRÅPEN 12, DRAMMEN, NORWAY
GREECE	SFAKIANAKIS S.A.	SFAKIANAKIS S.A.	30-210-349-9000 30-210-347-6191	5-7, SIDIROKASTROU STR & PIDNAS STR, 118 55 ATHENS, GREECE
CYPRUS	A.TRICOMITIS MOTORS LIMITED	A.TRICOMITIS MOTORS LIMITED	357-24-819700 357-24-637727	P. O. BOX 40459, 35 SPYROU KYPRIANOU, TRICOMITIS BUILDING, LARNACA, 6013 CY, CYPRUS
IRELAND	PRIORY CYCLE & MOTORCYCLE MANUFACTURING LTD.	PRIORY CYCLE & MOTORCYCLE MANUFACTURING LTD.	353-1-8307300 353-1-8307380	75-77 BOYNE ROAD, DUBLIN INDUSTRIAL ESTATE DUBLIN 11, IRELAND
ICELAND	SUZUKI UMBODID EHF	SUZUKI UMBODID EHF	354-568-5100 354-588-8211	SKEIFAN 17, 108 REYKJAVIK, ICELAND
MALTA	INDUSTRIAL MOTORS LTD.	INDUSTRIAL MOTORS LTD.	356-20-160000	1, ANTONIO BOSIO STREET MSIDA, MSD1341 MALTA

ASAHI DENSO CO.,LTD

6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka, 434-0046 JAPAN

Importers name : AUTO International

Model No. SZ137

Frequency Range : 119-135kHz operating at 134.2kHz

RF Power Output : 38.9dBuV/m [@10m]

UA.TR.052

מספר אישור אלחוטי של משרד התקשורת הוא51-70019
אסור להחליף את האנטנה המקורית של המכשיר ולא
לעשות בו כל שינוי טכני אחר

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VIETNAM SUZUKI CORPORATION
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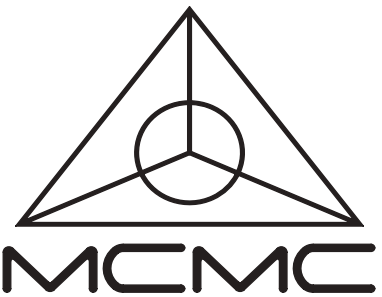
REGISTERED No:

ER73541/19

DEALER No:

DA83368/19



Продукты	Контроллер иммобилайзера
Модель	SZ137U
Производитель	ASAHI DENSO CO.,LTD. AD
Страна происхождения	Япония
Адрес	6-2-1 Somejidai, Hamakita-ku, Shizuoka 434-0046, Япония
Телефон	(+81)53-586-7383
Факс	(+81)53-584-1589

Дата производства указана на этикетке продукта.

Импортеры	ООО «СУЗУКИ МОТОР РУС»
Телефон	+7 (495) 780-9071
Факс	+7 (495) 780-9072
Адрес	129323, Россия, Москва, ул. Снежная, 26

The manufacturer Name ASAHI DENSO CO.,LTD
Address of the manufacturer 6-2-1 Somejidai, Hamakita-ku, Hamamatsu, Shizuoka, 434-0046 Japan
Brand Name SUZUKI
Product Description Immobilizer
Model Name SZ137
TRC type approval's number. TRC/36/6515/2020

AGRÉÉ PAR L'ANRT MAROC

Numéro d'agrément :MR 21935 ANRT 2019
Date d'agrément :27/12/2019

低功率電波輻射性電機管理辦法

第十二條
經型式認證合格之低功率射頻電機，非經許可，公司、商號或使用者均不得擅自變更頻率、加大功率或變更原設計之特性及功能。

第十四條
低功率射頻電機之使用不得影響飛航安全及干擾合法通信；經發現有干擾現象時，應立即停用，並改善至無干擾時方得繼續使用。
前項合法通信，指依電信法規定作業之無線電通信。
低功率射頻電機須忍受合法通信或工業、科學及醫療用電波輻射性電機設備之干擾。

ประเทศไทย
เครื่อง โทรคมนาคมและอุปกรณ์นี้
มีความสอดคล้องตามข้อกำหนดของ
กทช.