Original instructions
Notice originale
Originalbetriebsanleitung
Manual original
Istruzioni originali
Oorspronkelijke gebruiksaanwijzing
Bruksanvisning i original
Original brugsanvisning

ENGLISH

DR-Z125L
DR-Z125

OWNER'S MANUAL

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

IMPORTANT

CAUTIONS TO DR-Z125/L OWNER

This motorcycle is designed for specific uses in certain types of riding situations. Please read this manual carefully and remember the following points.

- This motorcycle is intended for off-road use and should never be used on public roads.
- This motorcycle was designed for a single rider and is not designed or equipped to carry a passenger.
- The rider should perform the items listed in the INSPECTION BEFORE RIDING section.
- Observe the recommended periodic maintenance requirements outlined in this manual.
- The rider should always wear appropriate and quality motorcycle riding apparel.
- Always ride safely and be thoughtful of other riders.
- Read the RIDING TIPS section before you ride.

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

The first 10 hours 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 recommendation.

⚠ 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 insure 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 insure 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 for all respective destinations and explains all equipments. Therefore, your model may have different standard features than shown in this manual.

SUZUKI MOTOR CORPORATION

TABLE OF CONTENTS

IMPORTANT ADVICE TO PARENTS

IMPORTANT ADVICE TO PARENTS

Your Suzuki DR-Z125/L was designed for use by children as well as adults, but this owner's manual is written for the adult who will be supervising the children as well as for adult riders. Before your child rides, therefore, Suzuki strongly recommends that you review this entire manual with your child. Carefully explain the instructions, requirements, and warnings this manual contains so your child can understand them. Question your child as you go through the manual to make sure he or she understands what you are saying. It is your responsibility to ensure that this motorcycle is properly and safely ridden and maintained.

Children differ in skills, strength, and judgement and some children may not be able to operate youth-size motorcycles safely. You should always supervise your child's use of the motorcycle. Permit continued use only if you determine that the child has the ability to operate the motorcycle safely. Note that children can become so excited and impatient that they forget the importance of safety precautions.

TIPS FOR SUPERVISING THE YOUNG RIDER

⚠ WARNING

Allowing a child to operate this motorcycle without adult supervision can be hazardous. Without supervision, the child may ride beyond his or her abilities and lose control of the motorcycle.

Never let your child ride a motorcycle without close adult supervision. Take action if your child begins to ride beyond his or her abilities. Introduce new riding areas slowly and make sure the riding area matches your child's skill level.

Your child's safety depends on your commitment to take the time necessary to fully educate him or her on the proper operation of the DR-Z125/L. Remember that proper instruction before your child begins to ride is as important as proper instruction and supervision during riding.

GETTING TO KNOW THE DR-Z125/L

Your child should become completely familiar with the names and functions of all controls. Let the young rider sit on the bike, with the engine off, and ask him or her to operate specific controls. Demonstrate proper operation of the controls. Ask the child to apply the brakes, operate the engine stop switch, shift gears, etc. Practice this exercise until the child can operate all the controls without hesitation and without looking at them.

Go over the INSPECTION BEFORE RIDING section with your child until he or she knows all the items that should be checked and how they should be checked. Give examples of things to look for. Before each use, an adult should perform an inspection with the rider.

STARTING OFF AND STOPPING

To help your child develop confidence, he or she should PRACTICE FIRST WITH THE ENGINE OFF, as follows:

1. Have your child sit on the bike while you balance and push the motorcycle from behind.
2. As you push the bike, instruct your child to operate the controls, as described above. The child should be looking straight ahead, not down at the controls.

Practice with the engine off until your child gets the feel of using the controls without hesitation and without looking at them. Then start the engine and have your child practice starting off, riding in a straight line in first gear, and coming to a complete stop. Walk alongside the motorcycle. Watch closely to make sure the rider:

1. Operates the throttle and clutch smoothly to start moving gradually.
2. Releases the throttle then applies the front and rear brakes evenly and disengages the clutch when stopping.

Practice this exercise until your child can start off, accelerate, and stop correctly and with confidence. Slowly introduce new maneuvers into this routine as the child becomes more comfortable with the motorcycle, such as turning, shifting and stopping quickly on your signal.

Remember: With your help and supervision, your child can become a skilled rider.

Specific additional safety items to be considered when children ride include:

- Supervise operation of this motorcycle AT ALL TIMES.
- Do not allow the rider to operate the motorcycle beyond his riding ability.
- Use of the motorcycle should be controlled by the parents in relation to the rider's age (not recommended for children under 12 years old), physique, and operating intelligence and maturity.
- Beware of hazardous situations and instruct the rider to beware of hazardous situations.
- Before first use of the motorcycle, read this owner's manual carefully to become familiar with the features, and safety and maintenance requirements of the motorcycle, instruct and review these items with rider.

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. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the machine should be as light as possible and kept to a minimum.
- 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 GUIDELINES

⚠ WARNING

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

Follow loading guidelines in this manual.

This motorcycle is primarily intended to carry small items. Follow the loading guidelines below:

- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Place cargo weight 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.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to page 7-28.
- Adjust suspension setting as necessary.

⚠ WARNING

Carrying a passenger or attaching cargo to the seat can greatly reduce your ability to balance and steer this motorcycle. You may need the full length of the seat to change position to maneuver the motorcycle and deal with quickly changing off-road conditions, and a passenger or cargo may interfere with your movement. If you lose control of the motorcycle, both you and the passenger can be seriously injured.

Never carry a passenger or cargo on the seat.

MODIFICATION

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

SAFE RIDING RECOMMENDATIONS 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. 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. Wear gloves, strong boots that fit over the ankle, long pants, and long sleeve shirt or jacket.

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.

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 an open safe area without obstacles 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

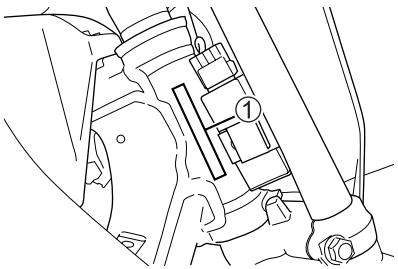
Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Whenever in doubt about road conditions, slow down!

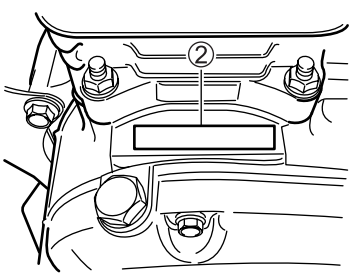
LABELS

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.

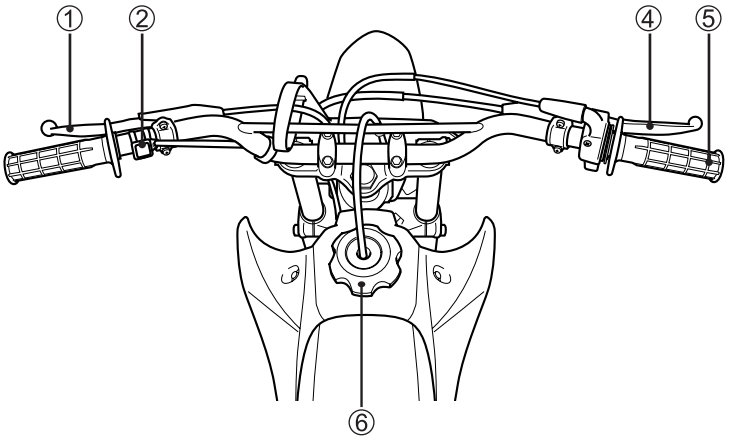
Please write down the serial numbers here for your future reference.

Frame No.:

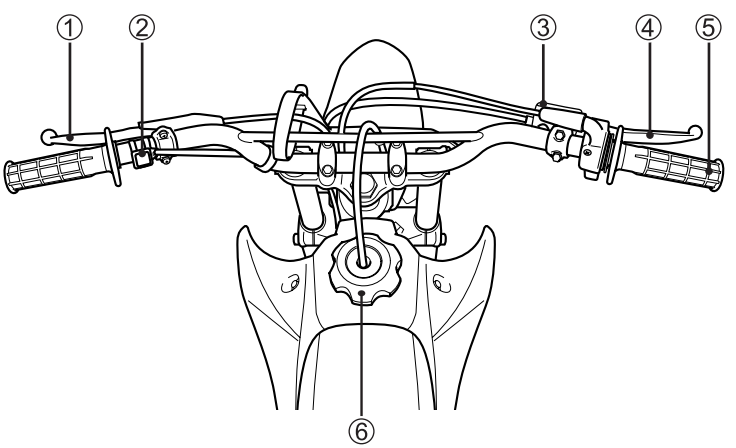
Engine No.:

CONTROLS

LOCATION OF PARTS

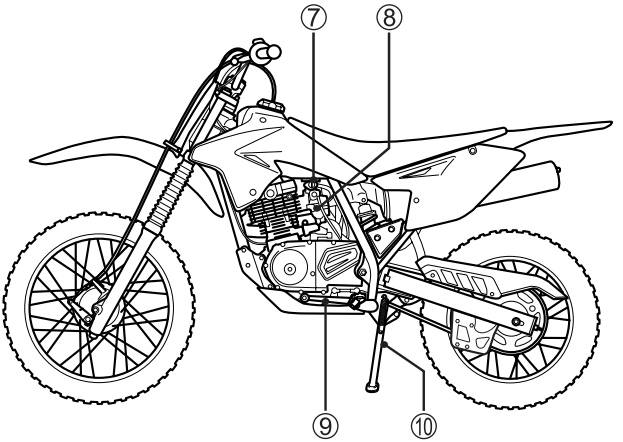


DR-Z125

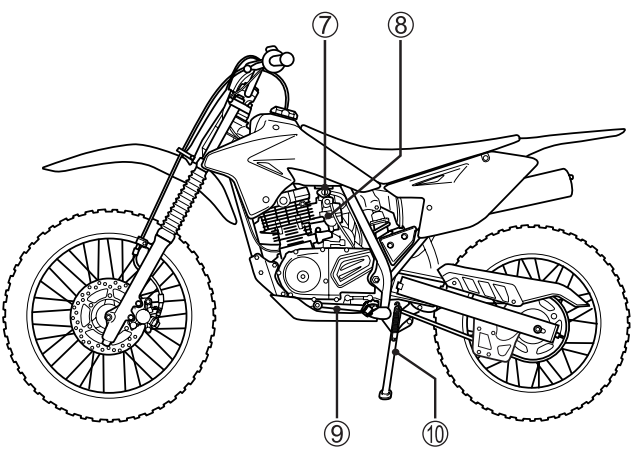


DR-Z125L

① Clutch lever
② Engine stop switch
③ Front brake fluid reservoir (DR-Z125L)
④ Front brake lever
⑤ Throttle grip
⑥ Fuel tank cap

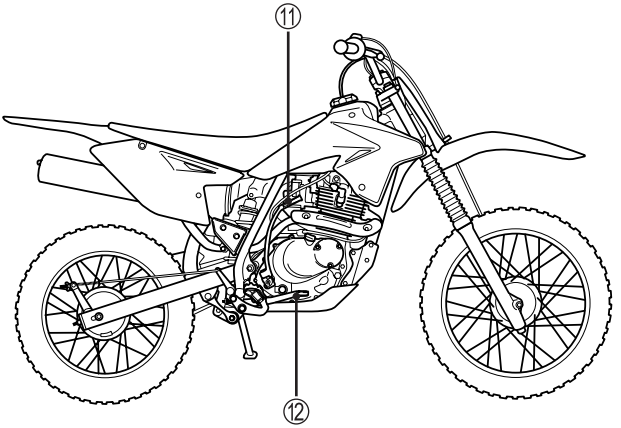


DR-Z125

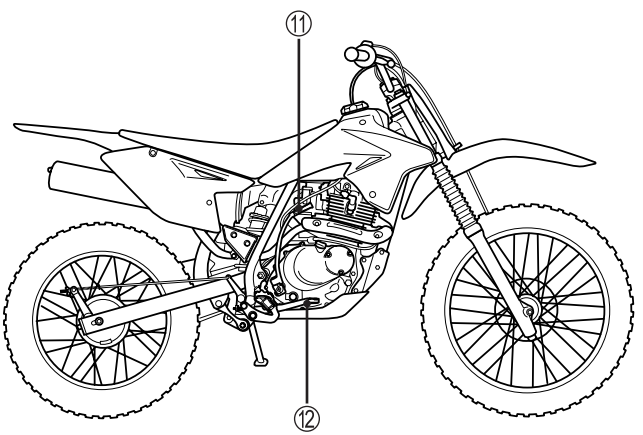


DR-Z125L

⑦ Fuel valve
⑧ Choke lever
⑨ Gearshift lever
⑩ Side stand



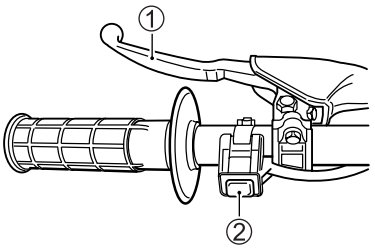
DR-Z125



DR-Z125L

⑪ Kick starter lever
⑫ Rear brake pedal

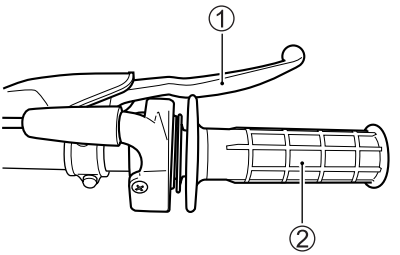
LEFT HANDLEBAR



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.

ENGINE STOP SWITCH ②
To stop the engine, keep on pushing engine stop switch until the engine stops.

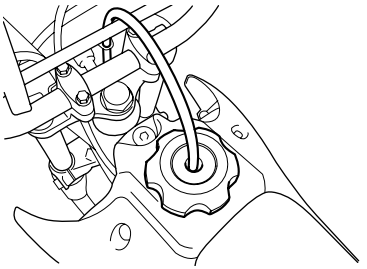
RIGHT HANDLEBAR



FRONT BRAKE LEVER ①
The front brake is applied by squeezing the brake lever gently toward the throttle grip. This motorcycle is equipped with a disk brake and excessive pressure is not required to slow the motorcycle down properly.

THROTTLE GRIP ②
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.

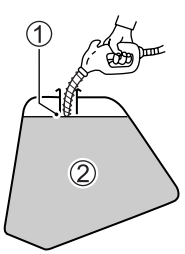
FUEL TANK CAP



To open the fuel tank cap, remove the end of vent tube from the handlebar clamp and turn the fuel tank cap counterclockwise. To close the fuel tank cap, turn it clockwise and tighten it securely. Be sure that the vent tube is connected securely and routed properly as shown.

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

Fuel tank capacity:
4.8 L (1.3/1.1 US/Imp gal)



① Bottom of the filler neck
② Fuel

⚠ 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.

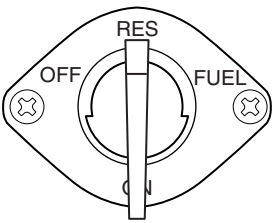
NOTICE

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

Do not refuel above the bottom of the filler neck.

FUEL VALVE

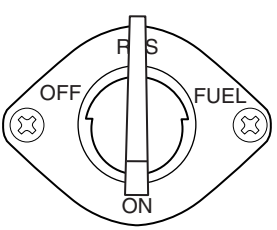
This motorcycle is equipped with a manually operated fuel valve. There are three positions: “ON”, “RES” and “OFF”.



ON

“ON” Position

To run the engine, turn the fuel valve to the “ON” position. In this position, fuel will flow from the fuel valve to the carburetor whenever the fuel level in the carburetor drops.

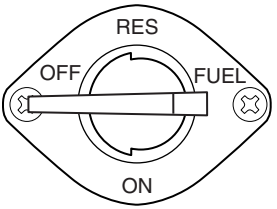


RES

“RES” Position

If the fuel level in the fuel tank is too low, turn the fuel valve to the “RES” position to use the 1.1 L (0.3/0.2 US/Imp. gal) of the reserve fuel supply.

NOTE: After switching the fuel valve to the “RES” position, refill the tank as soon as possible. After refueling, be sure to move the fuel valve to the “ON” position.



OFF

“OFF” Position

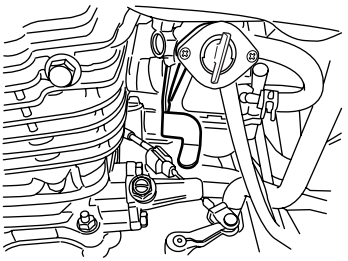
Turn the fuel valve to the “OFF” position whenever stopping the engine for more than a few minutes.

⚠ WARNING

Leaving the fuel valve in “ON” or “RES” position when the engine is off can be hazardous. The carburetor may overflow and fuel may run into the engine. This can cause a fire or cause severe damage when you start the engine.

Always move the fuel valve to the “OFF” position after turning off the engine.

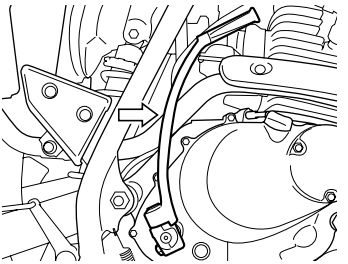
CHOKE LEVER



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

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

KICK STARTER LEVER



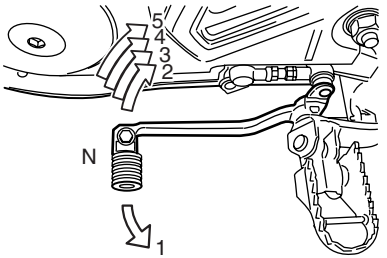
This motorcycle is equipped with a kick starter located on the right side of the engine. The engine may be started in any gear, if the clutch is disengaged, as a primary kick start mechanism is utilized.

⚠ WARNING

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

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

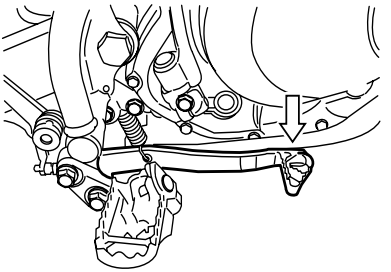
GEARSHIFT LEVER



This motorcycle has a 5-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.

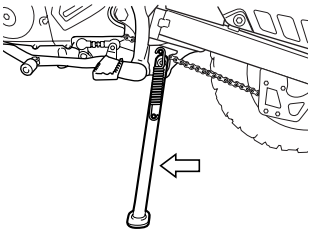
Reduce the motorcycle speed before downshifting. When downshifting, the engine speed should be increased before the clutch is engaged. This will prevent unnecessary wear on the drive train components and the rear tire.

REAR BRAKE PEDAL



Depressing the rear brake pedal will apply the rear brake.

SIDE STAND



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

⚠ WARNING

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

Always retract the side stand completely before starting off.

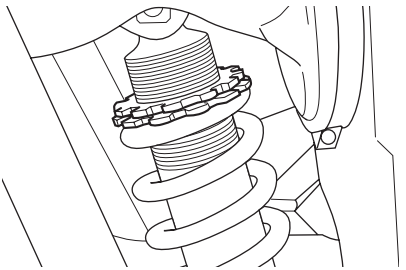
NOTICE

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.

REAR SUSPENSION

Spring Pre-load Adjustment



The adjustment can be performed by changing the adjuster ring position. However, Suzuki recommends that this adjustment be done by your authorized Suzuki dealer, since a special tool is needed for this job.

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.

FUEL AND ENGINE OIL RECOMMENDATIONS

FUEL AND ENGINE OIL RECOMMENDATIONS

FUEL OCTANE RATING

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

(Canada)
Your motorcycle requires unleaded gasoline with a minimum pump octane rating of 87 ((R+M)/2 method). In some areas, the only fuels that are available are oxygenated fuels.

NOTE:

- *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.*
- *If pinking or knocking is experienced, substitute higher octane grade gasoline or another brand, because there are differences between brands.*

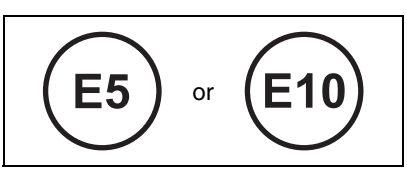
OXYGENATED FUEL RECOMMENDATION

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

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

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

Use the recommended gasoline.



NOTE:

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

NOTICE

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

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

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

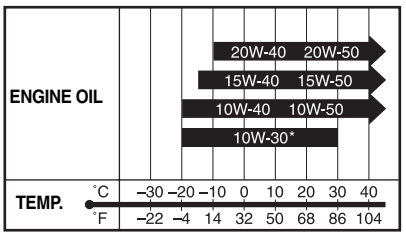
< Equivalent Engine Oil >

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

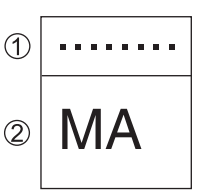
SAE Engine Oil Viscosity
If SAE 10W-40 engine oil is not available, select an alternative according to the following chart.



* 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

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

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

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

MAXIMUM THROTTLE OPERATION RECOMMENDATION

This table shows the maximum throttle operation during the break-in period.

Initial 10 hours	Below 1/2 throttle
Up to 15 hours	Below 3/4 throttle

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be “loaded” with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts.

It is essential that some stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine.

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 15 hours.

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

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

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The 5 hours service is the most important service your motorcycle will receive. During break-in all of the engine components will have worn in and all of the other parts will have seated in. All adjustments will be restored, all fasteners will be tightened, and the dirty oil and oil filter will be replaced.

Timely performance of the 5 hours service will ensure optimum service life and performance from the engine.

NOTE: The 5 hours 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 and perform all of them before riding the machine.

⚠ 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 parts.

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

WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No play or looseness
Throttle (☞ 7-16)	• Correct play in the throttle cable • Smooth operation and positive return of the throttle grip to the closed position
Clutch (☞ 7-18)	• Correct play in the cable • Smooth and progressive action
Brakes (☞ 3-5, 3-9, 7-21)	• Proper pedal and lever operation • Proper pedal and lever play • Correct fluid level • No fluid leakage • No “sponginess” • Brake pad wear • Brake shoe wear
Suspension (☞ 3-10)	Smooth movement
Fuel tank (☞ 3-6)	Tank cap fastened securely
Gearshift lever (☞ 3-9)	• No damage • Smooth operation
Drive chain (☞ 7-18)	• Correct tension or slack • Adequate lubrication
Tires (☞ 7-27)	• Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 7-12)	Correct level
Engine stop switch (☞ 3-5)	Correct function

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, be sure to follow these steps:

1. Shift the transmission to neutral.
2. Set the fuel valve to the “ON” position.

⚠ WARNING

This motorcycle can start moving as soon as you start the engine with the transmission in gear. Unexpected movement can cause you to lose control of the motorcycle.

Shift into neutral and disengage the clutch before you start the engine.

When the Engine is Cold:

1. Push down the choke lever all the way (full choke position).
2. **With the throttle grip in the fully closed position**, depress the kick starter lever.
3. Move the choke lever to the “OFF” position approximately 30 seconds after engine starts. It may be necessary to use the choke longer than 30 seconds in extremely cold weather.

When a cold Engine is Hard to Start:

1. Push down the choke lever all the way (full choke position).
2. **With the throttle grip opened 1/8**, depress the kick starter lever.
3. Move the choke lever to the “OFF” position approximately 30 seconds after engine starts. It may be necessary to use the choke longer than 30 seconds in extremely cold weather.

When the Engine is Warm:

1. Confirm that the choke lever is in the “OFF” position.
2. **With the throttle grip in the fully closed position**, depress the kick starter lever.

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

When a Warm Engine is Hard to Start:

1. Confirm that the choke lever is in the “OFF” position.
2. **With the throttle grip opened 1/8**, depress the kick starter lever.

⚠ WARNING

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

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

NOTICE

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

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

STARTING OFF

⚠ WARNING

Carrying a passenger can greatly reduce your ability to balance and steer this motorcycle. If you carry a passenger, you can lose control and both you and the passenger can be severely injured.

Never carry a passenger. This motorcycle has a long seat so you can change position to maneuver the motorcycle.

⚠ WARNING

Operating this motorcycle on public roads or highways can be hazardous. This motorcycle does not meet safety standards for use on public roads. It is illegal to operate this motorcycle on public roads or highways in many states.

Never operate this motorcycle on any road or highway, even a dirt or gravel one.

⚠ 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

Riding the motorcycle with the side stand in the down position can be hazardous. The side stand in the down position may interfere with rider control during a left turn.

Check that the side stand is returned to its full up position before starting off.

1. Warm up the engine.
2. Squeeze the clutch lever and depress the gearshift lever downward.
3. Turn the throttle grip toward you. At the same time, release the clutch lever gently, and the motorcycle will move forward.
4. As speed increases, change up to the next higher gear. Close the throttle and squeeze the clutch lever simultaneously. Lift the gearshift lever upward. Release the clutch lever gently and open the throttle grip again.

USING THE TRANSMISSION

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

⚠ 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

Improper gearshift lever operation can damage the transmission.

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

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 riding down a hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to overrev.

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 the road speed decreases.
4. Select neutral with the clutch lever squeezed toward the grip (disengaged position) when the motorcycle is almost completely stopped.

⚠ 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

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

Slow down sufficiently before approaching a slope.

⚠ 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.

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.

⚠ 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. Keep pushing the engine stop switch to stop the engine.
7. Turn the fuel valve to the "OFF" position.

INSPECTION AND MAINTENANCE

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

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

⚠ WARNING

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

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

Item \ Interval months	1	6	12
Air cleaner element (☞ 7-6)	–	I	I
Exhaust pipe bolts and muffler mounting bolts	T	T	T
* Valve clearance	I	I	I
Spark plug (☞ 7-9)	–	I	R
Fuel hose (☞ 7-11)	I	I	I
Spark arrester (☞ 7-30)	–	–	C
Camshaft drive chain (☞ 7-17)	I	I	I
Engine oil filter (☞ 7-13)	R	–	R
Engine oil (☞ 7-12)	R	R	R
Throttle cable play (☞ 7-16)	I	I	I
Idle speed (☞ 7-16)	I	I	I
Clutch cable play (☞ 7-18)	I	I	I
Drive chain (☞ 7-18)	Clean, oil and inspect each time the motorcycle is ridden		
* Brakes (☞ 7-21)	I	I	I
Brake hoses (DR-Z125L) (☞ 7-21)	–	I	I
	* Replace every 4 years		
Brake fluid (DR-Z125L) (☞ 7-21)	–	I	I
	* Replace every 2 years		
Tires (☞ 7-27)	–	I	I
Spoke nipples (☞ 7-29)	Inspect each time the motorcycle is ridden		
* Steering	I	–	I
* Front fork	–	–	I
* Rear suspension (☞ 3-10)	–	–	I
* Chassis bolts and nuts	T	T	T

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

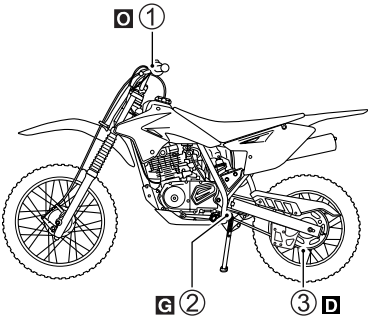
LUBRICATION POINTS

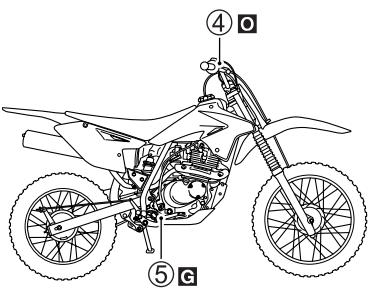
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to lubricate the motorcycle after a long rough ride and after getting it wet it in the rain or after washing it. Major lubrication points are indicated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

NOTICE

Lubricating electrical switches can damage the switches.

Do not apply grease or oil to electrical switches.





O ... Motor oil
G ... Grease
D ... Drive chain lubricant

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

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.

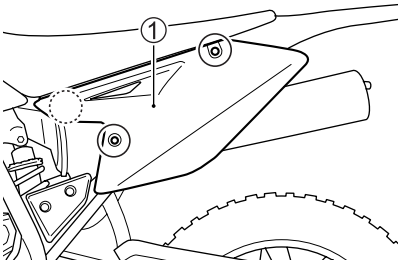
Never run the engine without the air cleaner element in place.

NOTICE

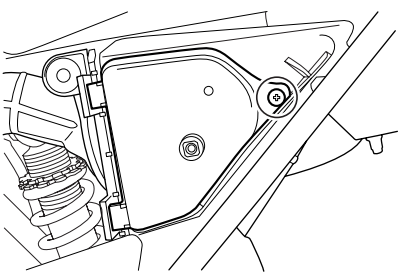
Failure to inspect the air cleaner element frequently if the vehicle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions, and engine damage may result.

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

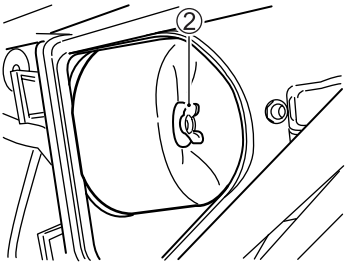
To remove the air cleaner:



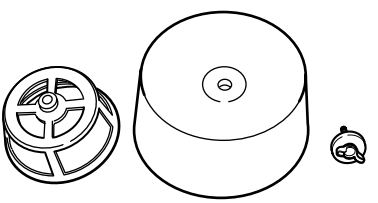
1. Remove the bolts. Remove the left side frame cover ① by unhooking the hook.



2. Remove the screw and the cover.

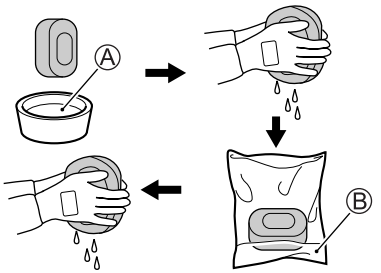


3. Remove the nut ② and the element assembly.



4. Separate the polyurethane foam element from the element frame.

WASHING THE ELEMENT



Wash the element as follows:

1. Fill a washing pan of a proper size with non-flammable cleaning solvent Ⓐ. Immerse the element in the solvent and wash it clean.
2. Squeeze the solvent off the washed element by pressing it between the palms of both hands. Do not twist and wring the element, or it will develop fissure.
3. Immerse the element in a pool of motor oil Ⓑ and squeeze the oil off the element to make it slightly wet with the oil.
4. Reinstall the cleaned element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

NOTICE

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

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

⚠ WARNING

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

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

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

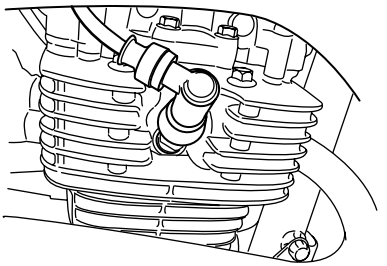
NOTICE

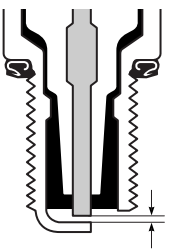
Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

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.

SPARK PLUG





0.6 – 0.8 mm
(0.024 – 0.031 in)

Remove the carbon deposits from the spark plug. Readjust the spark plug gap to 0.6 – 0.8 mm (0.024 – 0.031 in) by using a spark plug gap thickness gauge.

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

NOTICE

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

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

Plug Replacement Guide

NGK	DENSO	REMARKS
DR7EA	X22ESR-U	If the standard plug is wet in appearance or very dark in color, replace with this plug.
DR8EA	X24ESR-U	Standard
DR9EA	X27ESR-U	If the standard plug is glazed appearing or very white, replace with this plug.

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

INSTALLATION

NOTICE

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

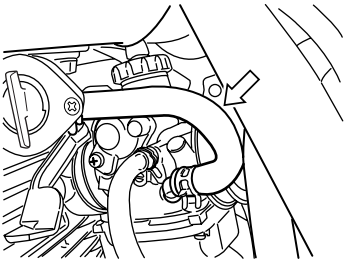
Carefully turn the spark plug by hand into the threads. If the spark plug is new, tighten it with a wrench about 1/2 turn past finger tight. If you are reusing the old spark plug, tighten it with a wrench about 1/8 turn past finger tight.

NOTICE

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

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

FUEL HOSE



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

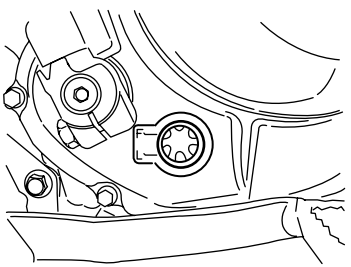
ENGINE OIL

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

ENGINE OIL LEVEL CHECK

Follow the procedure below to inspect the engine oil level.

1. Start the engine and run it for three minutes.
2. Stop the engine and wait three minutes.



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

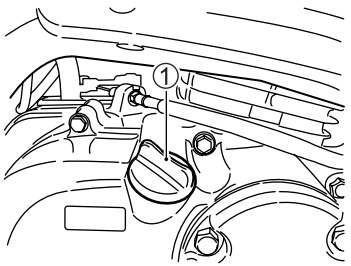
NOTICE

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

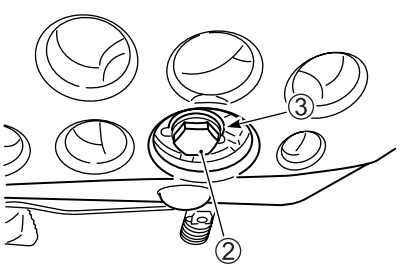
Place the motorcycle on level ground. Check the oil level with the engine oil inspection window before each use of the vehicle. Be sure the engine oil level is always above the "L" (low) line and not higher than the "F" (full) line.

ENGINE OIL AND FILTER CHANGE
The oil should be changed when the engine is hot so that the oil will drain thoroughly from the engine. The procedure is as follows:

1. Place the motorcycle on the side stand.



2. Remove the oil filler cap ①.
3. Place a drain pan under the drain plug.



4. Remove the drain plug ② and gasket ③ with a wrench and drain out the engine oil while holding the motorcycle vertically.

⚠ WARNING

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

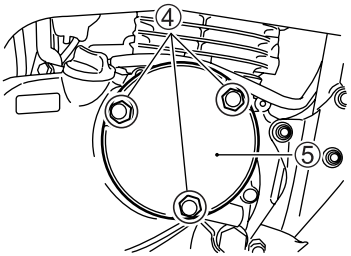
Keep new and used oil and used oil filters away from children and pets. To minimize your exposure to used oil, wear a long-sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags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

NOTE:
- *Recycle or properly dispose of used oil.*
- *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.*

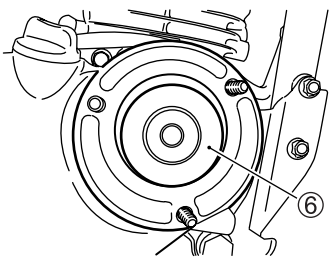
⚠ CAUTION

Engine oil and exhaust pipes can burn you.

Wait until the engine oil drain plug and exhaust pipes cool before draining oil.



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



6. Remove the filter cap, pull out the oil filter element ⑥ and replace with a new one.

NOTICE

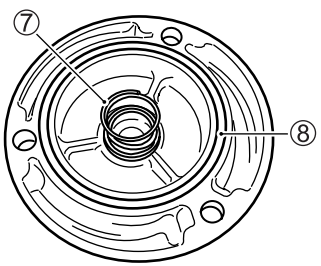
Failure to use an oil filter with the correct design can damage your motorcycle's engine.

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

NOTICE

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

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



7. Before fitting the oil filter cap, be sure to check that the filter spring ⑦ and the "O" ring ⑧ are fitted correctly.

NOTE: Use a new "O" ring each time the filter element is replaced.

8. Fit the oil filter cap and tighten the nut securely, but do not over-tighten them.

9. Replace the drain plug gasket with a new one. Reinstall the drain plug and gasket. Tighten the plug securely with a torque wrench. Pour 950 ml (1.0/0.8 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 AND ENGINE OIL RECOMMENDATIONS section.

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

NOTE: Approximately 850 ml (0.9/0.7 US/Imp.qt) of oil will be required when changing oil only without replacing the oil filter.

NOTICE

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

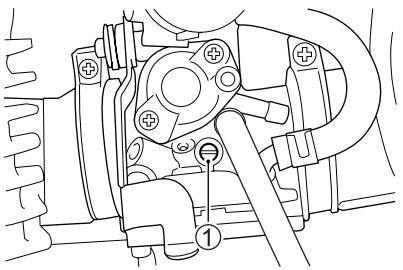
Be sure to use the oil specified in the FUEL AND ENGINE OIL RECOMMENDATIONS section.

10. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for three minutes.
11. 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 cap for leaks.

CARBURETOR

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

IDLE SPEED ADJUSTMENT



To adjust the idle speed properly, you need a tachometer. If you do not have one, ask your Suzuki dealer or a qualified mechanic to perform this adjustment.

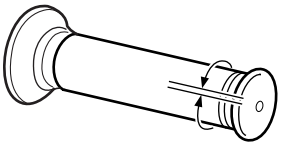
1. Start up the engine and let the engine run until it warms up fully.
2. After engine warms up, turn the throttle stop screw ① located on the carburetor in or out so that engine may run at 1600 – 1800 r/min.

NOTICE

Adjusting the engine idle speed below the specified value can cause engine stalling and adjusting the engine idle speed above the specified value can cause engine overheating and possible damage.

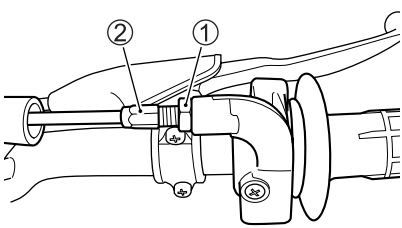
Do not change the idle speed setting outside the specified range. Do not change the idle speed setting unless you have an appropriate tachometer to measure engine speed.

THROTTLE CABLE ADJUSTMENT



2.0 – 4.0 mm
(0.08 – 0.16 in)

Measure the throttle cable play by turning the throttle grip. The throttle grip should have 2.0 – 4.0 mm (0.08 – 0.16 in) play.



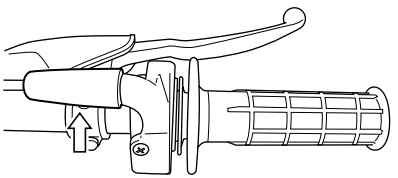
1. Loosen the lock nut ①.
2. Adjust the cable play by turning adjuster ② in or out to obtain the correct play.
3. After adjusting the play tighten the lock nut.

⚠ WARNING

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

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

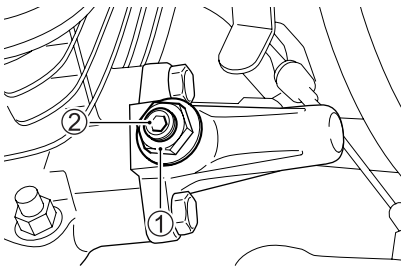
THROTTLE CABLE BOOTS



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

CAMSHAFT DRIVE CHAIN

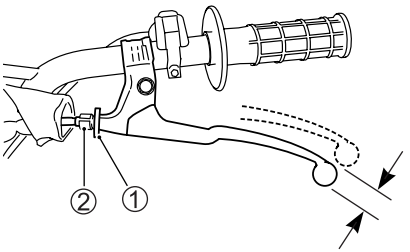
The chain for driving the camshaft must be adjusted properly to avoid unnecessary wear and excessive noise. A chain tensioner is provided and should be adjusted in the following manner.



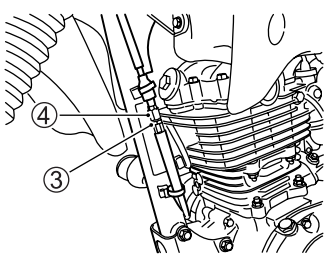
1. Loosen the lock nut ① on the chain adjuster and back off the adjusting screw ②. This allows the adjuster rod to push firmly against the drive chain and provide proper operating tension.
2. Tighten the adjusting screw ② firmly to hold the adjuster push rod in position. Tighten the lock nut ① to hold the adjusting screw ②.

NOTE: If the camshaft drive chain is noisy even after the adjustment, the push rod may be stuck in one position. Remove the assembly from the engine and disassembly. Inspect the push rod for varnish or damage and clean or repair as necessary.

CLUTCH



The play of the clutch lever should be 10 – 15 mm (0.4 – 0.6 in) as measured at the clutch lever end. If you find that the amount of clutch cable play is incorrect, adjust it in the following way:



1. Loosen the lock nut ① and turn in adjuster ② as far as it will go.
2. Loosen the lock nut ③ and relocate the adjuster ④ to obtain correct play.
3. Minor adjustment can be made with clutch lever side adjuster ②.
4. Tighten the lock nuts, ① and ③.

DRIVE CHAIN

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

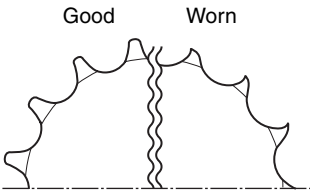
Inspecting the Drive Chain

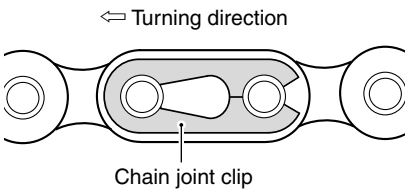
When inspecting the chain, look for the following:

- 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 authorized 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.

DRIVE CHAIN CLEANING AND OILING

1. Remove dirt and dust from the drive chain.
2. Clean the drive chain with a drive chain cleaner, or water and mild detergent.

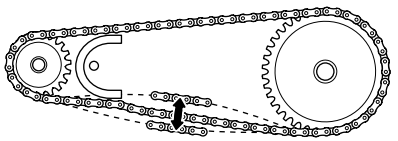
NOTICE

Cleaning the drive chain improperly can 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.
4. Wipe off water and neutral detergent.
5. Lubricate with a motorcycle drive chain lubricant or high viscosity oil (#80 – 90).
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



35 – 45 mm
(1.4 – 1.8 in)

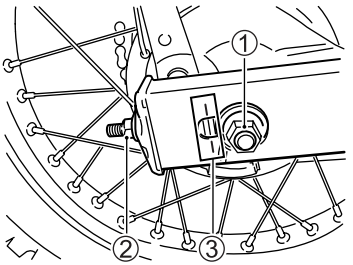
Adjust the drive chain slack in the following manner until it has 35 – 45 mm (1.4 – 1.8 in) of slack at the mid point between the chain buffer and the rear sprocket.

⚠ WARNING

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

Inspect and adjust the drive chain slack before each use.

To adjust the drive chain, follow the procedure below:



1. Place the motorcycle on the side stand.
2. Loosen axle nut ①.
3. Turn the right and left adjuster ② until the chain has 35 – 45 mm (1.4 – 1.8 in) of slack halfway between the engine sprocket and rear sprocket. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ③ on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
4. Retighten the axle nut securely.
5. Recheck the chain slack after tightening and readjust if necessary.

Rear axle nut tightening torque:
54 N·m (5.4 kgf-m, 39.0 lbf-ft)

BRAKES

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:

1. Inspect the fluid level in the reservoirs.
2. Inspect the front brake system for sings of fluid leakage.
3. Inspect the brake hose for leakage or a cracked appearance.
4. The brake lever should have the proper stroke and be firm at all times.
5. 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 (DR-Z125L)

⚠ WARNING

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

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

⚠ WARNING

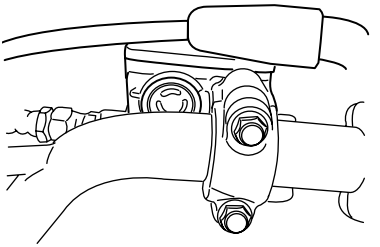
The use of any fluid except DOT4 brake fluid from a sealed container can damage the brake system and lead to an accident.

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.



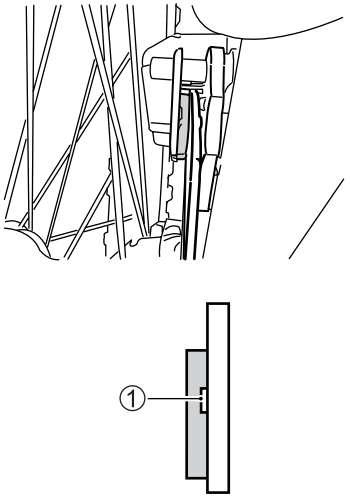
Check the brake fluid level in the front brake fluid reservoir. If the level in the reservoir is below the lower mark, inspect for brake pad for wear and leaks.

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 PADS (DR-Z125L)



① Grooved wear limit line

Inspect the front brake pads by noting whether or not the friction pads are worn down to the grooved wear limit line. If a pad is worn to the grooved wear limit line, it must be replaced with a new one by your authorized Suzuki dealer or 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, you may get poor braking performance which could result in an accident.

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

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

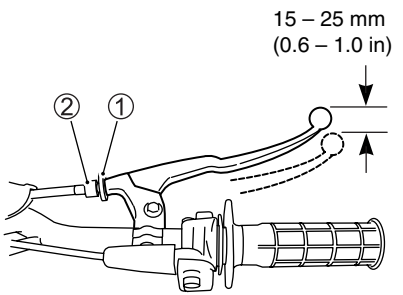
⚠ WARNING

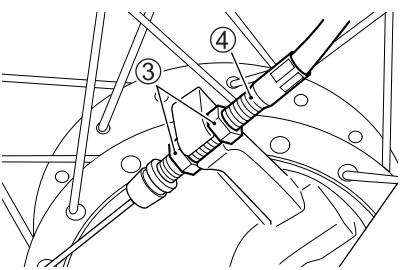
Replacing only one of the two brake pads can result in uneven braking action and can increase your chance of having an accident.

Always replace both pads together.

FRONT BRAKE LEVER PLAY ADJUSTMENT (DR-Z125)

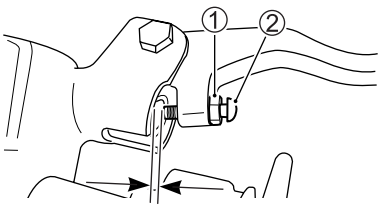
Front brake cable play should be 15 – 25 mm (0.6 – 1.0 in) measured at the front brake lever end. Adjust the front brake cable play according to the following manner:





1. Loosen the lock nut ① and turn in the adjuster ② as far as it will go.
2. Loosen the lock nuts ③ and relocate the adjuster ④ to obtain correct play.
3. Minor adjustment can be made with brake lever side adjuster ②.
4. Tighten the lock nuts, ① and ③.

FRONT BRAKE LEVER PLAY ADJUSTMENT (DR-Z125L)



0.1 – 1.5 mm
(0.004 – 0.06 in)

1. Loosen the lock nut ①.
2. Turn the adjuster ② in or out to obtain the correct play of 0.1 – 1.5 mm (0.004 – 0.06 in).
3. Tighten the lock nut securely.

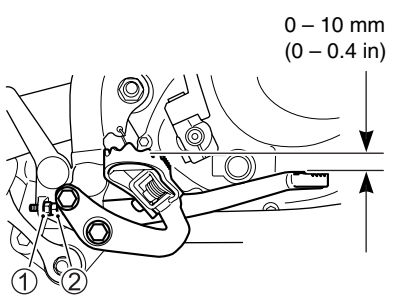
BRAKE PEDAL HEIGHT ADJUSTMENT

NOTICE

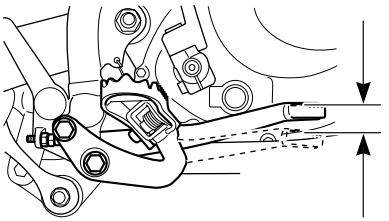
An incorrectly adjusted brake pedal may force brake shoes to rub against the drum at all times, causing damage to the shoes and drum.

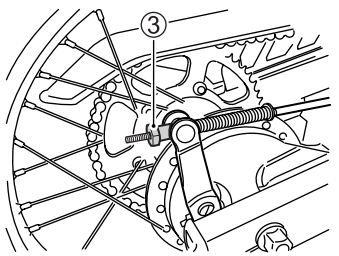
Follow the steps in this section to adjust the brake pedal properly.

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. Adjust the brake pedal position in the following manner:



1. Loosen the lock nut ①.
2. Adjust the brake pedal height by turning adjuster bolt ② to locate the pedal 0 – 10 mm (0 – 0.4 in) below the top face of the footrest.
3. Tighten the lock nut ①.

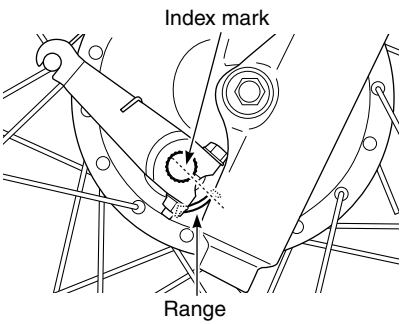




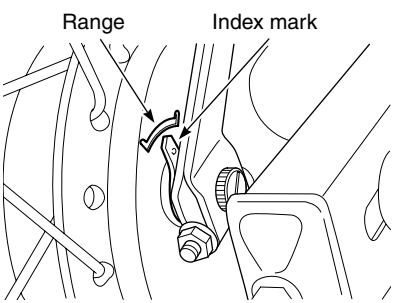
Adjust the rear brake pedal so that there is approximately 20 – 30 mm (0.8 – 1.2 in) of travel as shown in the illustration. To adjust the amount of travel, turn the adjusting nut ③. Turning the adjusting nut clockwise will decrease the amount of travel.

BRAKE LINING WEAR LIMIT

The motorcycle is equipped with a brake lining wear limit indicator on the front (DR-Z125) and rear brakes. To check wear of the brake lining, perform the following:



FRONT (DR-Z125)



REAR

1. Make sure the brake play is properly adjusted.
2. While fully applying the brake, check to see that the extension line of the index mark is within the range.
3. If the extension line is outside this range, have the brake shoes replaced by your Suzuki dealer.

⚠ WARNING

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

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

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.**
- **Read this section of the owner's manual carefully.**

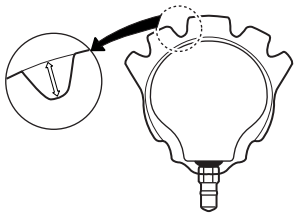
Check the tire inflation pressure and tire tread condition at the periodic inspection. For maximum safety and good tire life, the tire pressures should be inspected more often.

TIRE PRESSURE

Insufficient air pressure in the tires not only hastens tire wear, but also seriously affects the stability of the motorcycle. Under-inflated tires make smooth cornering difficult and over-inflated tires decrease the amount of tire in contact with the ground which can lead to skids and loss of control. Be sure that the tire pressure is within the specified limits at all times. Tire pressure should only be adjusted when the tires are cold.

	FRONT	REAR
COLD INFLATION TIRE PRESSURE	100 kPa 1.0 kgf/cm^2 14 psi	100 kPa 1.0 kgf/cm^2 14 psi

TIRE TREAD CONDITION



Operating the motorcycle with excessively worn tires will decrease riding stability and can lead to loss of control. It is recommended that a tire be replaced when the remaining depth of tire tread becomes 4.0 mm (0.16 in) or less.

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

DR-Z125

Front	70/100-17 40M
Rear	90/100-14 49M

DR-Z125L

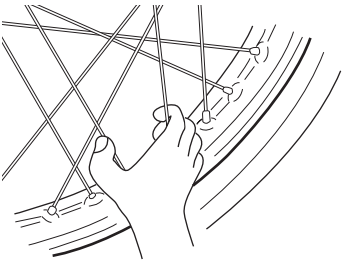
Front	70/100-19 42M
Rear	90/100-16 52M

⚠ WARNING

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

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

SPOKE NIPPLE TIGHTNESS



The spoke nipples should be retightened periodically at the same time that the chassis nuts and bolts are retightened. Consult the MAINTENANCE SCHEDULE section of this manual for frequency of inspection/adjustment.

Check the tension of spokes to verify the tightness of the spoke nipples. The tension of the spokes can be checked by squeezing the spokes with your fingers. If a spoke nipple is loose, the spoke will bend more than the others. The tension can also be checked by hitting the spokes with a small metal bar. If the spoke nipple is loose, it's sound will be dull.

To tighten the spoke nipples properly, tighten them equally to the specified torque. Loosened and overtightened spoke nipples may cause unequal tension of spokes and may result in distortion of the wheel rim. Contact your Suzuki dealer to have this service performed.

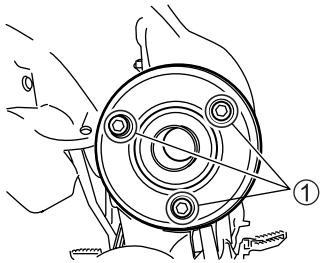
SPARK ARRESTER

The muffler has a spark arrester which must be periodically cleaned to maintain good efficiency. At the intervals shown in the maintenance chart, clean the spark arrester as follows.

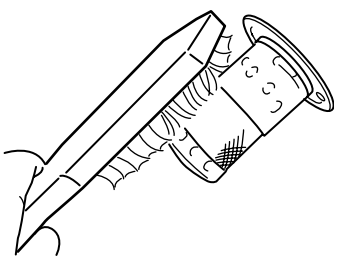
⚠ CAUTION

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 to avoid burns.



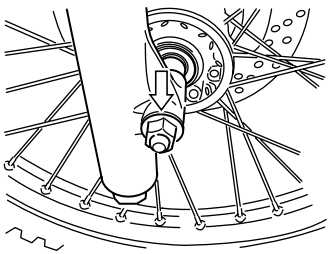
1. Remove the bolts ① and spark arrester.



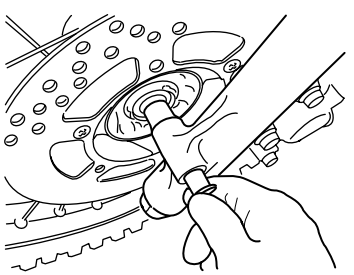
2. Use a brush to remove carbon deposits from the spark arrester screen. Be careful not to damage the spark arrester screen. Check that the screen has no holes or tears. Replace the screen if necessary.
3. Reinstall the spark arrester and tighten the bolts securely.

FRONT WHEEL REMOVAL (DR-Z125L)

1. Place the motorcycle on the side stand.



2. Remove the axle nut.
3. Lift the front end of the motorcycle up and place a jack or a block under the engine or under the chassis tube.



4. Draw out the axle.
5. Slide the front wheel forward.

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

6. To reinstall the wheel assembly, reverse the sequence described above.
7. 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 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

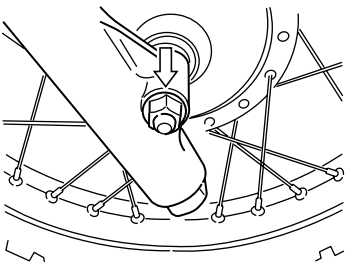
If the bolts and nuts are not properly tightened, the wheel can come off, causing an accident.

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.

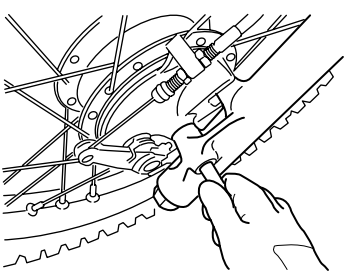
Front axle nut tightening torque:
49 N·m (4.9 kgf-m, 35.5 lbf-ft)

FRONT WHEEL REMOVAL (DR-Z125)

1. Place the motorcycle on the side stand.



2. Remove the axle nut.
3. Lift the front end of the motorcycle up and place a jack or a block under the engine or under the chassis tubes.



4. Draw out the axle.
5. Slide the front wheel forward.
6. To reinstall the wheel assembly, reverse the sequence described above.

⚠ WARNING

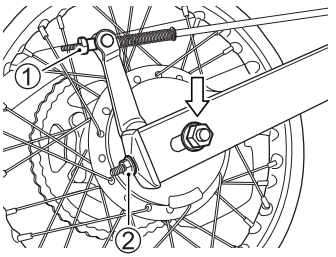
If the bolts and nuts are not properly tightened, the wheel can come off, causing an accident.

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:
42 N·m (4.2 kgf-m, 30.5 lbf-ft)

REAR WHEEL REMOVAL

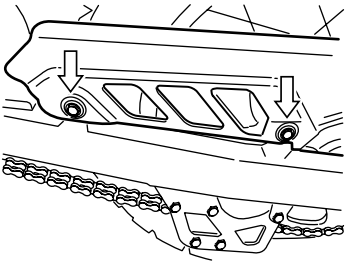
1. Place the motorcycle on the side stand.



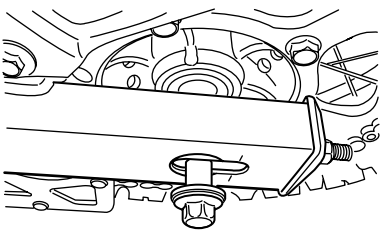
2. Remove the rear brake adjusting nut ①.
3. Loosen the right and left chain adjuster nuts ②.
4. Remove the axle nut.

> **⚠ 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 to avoid burns.**

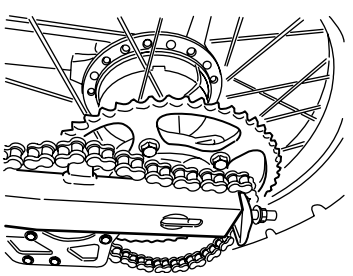
5. Lift the rear end of the motorcycle up and place a jack or a block under the engine or under the chassis tubes.



6. Remove the bolts and the chain cover.



7. Draw out the axle.
8. With the wheel moved forward, remove the chain from the sprocket.



9. Pull the rear wheel assembly rearward.
10. To replace the wheel, reverse the complete sequence listed above.

11. After installing the wheel, apply the brake several times and then check 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:
54 N·m (5.4 kgf-m, 39.0 lbf-ft)

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

1. Make sure there is enough fuel in the fuel tank.
2. Make sure there is enough fuel reaching the carburetor from the fuel valve.
   a. Turn the fuel valve to the "OFF" position.
   b. Loosen the drain bolt located under the carburetor. Drain the fuel from the carburetor into a container.

⚠ WARNING

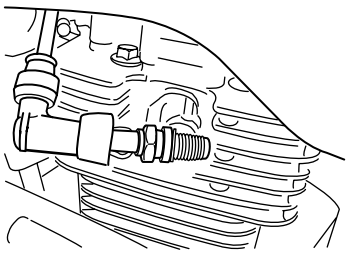
Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when handling fuel.

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

   c. Tighten the drain bolt.
   d. Place the empty container under the carburetor. Turn the fuel valve to the "ON" position (or "RES" position if the fuel quantity is not much).
   e. Turn the fuel valve to the "OFF" position several seconds later.
   f. Loosen the drain bolt and check that the carburetor is filled back up with fuel.
   g. Tighten the drain bolt.
3. If fuel is reaching the carburetor, ignition system should be checked next.

IGNITION SYSTEM CHECK

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



2. While holding the spark plug firmly against the engine, turn the engine with the transmission in neutral, and the clutch disengaged. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is still no spark, take your motorcycle to an authorized Suzuki dealer.

⚠ WARNING

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

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

ENGINE STALLING

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

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

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

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

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

⚠ WARNING

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

When draining the fuel:

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

NOTE: Make sure that the fuel valve is "OFF" position, otherwise the fuel may leak into the engine.

ENGINE

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

TIRES

Inflate the tires to the normal specifications.

EXTERNAL

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

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Remove the spark plug. Turn the engine a few times. Reinstall the spark plug.
- Drain the engine oil thoroughly. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
- Lubricate all places as instructed in this manual.
- Do the “INSPECTION BEFORE RIDING” as listed in this manual.

CORROSION PREVENTION

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

Important Information About Corrosion

Common causes of corrosion

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

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

How to Help Prevent Corrosion

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

MOTORCYCLE CLEANING

WASHING THE MOTORCYCLE

When washing the motorcycle, follow the instruction below:

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

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 and use parts cleaner to clean your motorcycle.

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

- *Spark plug*
- *Fuel tank cap*
- *Carburetor*
- *Brake master cylinder (DR-Z125L)*
- *Throttle cable boots*

3. Once the dirt has been completely removed, rinse off the detergent with plenty of water.

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

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

NOTICE

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

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

PLASTIC PARTS

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

NOTICE

When any of the following substances is attached to the plastic part, 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, alcohol or organic solvent, etc.**

WAXING THE MOTORCYCLE

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

- Only use 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.

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

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	1835 mm (72.2 in)
	1885 mm (74.2 in) ... DR-Z125L
Overall width	770 mm (30.3 in)
Overall height	1085 mm (42.7 in)
	1110 mm (43.7 in) ... DR-Z125L
Wheelbase	1245 mm (49.0 in)
	1270 mm (50.0 in) ... DR-Z125L
Ground clearance	260 mm (10.2 in)
	290 mm (11.4 in) ... DR-Z125L
Seat height	775 mm (30.5 in)
	805 mm (32.0 in) ... DR-Z125L
Curb mass	88 kg (194 lbs)
	89 kg (196 lbs) ... DR-Z125L

ENGINE

Type	Four-stroke, air-cooled, SOHC
Number of cylinders	1
Bore	57.0 mm (2.244 in)
Stroke	48.8 mm (1.921 in)
Displacement	124 cm^3 (7.6 cu. in)
Compression ratio	9.5 : 1
Carburetor	MIKUNI VM20SS
Air cleaner	Polyurethane foam element
Starter system	Primary kick
Lubrication system	Wet sump

DRIVE TRAIN

Clutch	Wet multi-plate type
Transmission	5-speed constant mesh
Gearshift pattern	1-down, 4-up
Primary reduction ratio	3.470 (59/17)
Gear ratios, Low	3.000 (33/11)
2nd	1.857 (26/14)
3rd	1.368 (26/19)
4th	1.095 (23/21)
Top	0.923 (24/26)
Final reduction ratio	3.642 (51/14)
	4.071 (57/14) ... DR-Z125L
Drive chain	D.I.D. 428HG, 122 links
	D.I.D. 428HG, 130 links ... DR-Z125L

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Link type, coil spring, oil damped
Front suspension stroke	180 mm (7.1 in)
Rear wheel travel	160 mm (6.3 in)
	170 mm (6.7 in) ... DR-Z125L
Caster	28°
	27° 30' ... DR-Z125L
Trail	88 mm (3.46 in)
	99 mm (3.90 in) ... DR-Z125L
Steering angle	45° (right & left)
Turning radius	1.9 m (6.2 ft)
	2.0 m (6.6 ft) ... DR-Z125L
Front brake	Drum brake
	Disk brake ... DR-Z125L
Rear brake	Drum brake
Front tire size	70/100-17 40M, tube type
	70/100-19 42M, tube type ... DR-Z125L
Rear tire size	90/100-14 49M, tube type
	90/100-16 52M, tube type ... DR-Z125L

ELECTRICAL

Ignition type	Electronic ignition (CDI)
Spark plug	NGK DR8EA or DENSO X24ESR-U
Generator	Single-phase A.C. generator

CAPACITIES

Fuel tank,	including reserve	4.8 L (1.3/1.1 US/Imp gal)
	Reserve	1.1 L (0.3/0.2 US/Imp gal)
Engine oil,	oil change	850 ml (0.9/0.7 US/Imp qt)
	With filter change	950 ml (1.0/0.8 US/Imp qt)
	Overhaul	1100 ml (1.2/1.0 US/Imp qt)

INDEX