

# SET-UP MANUAL

# MANUEL D'ASSEMBLAGE

# MONTAGEANLEITUNG

## GSX1400K2

### FORWORD

This motorcycle has been designed and produced utilizing Suzuki's most modern technology. The finest product, however, cannot perform properly unless it is correctly assembled and serviced. This set-up manual has been produced to aid you in properly assembling and servicing this motorcycle.

Please review this set-up manual carefully before performing any work. Take special care to properly perform the required assembly and servicing marked by either a Warning or a Caution. Failure to follow the directions in either of these two (2) categories could lead to serious problems.

**▲ WARNING** and **CAUTION** areas are denoted to emphasize certain areas and carry the following meanings:

#### **▲ WARNING**

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

#### **CAUTION**

Indicates a potential hazard that could result in motorcycle damage.

This set-up manual is based on a motorcycle of standard specification. Some minor differences from this manual may be found in other specifications.

### AVANT-PROPOS

Cette moto a été conçue et produite en utilisant la technologie la plus récente de Suzuki. Le meilleur produit, cependant, ne peut pas fonctionner de manière satisfaisante à moins qu'il ne soit correctement assemblé et entretenu. Ce manuel d'assemblage a été rédigé pour vous aider à effectuer correctement l'assemblage et l'entretien de cette moto.

Prière de se familiariser avec ce manuel d'assemblage avant de commencer les travaux. Faire particulièrement attention à effectuer correctement les travaux d'assemblage et d'entretien indiqués sous les titres Avertissement et Attention. Ne pas suivre les directives de ces deux (2) catégories pourrait causer de sérieux problèmes. Les titres

**▲ AVERTISSEMENT** et **ATTENTION** ont pour but d'insister sur certains points et ils ont les significations suivantes:

#### **▲ AVERTISSEMENT**

Indique un danger qui pourrait provoquer la mort ou une blessure.

#### **ATTENTION**

Indique un danger qui pourrait provoquer un endommagement du véhicule.

Ce manuel d'assemblage est basé sur la moto aux caractéristiques standard. Dans certains cas, certaines différences mineures peuvent apparaître par rapport à ce manuel.

### VORWORT

Dieses Motorrad wurde mit Hilfe der fortschrittlichsten Technologie von Suzuki entwickelt und gebaut. Die beste Maschine kann jedoch nur dann einwandfrei funktionieren, wenn sie richtig zusammengebaut und gewartet wird. Diese Montageanleitung wurde zusammengestellt, um Ihnen das richtige Zusammenbauen und Warten des Motorrades zu erleichtern.

Lesen Sie bitte diese Anleitung aufmerksam durch, bevor Sie irgendwelche Arbeiten ausführen. Achten Sie besonders auf vor schriftmäßigen Zusammenbau und Wartung der durch "WARNUNG" oder "ACHTUNG" gekennzeichneten Teile, weil bei Nichtbeachtung der entsprechenden Hinweise ernsthafte Probleme auftreten können. Die Hinweise **▲ WARNING** und **ACHTUNG**, durch die besonders zu beachtende Teile gekennzeichnet sind, haben die folgenden Bedeutungen:

#### **▲ WARNING**

Weist darauf hin, daß bei Nichtbeachtung der Anweisungen Verletzungs- oder sogar Lebensgefahr besteht.

#### **ACHTUNG**

Weist darauf hin, daß bei Nichtbeachtung der Anweisungen andere Fahrzeugteile beschädigt werden können.

Diese Montageanleitung gilt für Motorräder mit Serienausstattung. Geringfügige Abweichungen von dieser Anleitung können in anderen Spezifikationen auftreten.

**SUZUKI MOTOR CORPORATION**

*Motorcycle Service Department*

**K2**

**SUZUKI**

99505-01002-011

(英・仏・独)



## LOCATION OF PARTS

Carefully remove the various component parts packaged around the motorcycle. Check off each of the components as shown in the photograph.

1. Remove the carton, then remove the bolts of the handlebar mount bracket.
2. Remove the bolts from the crate, then lift the steel frame to separate it from the base of the crate.

Check all the components which have been removed from the base of the crate.

## EMPLACEMENT DES PIÈCES

Soigneusement retirer les pièces emballées autour de la moto. S'assurer qu'il y a toutes les pièces indiquées sur la photo.

1. Enlever le carton puis dévisser les boulons fixant l'étrier de fixation du guidon.
2. Séparer la structure métallique du fond de la caisse en la soulevant.

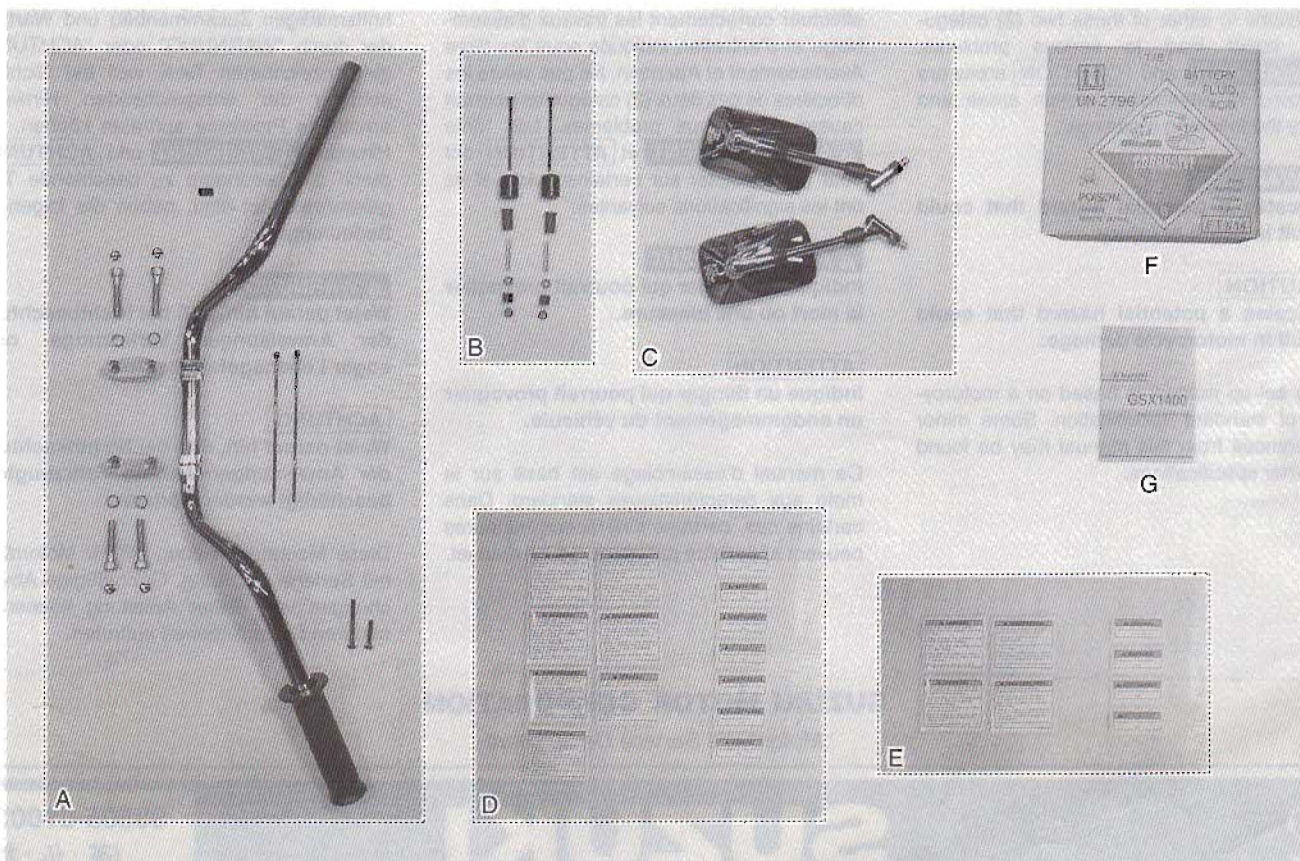
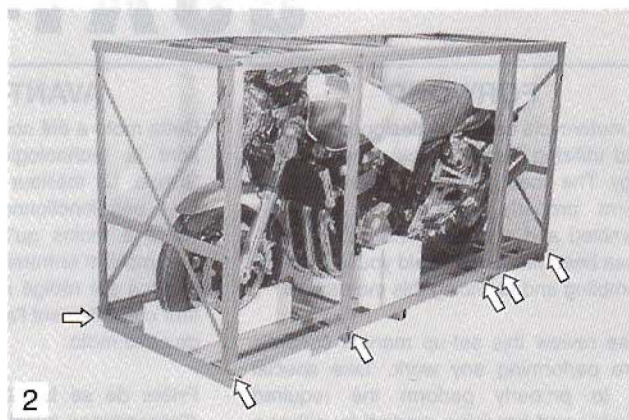
Contrôler tous les composants qui ont été retirés du fond de la caisse.

## LAGE DER TEILE

Die um das Motorrad verpackten verschiedenen Bauteile sorgfältig entfernen. Überprüfen, ob alle auf dem Foto gezeigten Teile vorhanden sind.

1. Karton entfernen und Halteschrauben für die Lenker-Befestigungsstütze lösen.
2. Die Schrauben aus der Verpackung lösen und den Stahlrahmen anheben, um ihn vom Boden der Verpackung zu trennen.

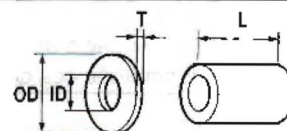
Alle Teile überprüfen, die aus der Kiste entnommen wurden.





Item	Part Name	Q'ty	Remarks
A	Handlebar assembly	1	
	Clamp	2	
	Allen bolt	4	8 x 40 mm
	Burring washer	4	OD:13.0 ID:8.5
	Plastic cap	4	OD11.0 For handlebar clamp bolt
	Screw	1	5 x 44 mm For left switch
	Screw	1	5 x 25 mm For left switch
	Strap	2	L:140
	Clip	1	For throttle cable

Item	Part Name	Q'ty	Remarks
B	Handlebar balancer weight	2	Right and Left
	Screw	2	6 x 120 mm
	Flange rubber cushion	2	L:35.0
	Spacer	2	L:50.0
	Washer	2	OD:16.0 ID:6.5
	Rubber cushion	2	L:15.0
	Flange nut	2	6 mm
C	Rear view mirror	2	Right and Left
D	Warning label set	7	For CC selection
E	Warning label set	4	For CD selection
F	Battery electrolyte container	1	
G	Owner's manual	1	

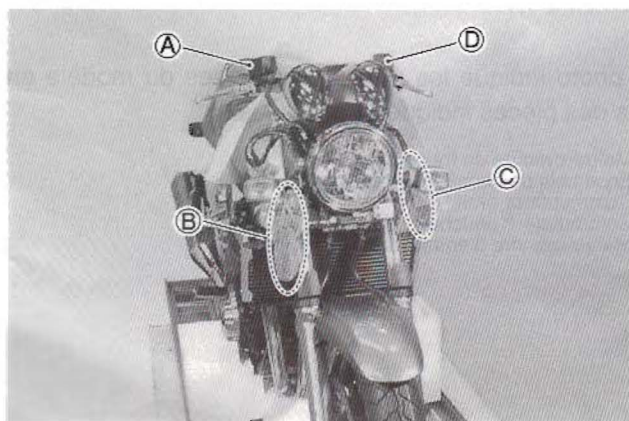
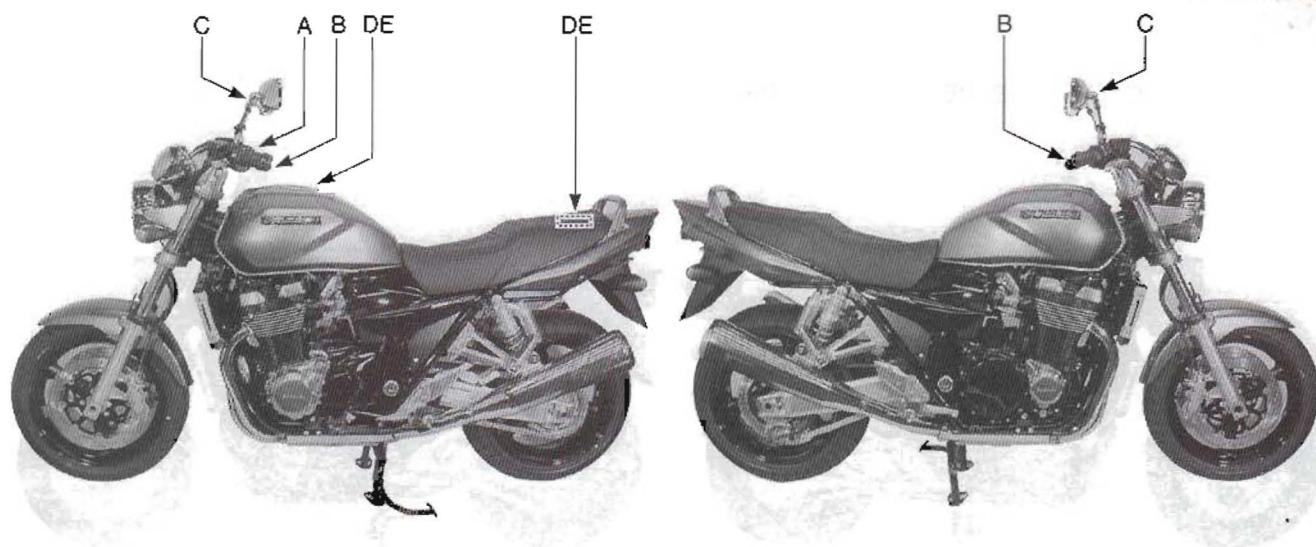


OD : Outside diameter (mm)  
ID : Inside diameter (mm)  
L : Length (mm)  
T : Thickness (mm)

**NOTE:**

The parts shown as Item D and E in the above table are supplied for limited markets.

Parts listed above are installed respectively into the positions as follows.



The photograph shown indicates the parts dismantled from the motorcycle in addition to the items listed above.

- A: Front brake master cylinder
- B: Throttle assembly
- C: Right switch
- D: Clutch master cylinder

Before assembling the motorcycle, thoroughly understand the "Safety Check Out" described on page 46. After completion of assembly, carefully check the motorcycle referring to the "Safety Check Out", then deliver the motorcycle to the customer.

## ASSEMBLY

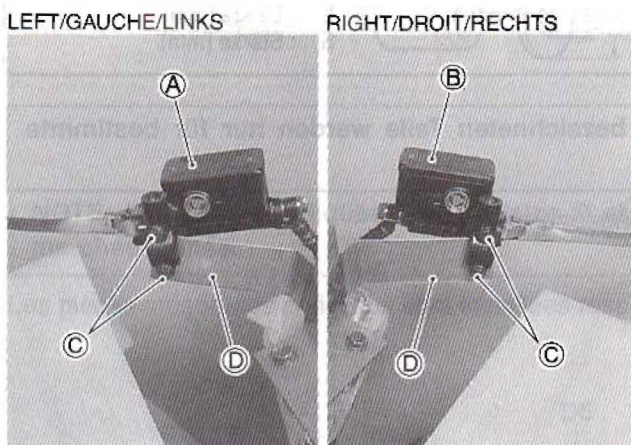
### REMOVING THE BRACKET

Loosen the front brake and clutch master cylinder bolts and remove the master cylinder from the bracket.

#### NOTE:

Keep the front brake and clutch master cylinder with its cap facing upwards until it is installed.

- A: Clutch master cylinder
- B: Front brake master cylinder
- C: Bolt
- D: Bracket

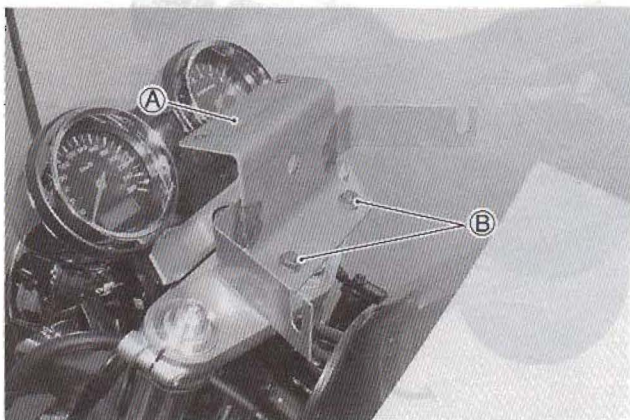


Remove the bracket from the handlebar mounting position.

#### NOTE:

The bracket and bolts are no longer needed and these may be discarded.

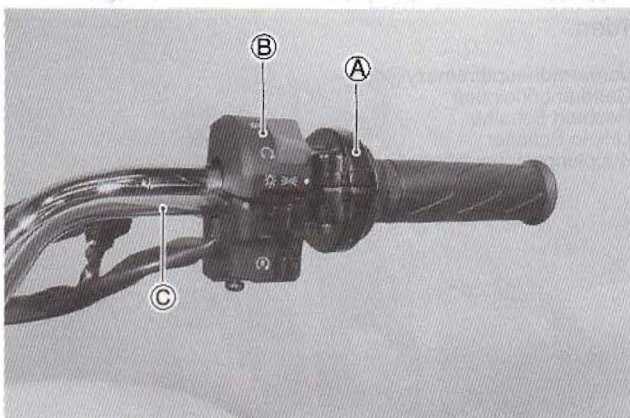
- A: Bracket
- B: Bolt



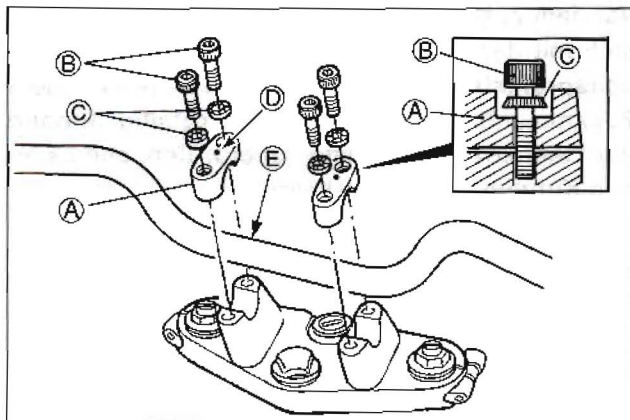
### HANDLEBARS

Insert the handlebar right switch and throttle assembly onto the handlebars.

- A: Throttle assembly
- B: Right switch
- C: Handlebars







Install the handlebar assembly using the two clamps, four allen bolts and washers.

**NOTE:**

Install the baring washer in the direction as shown in the illustration. The punch mark on the clamps is front side. Align the dot mark on the handlebars with the mating surface of the front side of left clamp.

- |                         |               |
|-------------------------|---------------|
| A: Clamp                | D: Punch mark |
| B: 8 × 40 mm allen bolt | E: Dot mark   |
| C: Baring washer        |               |
| OD:13.0 mm ID:8.5 mm    |               |


Tighten the handlebar clamp bolts to the specified torque.

**NOTE:**

To install the handlebars correctly, first tighten the bolt ① of the front side with specified torque and then tighten the bolt ② of the rear side.

**CAUTION**

Make sure that the clamp has no clearance at the front side as shown in the illustration.

 Handlebar clamp bolt: 23 N·m (2.3 kgf·m)

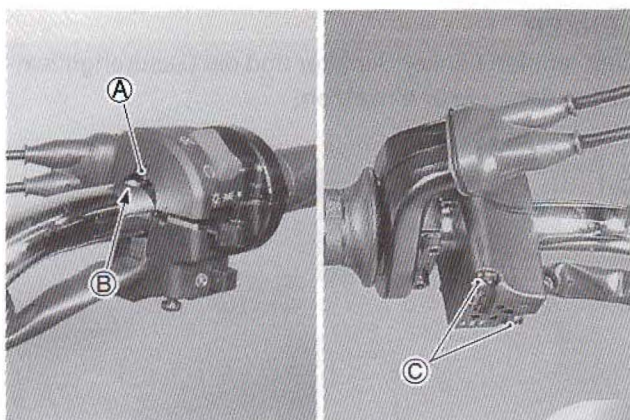
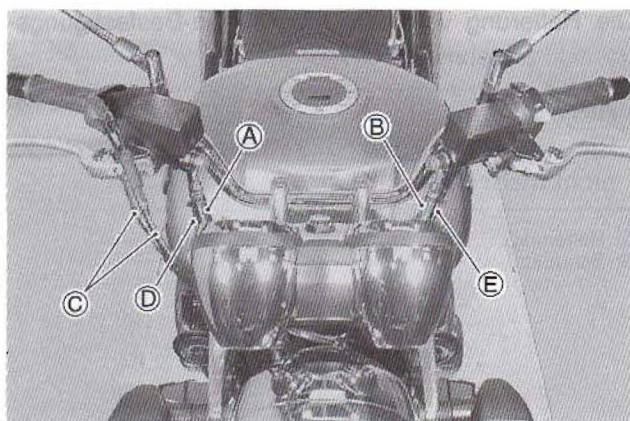
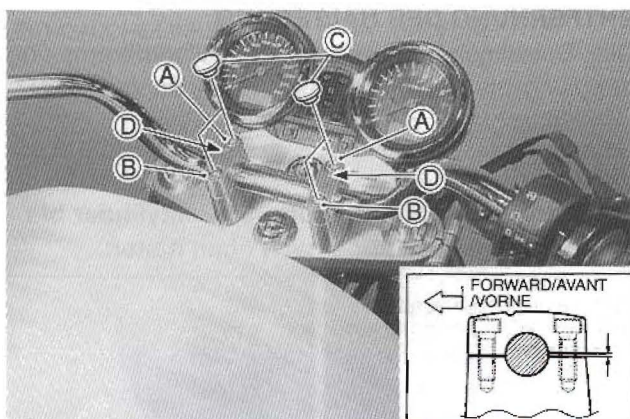
After installing the handlebars, fit the plastic cap on the head of each bolt.

- |                         |                           |
|-------------------------|---------------------------|
| A: 8 × 40 mm allen bolt | C: Plastic cap OD:11.0 mm |
| B: 8 × 40 mm allen bolt | D: Punch mark             |

**⚠ WARNING**

The line drawings on page 44 and 45 show the proper routing of the control cables, hose and wirings. Refer to them in addition to following the instructions carefully.

- |                                |
|--------------------------------|
| A: Front brake hose            |
| B: Clutch hose                 |
| C: Throttle cable              |
| D: Right switch wiring harness |
| E: Left switch wiring harness  |



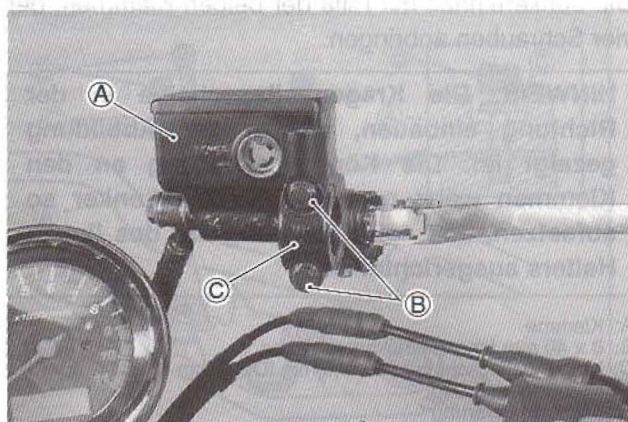
**RIGHT SWITCH**

Insert the boss of the right switch holder into the hole on the handlebars.

Tighten the right switch assembly with two screw.

- |          |
|----------|
| A: Boss  |
| B: Hole  |
| C: Screw |

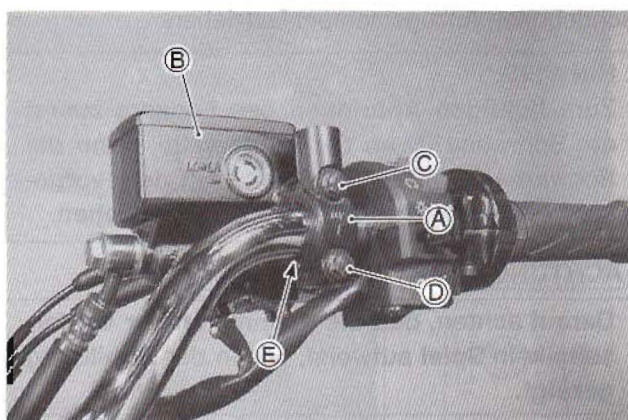





## FRONT BRAKE MASTER CYLINDER

Remove the bolts and holder from the front brake master cylinder.

- A: Master cylinder
- B: Bolt
- C: Holder



Install the front brake master cylinder onto the handlebars. Align the dot mark on the handlebars with the master cylinder-to-holder fitting surface. Tighten the master cylinder mounting bolts to the specified torque.

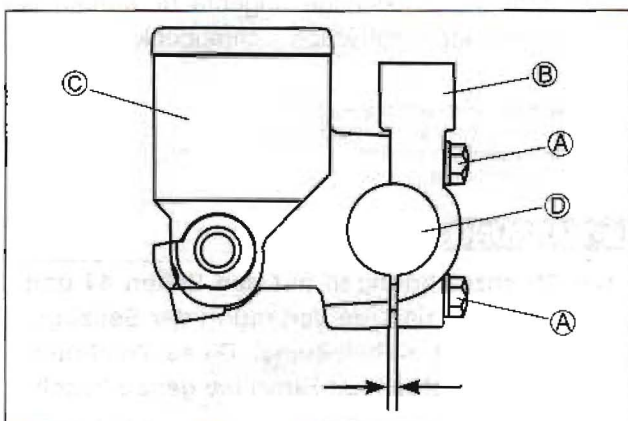
 **Front brake master cylinder mounting bolt:**  
10 N·m (1.0 kgf-m)

### NOTE:

To install the holder correctly, first tighten the bolt © of the upper side with specified torque and then tighten the bolt ④ of the lower side.

- A: Holder
- B: Master cylinder
- C: Flange bolt

- D: Flange bolt
- E: Dot mark



### NOTE:

Install the holder according to the mark "UP".

### NOTE:

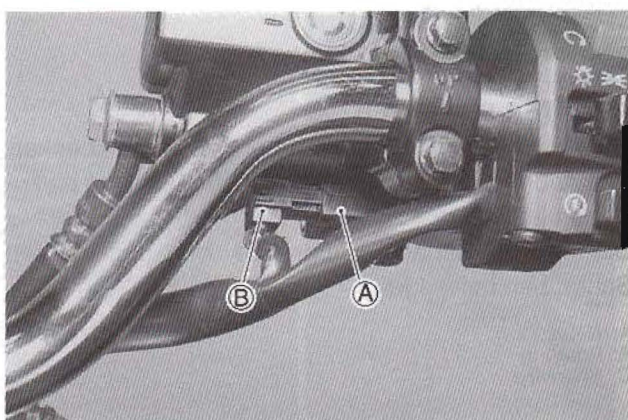
Make sure that the holder has no clearance at the upper side as shown.

### CAUTION

**Check for brake fluid leakage.**

- A: Bolt
- B: Holder

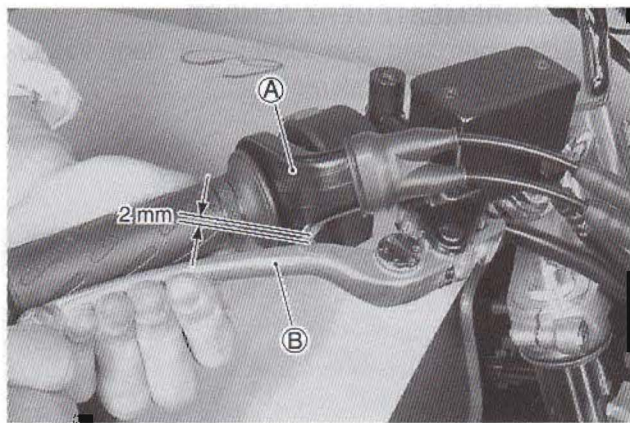
- C: Master cylinder
- D: Handlebars



Connect the front brake light switch lead wires coupler to the brake light switch.

- A: Front brake light switch
- B: Lead wire coupler





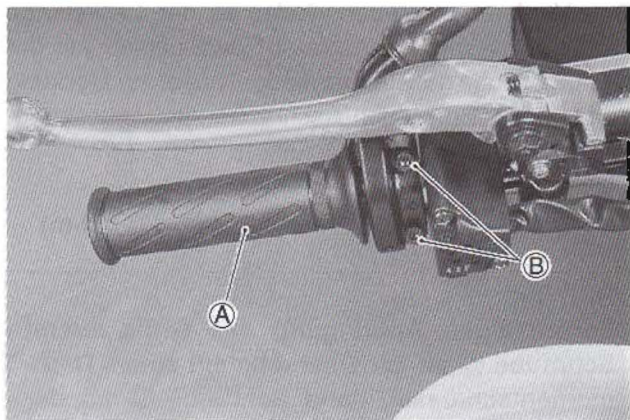
## THROTTLE

Install the throttle assembly correctly position as shown in the photograph.

### CAUTION

**Squeeze the brake lever fully and check or adjust the clearance between the lever and throttle case to provide more than 2 mm.**

A: Throttle assembly  
B: Front brake lever

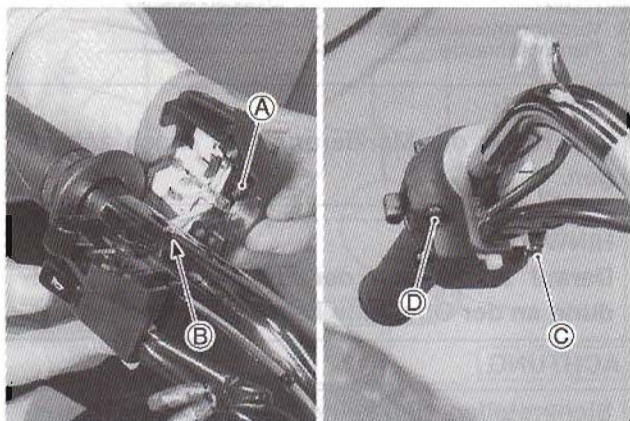


Tighten the throttle assembly with the two allen bolts.

### WARNING

**Check to ensure that the throttle operates freely and closes automatically.**

A: Throttle assembly  
B: Allen bolt

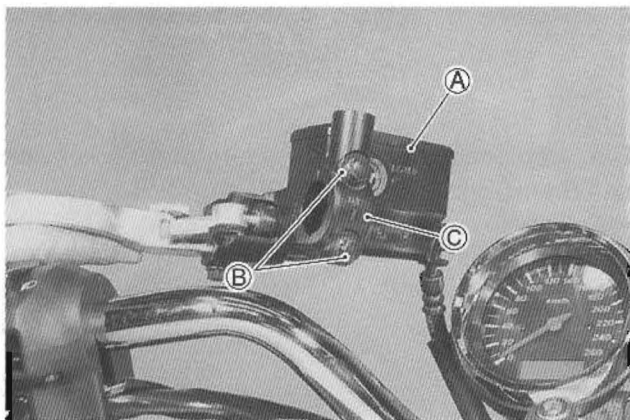


## LEFT SWITCH

Insert the boss of the left switch holder into the hole on the handlebars.

Tighten the left switch assembly with the two screws.

A: Boss  
B: Hole  
C: 5 x 44 mm screw  
D: 5 x 25 mm screw

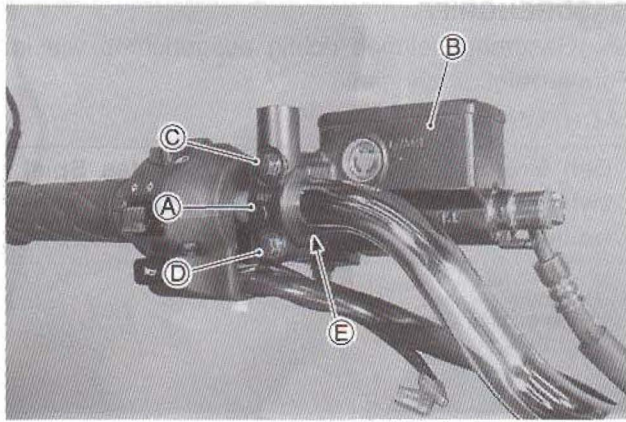


## CLUTCH MASTER CYLINDER

Remove the bolts and holder from the clutch master cylinder.

A: Master cylinder  
B: Bolt  
C: Holder





Install the clutch master cylinder onto the handlebars. Align the dot mark on the handlebars with the master cylinder-to-holder fitting surface. Tighten the master cylinder mounting bolts to the specified torque.

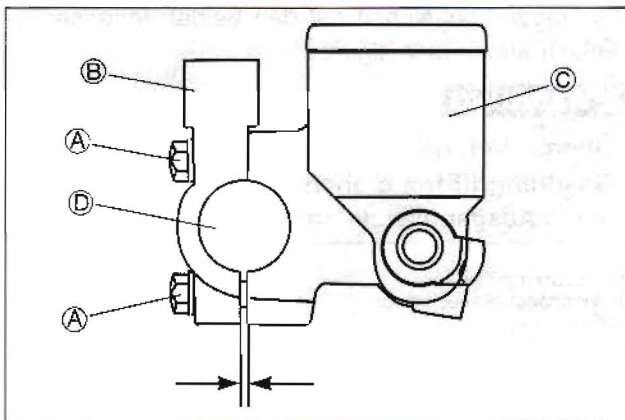
**Clutch master cylinder mounting bolt:**  
10 N·m (1.0 kgf-m)

**NOTE:**

To install the holder correctly, first tighten the bolt © of the upper side with specified torque and then tighten the bolt ④ of the lower side.

A: Holder  
B: Master cylinder  
C: Flange bolt

D: Flange bolt  
E: Dot mark



**NOTE:**

Install the holder according to the mark "UP".

**NOTE:**

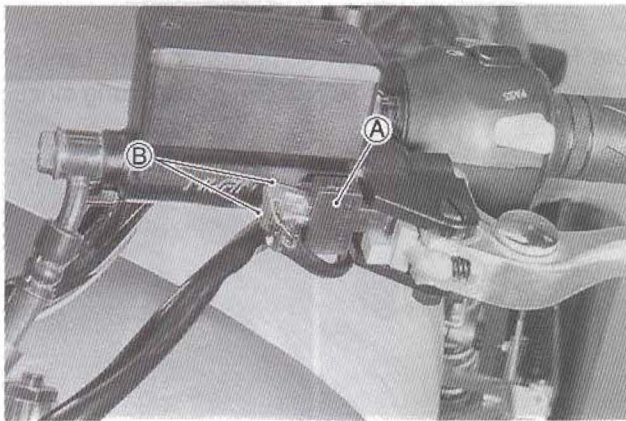
Make sure that the holder has no clearance at the upper side as shown.

**CAUTION**

**Check for clutch fluid leakage.**

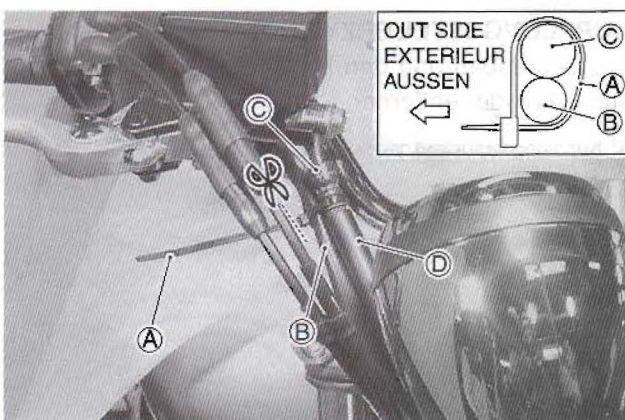
A: Bolt  
B: Holder

C: Master cylinder  
D: Handlebars



Connect the clutch lever position switch lead wires to the clutch lever position switch.

A: Clutch lever position switch  
B: Lead wire



**CLAMP**

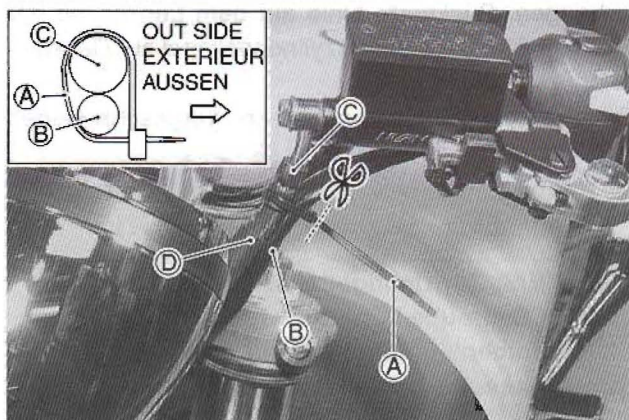
Clamp the handlebar right switch wiring harness and front brake hose with strap as shown in the photograph.

**NOTE:**

Cut the remaining of the strap as shown in the photograph.

A: Strap L:140 mm  
B: Right switch wiring harness  
C: Brake hose union  
D: Brake hose



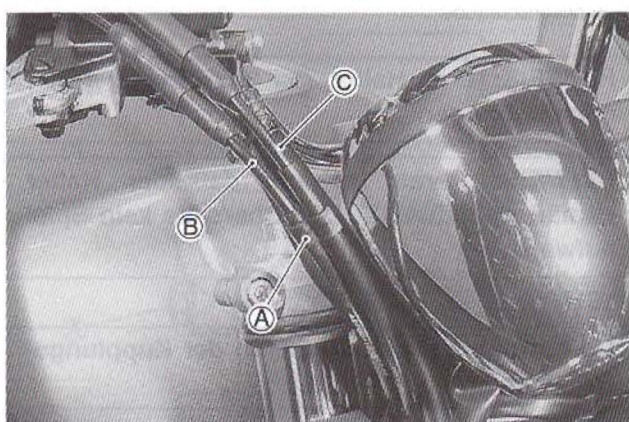


Clamp the handlebar left switch wiring harness and clutch hose with strap as shown in the photograph.

**NOTE:**

Cut the remaining of the strap as shown in the photograph.

- A: Harness strap L:140 mm
- B: Left switch wiring harness
- C: Clutch hose union
- D: Clutch hose

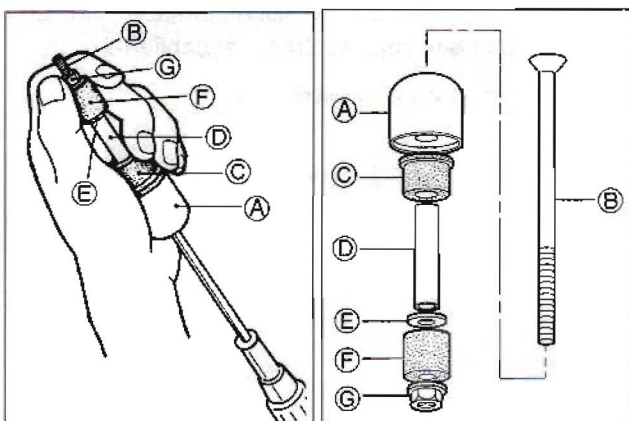


Fit the cable clip to the throttle cables as shown in the photograph.

**CAUTION**

The end of the clip face to the left side.

- A: Clip
- B: Throttle cable (returning cable)
- C: Throttle cable (pulling cable)



**HANDLEBAR BALANCER**

Assemble the handlebar balancer parts as shown.

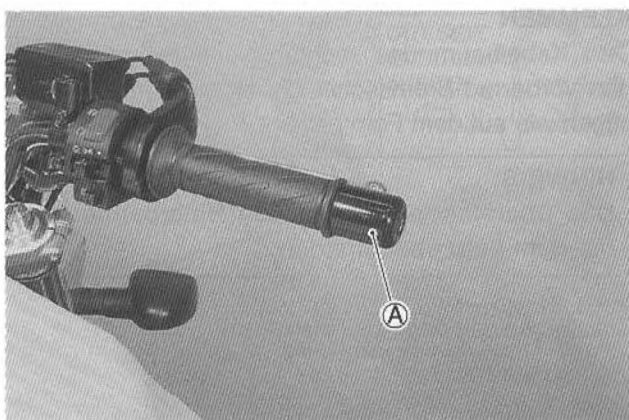
- A: Balancer weight
- B: 6 x 120 mm screw
- C: Flange rubber cushion L:35.0 mm
- D: Spacer L:50.0 mm
- E: Washer OD:16.0 mm ID:6.5 mm
- F: Rubber cushion L:15.0 mm
- G: 6 mm flange nut

With the screw not tightened, insert the balancer sub-assembly into the handlebar end all the way, then tighten the screw securely.

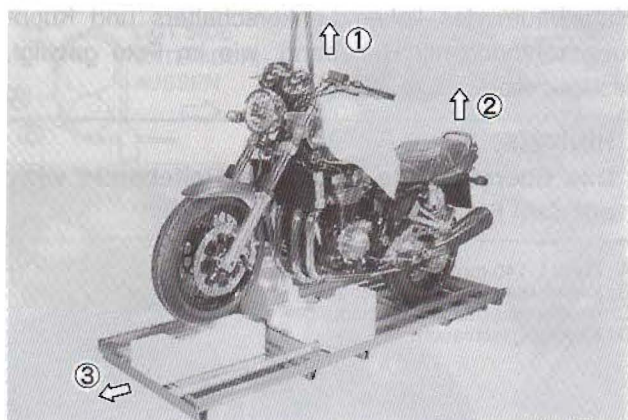
**⚠ WARNING**

Check to ensure that the throttle operates freely and closes automatically.

- A: Balancer assembly



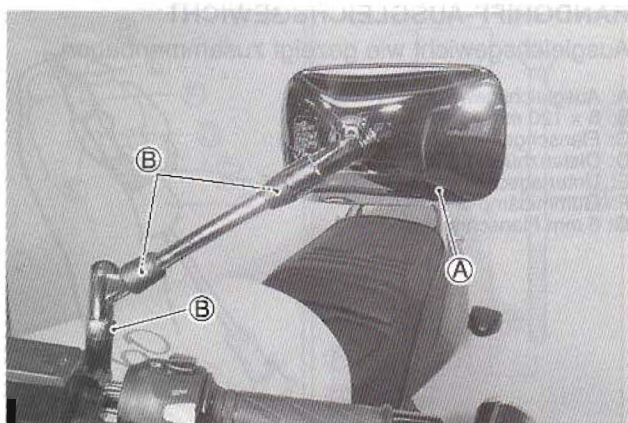




- ①. Lift the front of motorcycle by using a hoist.
- ②. Raise the rear of motorcycle.
- ③. Pull the crate base forward, then balance the motorcycle.



Place the motorcycle on the center-stand, then remove the hoist hook.



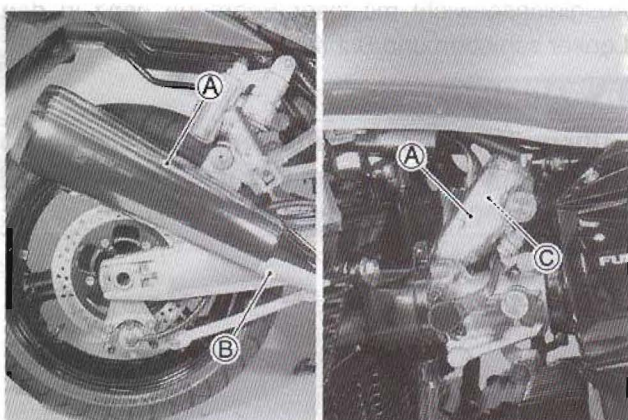
#### REAR VIEW MIRROR

Install the rear view mirror and tighten lock nuts securely after positioning them properly. Replace the rubber boots.

#### NOTE:

Fix the mirror in the position so as to secure rear view.

- A: Rear view mirror
- B: Lock nut



#### REMOVING THE TAPE

Remove the tape from the muffler. Remove the tape from the throttle body.

- A: Tape
- B: Muffler
- C: Throttle body

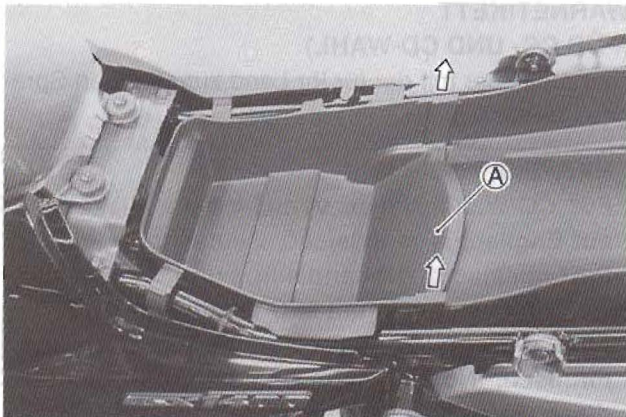
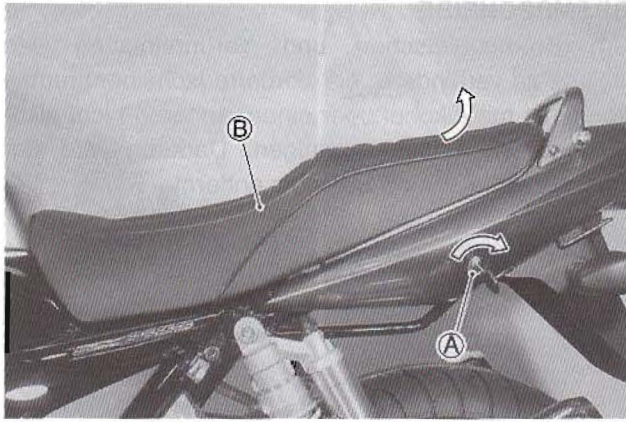


## SERVICING

### BATTERY

The battery is located under the seat.  
Remove the seat using the key.

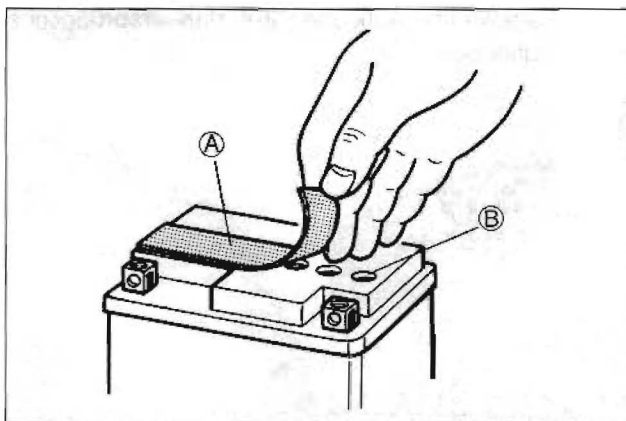
A: Seat lock  
B: Seat



Remove the document tray by pulling its rear end upward.

Remove the battery from the motorcycle.

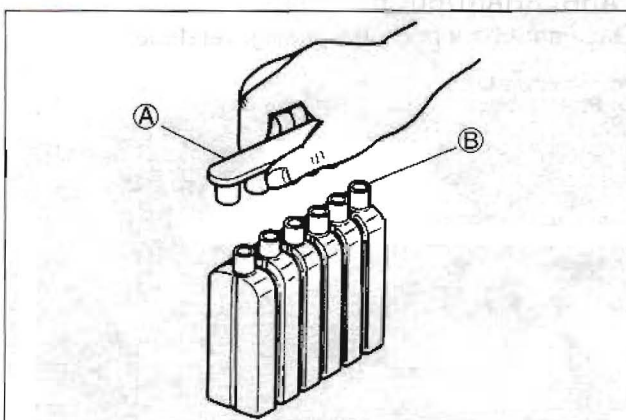
A: Document tray



### Filling electrolyte

Remove the aluminium tape sealing the battery electrolyte filler holes.

A: Aluminium tape  
B: Electrolyte filler hole



Remove the caps from the electrolyte container.

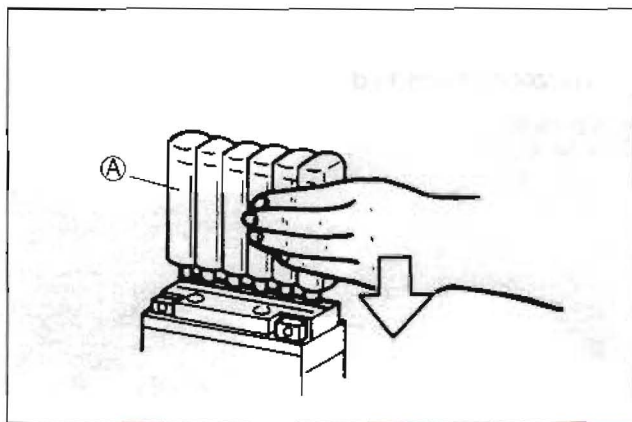
#### NOTE:

Use the removed caps as the sealed caps of battery filler holes.

Do not remove or pierce the sealed areas of the electrolyte container.

A: Caps  
B: Sealed area

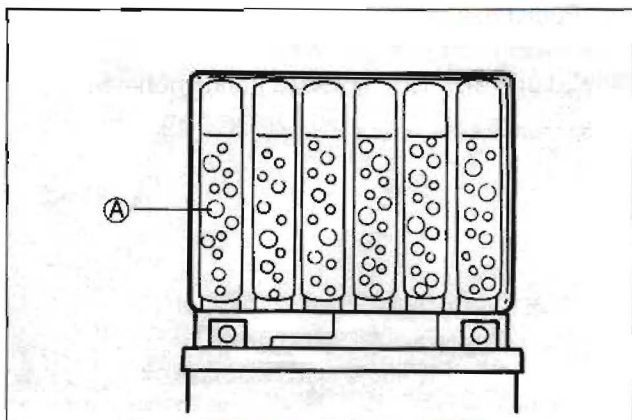




With just enough force to break the nozzle seal of electrolyte container, push each nozzle of the electrolyte container into the battery's electrolyte filler ports and holding the container firmly so that it does not fall.

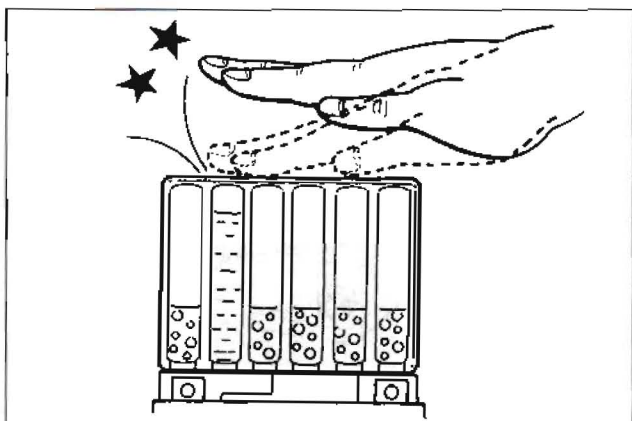
Take precaution not to allow any of the fluid to spill.

A: Electrolyte containers



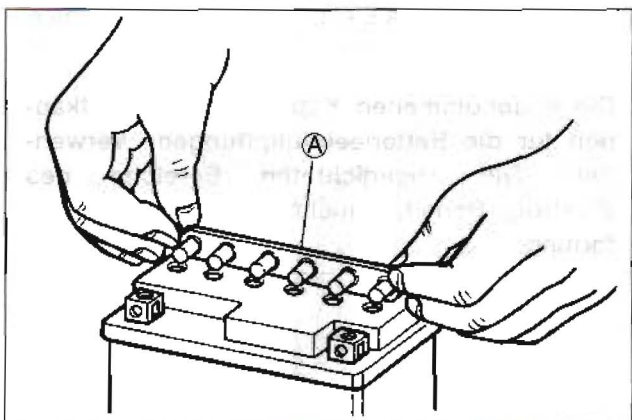
Make sure air bubbles are coming up each electrolyte container, and leave in this position for about 20 minutes.

A: Air bubbles



**NOTE:**

If no air bubbles are coming up from a filler port, tap the bottom of the container two or three times. Never remove the container from the battery.



After confirming that the electrolyte has entered the battery completely, remove the electrolyte containers from the battery. Wait for around 20 minutes.

Insert the caps into the filler holes, pressing in firmly so that the top of the each caps does not protrude above the upper surface of the battery's top cover.

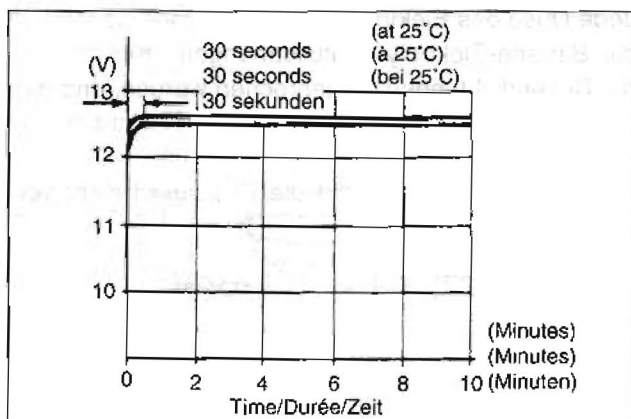
A: Caps

**CAUTION**

Never use anything except the specified battery electrolyte.

Once the sealing cap has been installed in the battery, do not remove the sealing cap.





Using multi circuit tester, measure the battery voltage. The tester should indicate more than 12.5–12.6 V (DC) as shown in the Fig. If the battery voltage is lower than the specification, charge the battery with a battery charger.

Recharging time: 6.0 A for one hour or 1.4 A for 5–10 hours

**NOTE:**

Initial charging for a new battery is recommended if two years have elapsed since the date of manufacture.

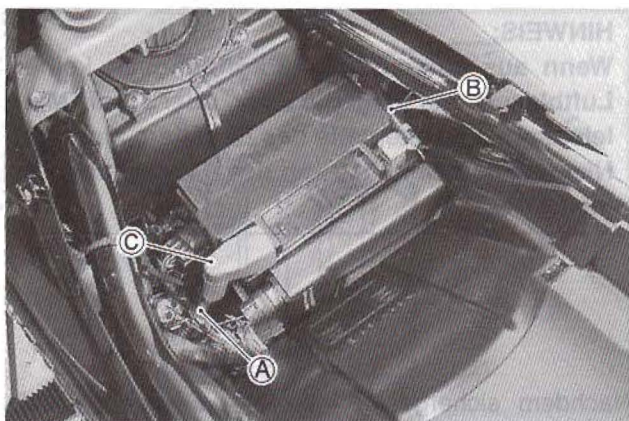
After filling the battery electrolyte, install the battery in the motorcycle as follows.

**CAUTION**

When attaching the wiring harness battery leads to the battery terminals, observe the correct polarity.

**NOTE:**

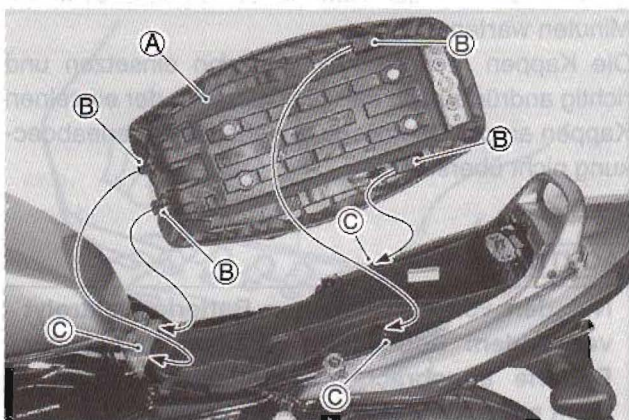
The terminal bolts and nuts are attached to the battery.



1. First connect the  $\oplus$  lead to the  $\oplus$  positive terminal of the battery.
2. Cover  $\oplus$  terminal with rubber boot.
3. Connect the  $\ominus$  lead to the  $\ominus$  negative terminal of the battery.
4. Reinstall the document tray.

A:  $\oplus$  lead  
B:  $\ominus$  lead

C: Rubber boot

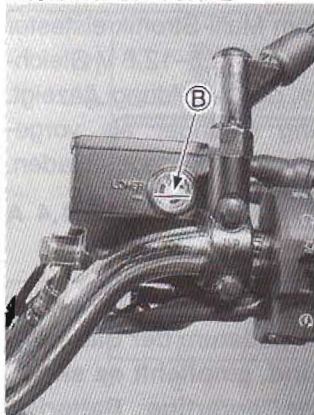


Reinstall the seat. Insert the seat hook into the seat hook retainer and push the seat down firmly.

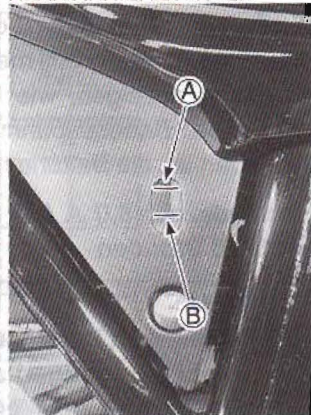
A: Seat assembly  
B: Seat hook  
C: Seat hook retainer



FRONT/AVANT/VORNE



REAR/ARRIERE/HINTEN



## BRAKE FLUID

Keep the motorcycle upright and place the handlebars straight. Check the brake fluid level in both the front and rear master cylinder reservoirs. If the fluid level is below the lower level indicated in the figure, add the correct type of brake fluid. Refer to the chart below for the proper selection.

Specification and Classification
DOT 4

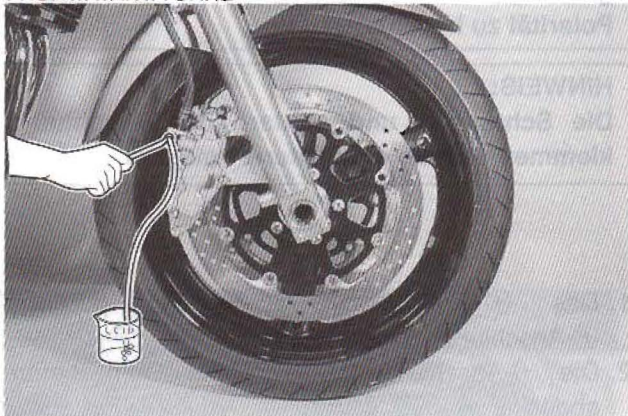
### CAUTION

Be careful not to spill any brake fluid on the paint or plastic components as they will be damaged.

A: Upper level line

B: Lower level line

FRONT/AVANT/VORNE



## BRAKE AIR BLEEDING

Any air which may have been trapped in the brake fluid circuit must be bled completely. If the brake lever or brake pedal feels spongy or weak, then most likely there is air in the hydraulic circuit. To bleed the air from the front brake, use the following procedure.

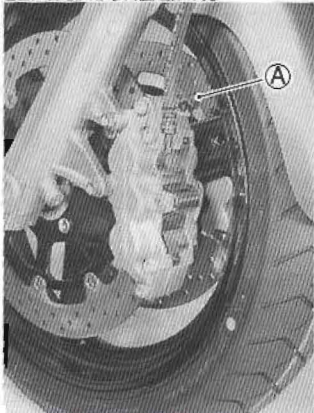
Connect a clear hose to the air bleeder valve and run the hose into a suitable clear container. Pour approximately 1/2 in of brake fluid into the container so that the end of the clear hose is submerged and cannot draw any additional air back into the circuit during the air bleeding servicing. Then close the valve, pump and squeeze the lever, and open the valve while squeezing brake lever.

Repeat this process until the fluid flowing into the receptacle no longer contains air bubbles.

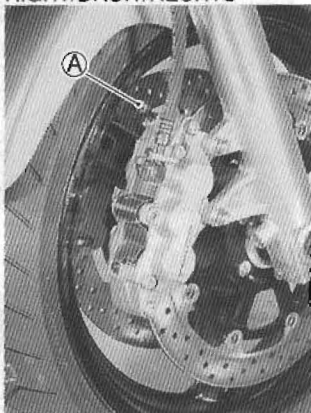
### NOTE:

Do not drop brake fluid level below lower level line while bleeding air.

LEFT/GAUCHE/LINKS



RIGHT/DROIT/RECHTS



After bleeding the brake circuit, tighten the bleeder valve to the specified torque. Replace the rubber protective cap. Be sure to check the brake fluid level in the reservoir.

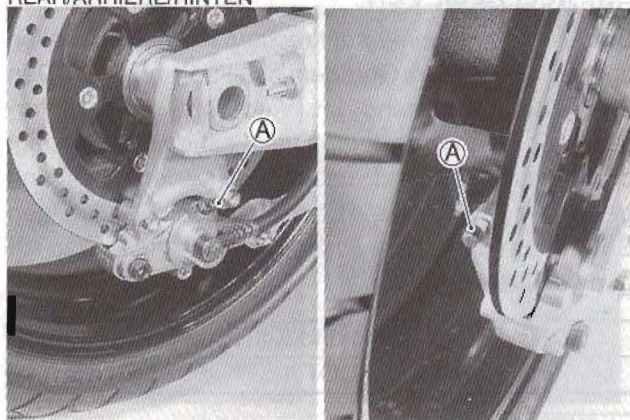


Brake caliper air bleeder valve:  
7.5 N·m (0.75 kgf·m)

A: Bleeder valve

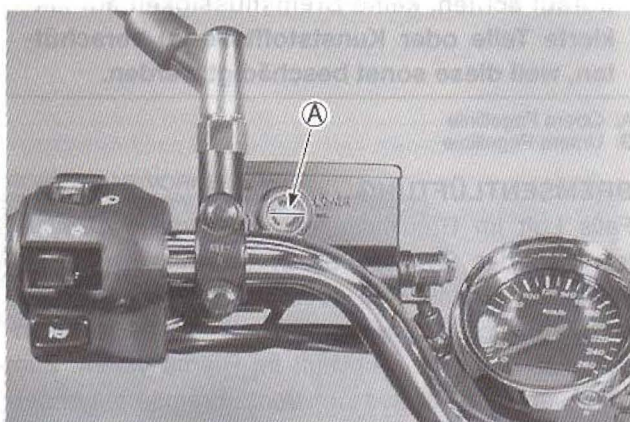


# REAR/ARRIERE/HINTEN



The procedure to bleed the rear brake is identical to that of the front.

A: Bleeder valve



## CLUTCH FLUID

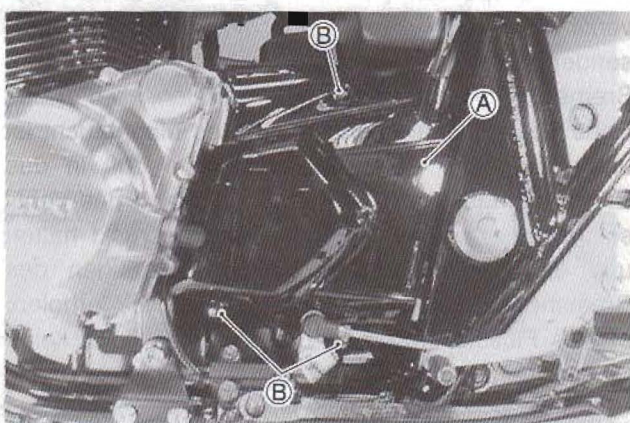
Keep the motorcycle upright and place the handlebars straight. Check the clutch fluid level in the master cylinder reservoir. If the fluid level is below the lower level, add the correct type of fluid. Refer to the chart below for the proper selection.

Specification and Classification
DOT 4

## CAUTION

Be careful not to spill any clutch fluid on the paint or plastic components as they will be damaged.

A: Lower level line



## CLUTCH AIR BLEEDING

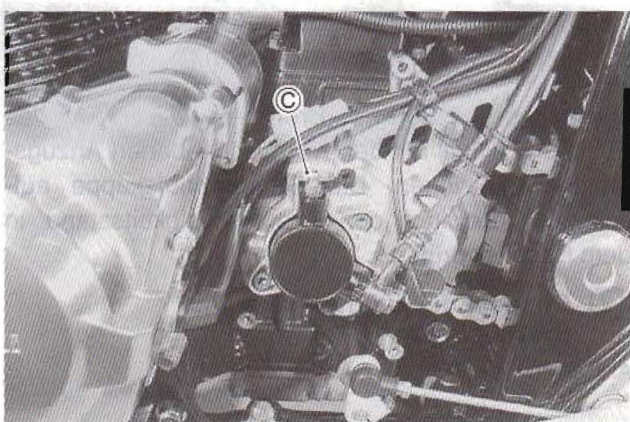
Remove the engine sprocket cover.

A: Engine sprocket cover  
B: Flange bolt

Any air which may have been trapped in the clutch fluid circuit must be bled completely. If the clutch lever feels spongy or weak, then most likely there is air in the hydraulic circuit. Bleed the clutch fluid circuit in the same manner as the brake air bleeding procedure.


## NOTE:

Do not drop clutch fluid level below lower level line while bleeding air.



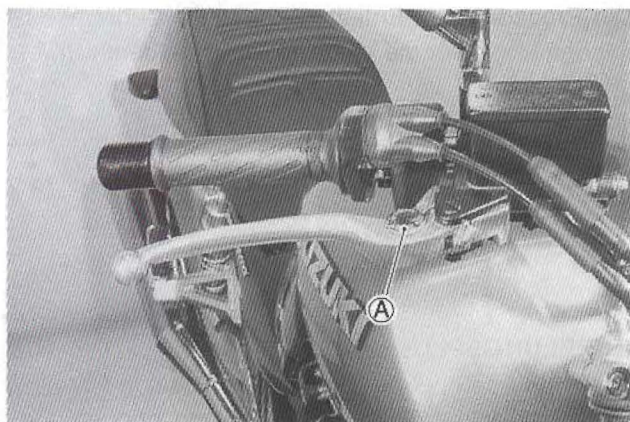
After bleeding the clutch fluid circuit, tighten the bleeder valve to the specified torque. Replace the rubber protective cap. Be sure to check the fluid level in the reservoir tank.

Reinstall the engine sprocket cover to the original position correctly.

 Clutch air bleeder valve:  
7.5 N·m (0.75 kgf-m)

C: Bleeder valve





### FRONT BRAKE LEVER

Make sure of the front brake lever position of this motorcycle.

The standard setting of front brake lever is as indicated in the table below.

Standard setting	4
------------------	---

Please refer to the owner's manual for correct adjustment.

A: Adjuster



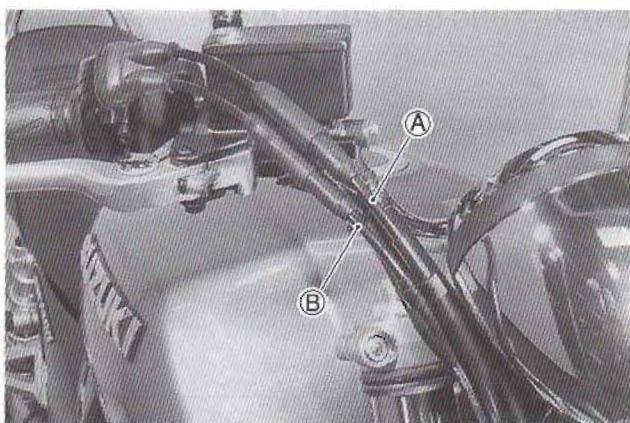
### CLUTCH LEVER

Make sure of the clutch lever position of this motorcycle. The standard setting of clutch lever is as indicated in the table below.

Standard setting	2
------------------	---

Please refer to the owner's manual for correct adjustment.

A: Adjuster



### THROTTLE CABLE

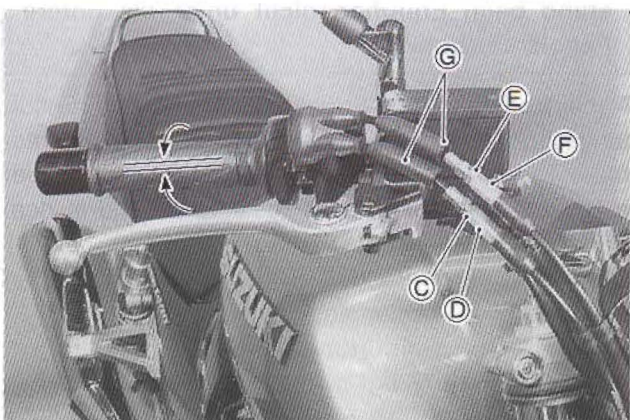
This motorcycle has a twin throttle cable system. Cable (A) is for pulling cable and cable (B) is for returning.

Check the throttle cable play. The throttle cable play should be 2.0–4.0 mm (0.08–0.16 in) at the throttle grip.

**Throttle cable play: 2.0–4.0 mm (0.08–0.16 in)**

If adjustment is necessary, carry out the procedure below:

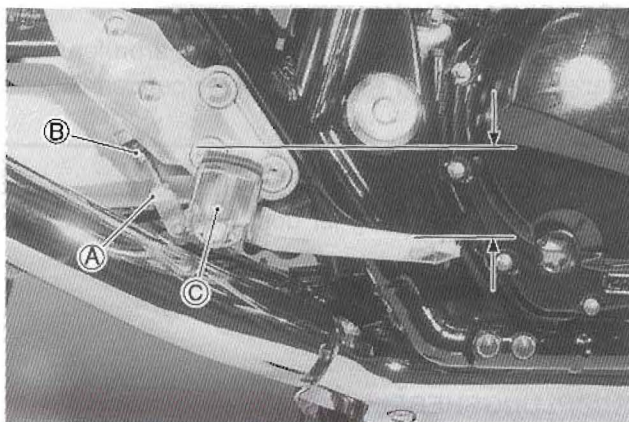
1. Loosen the lock nut (C) of the throttle returning cable and fully turn in the adjuster (D).
2. Loosen the lock nut (E) of the throttle pulling cable.
3. Turn the adjuster (F) in or out until the throttle cable play is 2.0–4.0 mm (0.08–0.16 in) at the throttle grip.
4. Tighten the lock nut (E) while holding the adjuster (F).
5. While holding the throttle grip at the fully closed position, slowly turn out the adjuster (D) of the throttle returning cable to feel resistance.
6. Tighten the lock nut (C) while holding the adjuster (D). Place the rubber boot (G).



### ▲ WARNING

After the adjustment is completed, check that handlebar movement does not raise the engine idle speed and that the throttle grip returns smoothly and automatically.






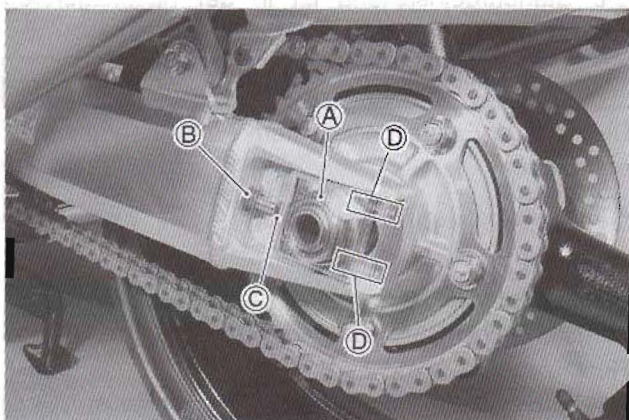
## REAR BRAKE PEDAL

Check the rear brake pedal height. If the rear brake pedal height is not correct, adjust in the following manner:

**Brake pedal height: 35–45 mm (1.4–1.8 in)**

1. Loosen the lock nut **A**.
2. Rotate the push rod **B** to locate the pedal at 35–45 mm (1.4–1.8 in) below the top face of the footrest **C**. Be sure to measure this height carefully.
3. Tighten the lock nut **A** to the specified torque.

 **Rear brake push rod lock nut **A**:**  
18 N·m (1.8 kgf·m)



## DRIVE CHAIN

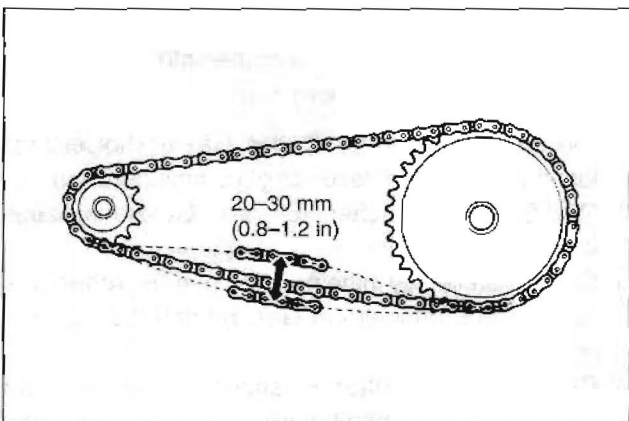
Check the drive chain slack. If it is too tight or too loose, follow these procedures.

Loosen the axle nut. Loosen the lock nut. Adjust the slack in the drive chain by turning the right and left chain adjuster bolts. Proper chain slack is obtained when there is 20–30 mm (0.8–1.2 in) up and down slack in the chain, at a point midway between the two sprockets.


**Drive chain slack: 20–30 mm (0.8–1.2 in)**

A: Axle nut  
B: Lock nut

C: Adjuster bolt  
D: Reference marks

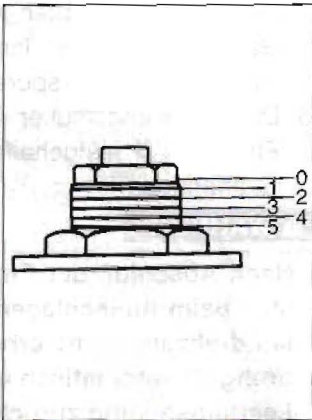


After adjusting, tighten the axle nut to the specified torque. Tighten the lock nuts securely.

 **Rear axle nut: 100 N·m (10.0 kgf·m)**

## CAUTION

Make sure that the rear sprocket is properly aligned with the engine sprocket. Verify the reference marks on the swing-arm by sighting down along the chain from the rear end of the motorcycle.



## FRONT SUSPENSION

### Checking spring setting

Make sure of the spring setting of the front suspension. The standard setting for this motorcycle is as indicated in the table below.

Standard setting	Position 5
------------------	------------

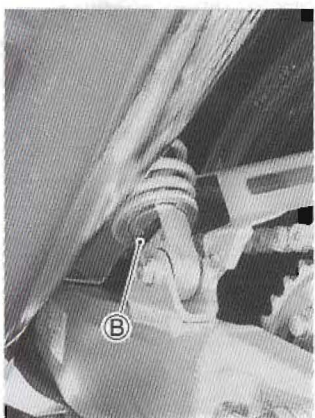
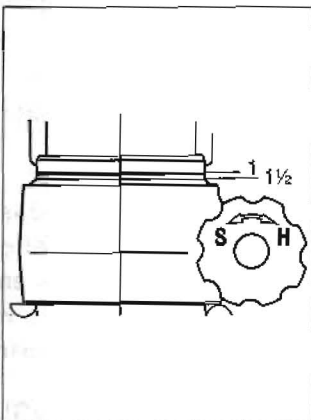
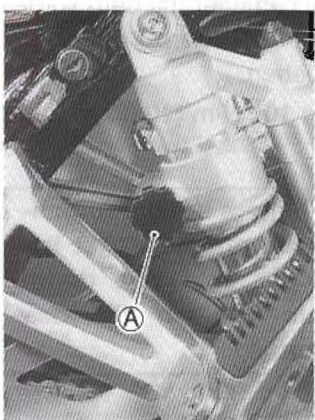
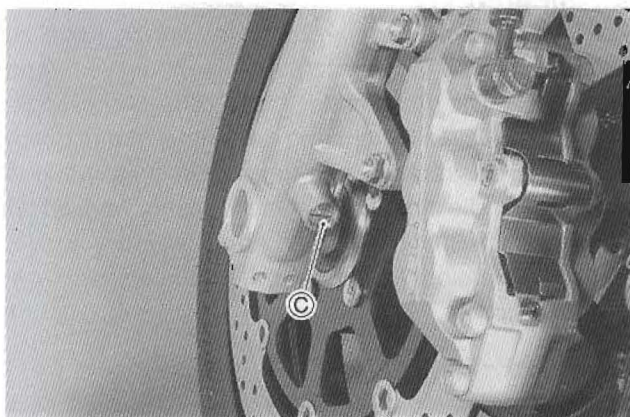
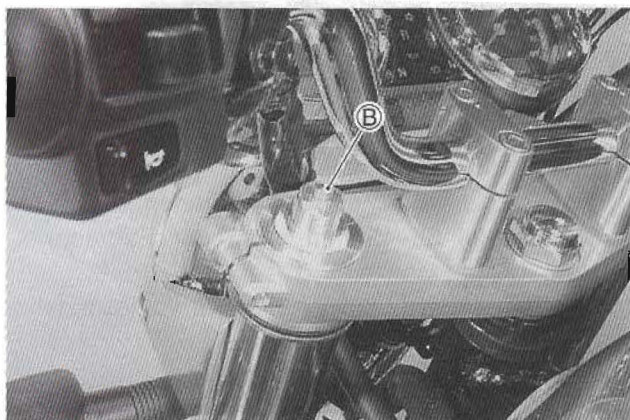
## WARNING

Check that right and left spring settings are in the same position.

Please refer to the owner's manual for correct adjustment.

A: Adjuster





### Rebound Damping Force Setting

Make sure of the setting of the rebound damping force adjustment to the standard position, turn the adjuster (B) clockwise until it stops and then turn it counterclockwise 8 clicks is the standard position.

#### ⚠ WARNING

**Be sure to adjust the damping force on both front forks equally.**

Please refer to the owner's manual for correct adjustment.

### Compression Damping Force Setting

Make sure of the setting of the compression damping force adjustment to the standard position, turn the adjuster (C) clockwise until it stops and then turn it counterclockwise 6 clicks is the standard position.

#### ⚠ WARNING

**Be sure to adjust the damping force on both front forks equally.**

Please refer to the owner's manual for correct adjustment.

### REAR SUSPENSION

#### Checking spring setting

Make sure of the spring setting of the rear suspension.

The standard setting of this motorcycle is as indicated in the table below.

Standard setting	Position 1 1/2
------------------	----------------

#### ⚠ WARNING

**Check that right and left settings are the same position.**

Please refer to the owner's manual for correct adjustment.

A: Adjuster

### Rebound Damping Force Setting

Make sure of the rebound damping force setting of the rear suspension.

The standard setting of this motorcycle is as indicated in the table below.

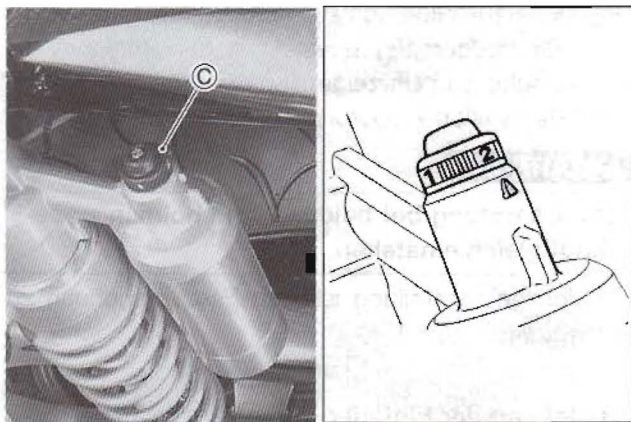
Standard setting	2
------------------	---

#### ⚠ WARNING

**Check that right and left settings are the same position.**

Please refer to the owner's manual for correct adjustment.

B: Adjuster



### Compression damping force setting

Make sure of the compression damping force setting of the rear suspension.

The standard setting of this motorcycle is as indicated in the table below.

Standard setting	2
------------------	---

### **▲ WARNING**

**Check that right and left settings are the same position.**

Please refer to the owner's manual for correct adjustment.

C: Adjuster



### TIRE PRESSURE

Using an accurate air gauge, check the air pressure of the front and rear tires. The pressure should be as shown.

#### COLD INFLATION TIRE PRESSURE

	SOLO RIDING	DUAL RIDING
FRONT	250 kPa	250 kPa
	2.50 kg/cm <sup>2</sup>	2.50 kg/cm <sup>2</sup>
	36 psi	36 psi
REAR	250 kPa	290 kPa
	2.50 kg/cm <sup>2</sup>	2.90 kg/cm <sup>2</sup>
	36 psi	42 psi



### HEADLIGHT BEAM ADJUSTMENT

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

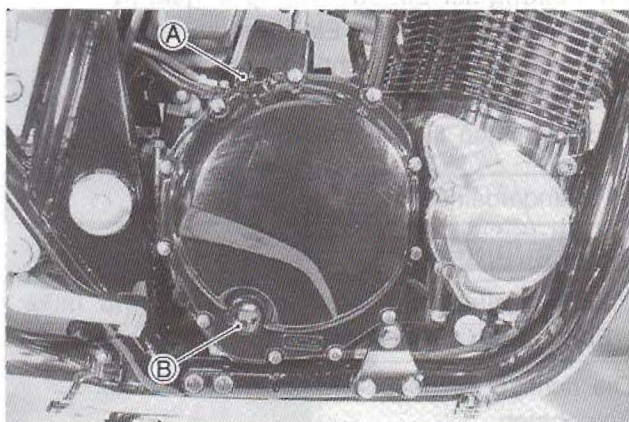
**To adjust the beam horizontally:**

Turn the adjuster **A** clockwise or counterclockwise.

**To adjust the beam vertically:**

Turn the adjuster **B** clockwise or counterclockwise.





ENGINE OIL VISCOSITY RATING SELECTION CHART  
TABLEAU DE SÉLECTIONS DE VISCOSITÉ D'HUILE MOTEUR  
TABELLE FÜR MOTORÖLVISKOSITÄTSWAHL

ENGINE OIL HUILE MOTEUR MOTORÖL												
		20W - 50										
		15W - 40. 15W - 50										
		10W - 40. 10W - 50										
		10W - 30										
TEMP.	°C	-30	-20	-10	0	10	20	30	40			
	°F	-22	-4	14	32	50	68	86	104			

## ENGINE OIL

### CAUTION

The engine of this motorcycle has been shipped complete with engine oil. Be sure to check oil level.

Check the engine oil level through the engine oil inspection window with the motorcycle held vertically on level ground. Start the engine and allow it to run for a few minutes at idling speed. Turn off the engine and wait about three minutes, then check the oil level through the inspection window. If the level is below the "L" mark, add oil to "F" level. If the level is above the "F" mark, drain oil to "F" level.

Replace the drain plug and engine oil filler plug. Tighten them securely.

A: Engine oil filler plug

B: Engine oil level inspection window

### NOTE:

Use a premium quality 4-stroke motor oil to ensure longer service life of your motorcycle. Use only oils which are rated SF or SG under the API service classification. The recommended viscosity is SAE 10W-40. If an SAE 10W-40 motor oil is not available, select alternative according to the left chart.

Test ride the motorcycle checking all mechanical functions. Tighten all nuts, bolts and miscellaneous mounting parts to the proper torque specs. Confirm that all cables and wiring harnesses are connected and routed correctly.

## IDLE SPEED ADJUSTMENT

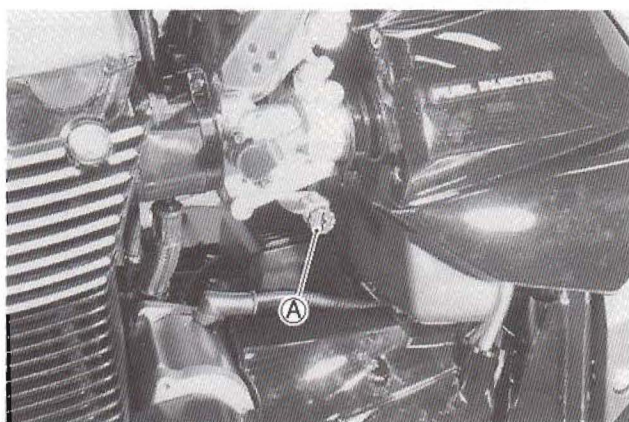
After completing all of the servicing procedures and the test ride, adjust the engine idle speed by turning the throttle stop screw knob.

### NOTE:

The engine idle should be adjusted after engine warm up.

Engine idle speed: 1 000–1 200 r/min

A: Throttle stop screw knob



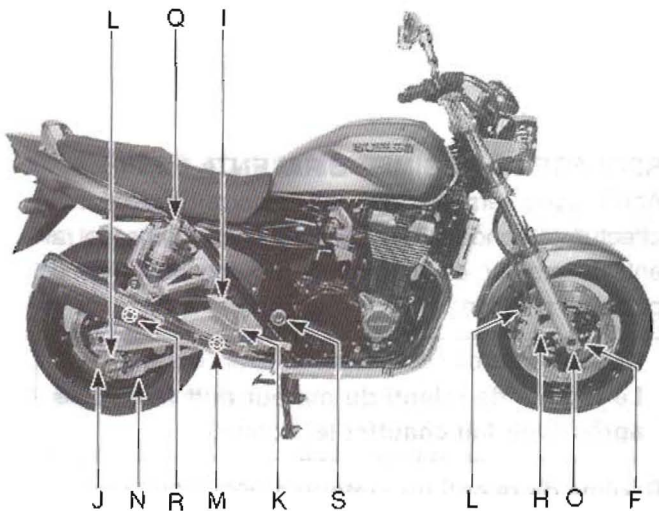
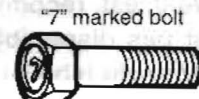
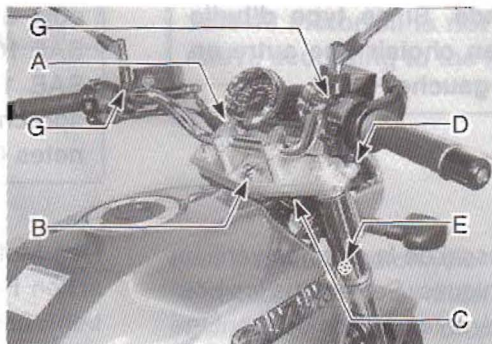
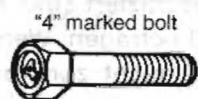
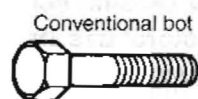
# TIGHTENING TORQUE

Item	Part Name	N·m	kgf·m
<b>FRONT FORK</b>			
A	Handlebar clamp bolt	23	2.3
B	Steering stem head nut	65	6.5
C	Handlebar holder nut	45	4.5
D	Front fork upper bracket bolt	23	2.3
E	Front fork lower bracket bolt	23	2.3
F	Front axle clamp bolt	23	2.3
<b>BRAKE</b>			
G	Front brake and clutch master cylinder mounting bolt	10	1.0
H	Front brake caliper mounting bolt	26	2.6
I	Rear brake master cylinder mounting bolt	10	1.0
J	Rear brake caliper mounting bolt	26	2.6

Item	Part Name	N·m	kgf·m
K	Rear brake push rod lock nut	18	1.8
L	Brake caliper air bleeder	7.5	0.75
M	Rear torque link nut (Front)	28	2.8
N	Rear torque link nut (Rear)	35	3.5
<b>AXLE</b>			
O	Front axle	100	10.0
P	Rear axle nut	100	10.0
<b>ABSORBER</b>			
Q	Rear shock absorber nut (Upper)	23	2.3
R	Rear shock absorber nut (Lower)	35	3.5
<b>OTHERS</b>			
S	Rear swingarm pivot nut	120	12.0

For other bolts and nuts not listed, refer to this chart.

Bolt Diameter (mm)	Conventional or "4" marked bolt		"7" marked bolt	
	N·m	kgf·m	N·m	kgf·m
4	1.5	0.15	2.3	0.23
5	3	0.3	4.5	0.45
6	5.5	0.55	10	1.0
8	13	1.3	23	2.3
10	29	2.9	50	5.0
12	45	4.5	85	8.5
14	65	6.5	135	13.5
16	105	10.5	210	21.0
18	160	16.0	240	24.0





# CABLE ROUTING ACHEMINEMENT DES CABLES SEILZUFÜHRUNG

Throttle case  
Boîtier de commande des gaz  
Drosselgehäuse

More than 2 mm (0.08 in)  
2 mm ou plus  
Mehr als 2 mm

Squeeze the brake lever fully and check or adjust the clearance between the lever and throttle case to provide more than 2 mm (0.08 in).  
Serrer à fond le levier de frein et contrôler ou régler le jeu entre le levier et le boîtier de commande des gaz afin qu'il soit plus de 2 mm.  
Den Bremshebel ganz ziehen und das Spiel zwischen Bremshebel und Gasgehäuse kontrollieren bzw. auf mehr als 2 mm einstellen.

Front brake lever  
Levier de frein avant  
Vorderradbremsshebel

The end of the clip face to the left side.  
L'extrémité du clip faisant face au côté gauche.  
Das Ende des Clips weist nach links.

Pass through the throttle cables under the PAIR valve.  
Faire passer les câbles de commande des gaz sous la soupape PAIR.  
Die Gasseilzüge unter dem PAIR-Ventil durchführen.

Throttle cable (returning cable)  
Câble de commande des gaz  
(Câble de renvoi)  
Gasseilzug (Rückziehseil)

Front brake hose  
Tuyau de frein avant  
Bremsschlauch

Pass through the throttle cables between the front fork and front brake hose.  
Faire passer les câbles de commande des gaz entre la fourche et le tuyau de frein avant.  
Die Gasseilzüge zwischen Teleskopgabel und Vorderrad-Bremsschlauch durchführen.

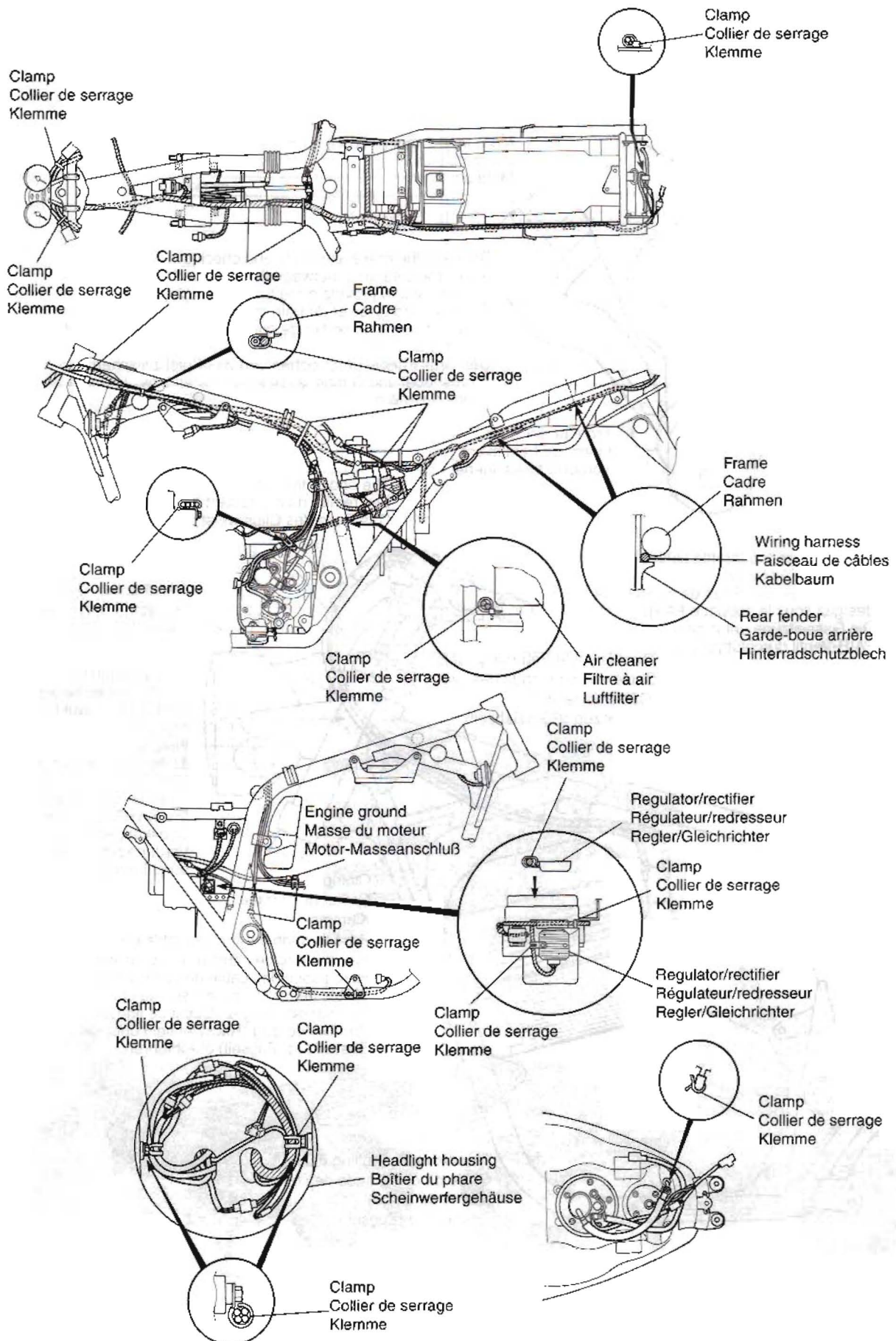
Clamp  
Collier de serrage  
Klemme

Pass through the throttle cable (returning cable) over the throttle cable (pulling cable).  
Faire passer les câbles de commande des gaz (Câble de retour) au-dessus du câble de commande des gaz (Câble de tirage).  
Den Gasseilzug (Rückziehseil) über dem Gasseilzug (Zugseil) durchführen.

Throttle cable (pulling cable)  
Câble de commande des gaz  
(Câble de tirage)  
Gasseilzug (Zugseil)



# HARNESS ROUTING ACHEMINEMENT DE FAISCEAU DE CABLES KABELBAUMFÜHRUNG





## SAFETY CHECK OUT

### CAUTION

After completion of the setting-up the motorcycle all the following items should be double-checked to confirm that the operation and function of the motorcycle are satisfactory. Now, setting-up the motorcycle and pre-delivery inspection have been completed and the motorcycle can be passed to the customer.

### ENGINE AND TRANSMISSION

ITEM	MEASURE	SPECIFICATIONS
Engine oil	Check/Refill	4 200 ml (4.4/3.7 US/Imp qt)
Fuel tank	Drain/Fill	22.0 L (5.8/4.8 US/Imp gal)
Throttle cable	Check/Adjust	2.0–4.0 mm (0.08–0.16 in)
Idle r/min	Check/Adjust	1 000–1 200 r/min
Exhaust system	Leakage	
Fuel system connection	Circlip/Leakage	

### CHASSIS

ITEM	MEASURE	SPECIFICATIONS
Disc brake (s)	Clean/Fluid level	
Front brake lever	Check/Adjust	Position 4
Rear brake pedal	Check/Adjust	35–45 mm (1.4–1.8 in)
Clutch lever	Check/Adjust	Position 2
Drive chain	Lubricate/Check/Adjust	20–30 mm (0.8–1.2 in)
Oiling points	All necessary points	
Battery	Filling electrolyte	
Wiring and cable	Routing/Operation	
Wiring connectors	Clean/Tight	
Front fork	Operation	
Rear shock absorber	Operation	
Tighten all nuts and bolts	Torque those listed in this manual	
Cotter pins and circlip	Fasteners, Check	
Paint and chrome	Inspect/Wash and polish	
Warning label (For E-19 market)	Select/Stick	Appropriate language

### Cold Tire Inflation Pressure

	SOLO RIDING	DUAL RIDING
FRONT	250 kPa 2.50 kg/cm <sup>2</sup> 36 psi	250 kPa 2.50 kg/cm <sup>2</sup> 36 psi
REAR	250 kPa 2.50 kg/cm <sup>2</sup> 36 psi	290 kPa 2.90 kg/cm <sup>2</sup> 42 psi

### ELECTRICALS

ITEM	CHECK FOR
Light	
Tail/Brake light	Lighting/Adjust
Headlight high/low beam	
Turn signal light	
Position light	
Instrument Lights	
Speedometer light	Lighting
Tachometer light	
High beam indicator light	
Neutral indicator light	
Turn signal indicator light	
Oil pressure indicator light	
Fuel injection system indicator	
Switch Operations	
Ignition switch	Operation
Dimmer switch	
Turn signal switch	
Engine stop switch	
Horn switch	
Passing light switch	
Brake switch	
Starter button	
Lighting switch (Except for Australia)	
Side stand/ignition interlock switch	
Clutch lever position switch	

### ROAD TEST INSPECTION

ITEM	CHECK FOR
Engine	Starting/Acceleration/Smoothness/Noise
Transmission	Operation/Noise
Drive chain	Operation/Noise
Clutch	Operation/Noise
Brake	Operation/Noise
Steering	Stability
Suspension	Operation
Control cables	Operation/Proper return
Leakage	Fuel/Oil/Exhaust
Speedometer and odometer	Operation
Tachometer	Operation
Trip meter	Operation