

SUZUKI

OWNER'S MANUAL

GS750T

IMPORTANT

BREAK-IN INFORMATION FOR YOUR MOTORCYCLE

The first 1 000 miles (1 600 km) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly. Vehicle 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 section (page 12) for specific break-in recommendations.

WARNING / CAUTION / NOTE

Please read this manual and follow its instructions carefully.

To emphasize special information the words **WARNING**, **CAUTION** and **NOTE** carry special meanings and should be carefully reviewed.

WARNING:.....The personal safety of the rider may be involved. Disregarding this information could result in injury to the rider.

CAUTIONThese instructions point out special service procedures or precautions that must be followed to avoid damaging the machine.

NOTE.....This provide special information to make maintenance easier or important instructions clearer.

EMISSION CONTROL WARRANTY

The emission control system of this motorcycle is covered by a separate warranty policy. The conditions and terms of this warranty are explained in the Suzuki Emission Control System Warranty Policy which your dealer will give you at the time of sale.

FOREWORD

THANK YOU for choosing Suzuki. We at Suzuki have designed, tested and produced this motorcycle using the most modern technology available to provide you with many happy, enjoyable, safety riding. Motorcycling is one of man's 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. This motorcycle also conforms to the U.S. Environmental Protection Agency emission regulations which apply to new motorcycles. The proper adjustment of engine components is necessary for this motorcycle to comply with the EPA regulations. Therefore, please follow the maintenance instructions closely to ensure emission compliance. Your Suzuki dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

TABLE OF CONTENTS

CONSUMER INFORMATION	2
Accessory Installation and Precaution	
Safety Tips	2
Vehicle Stopping Distance	3
Safe Riding Recommendation	
for Motorcycle Riders	3
Serial Number Location	4
LOCATION OF PARTS	4
CONTROLS	5
FUEL AND OIL	
RECOMMENDATION	11
BREAK-IN	12
INSPECTION BEFORE RIDING	13
RIDING TIPS	13
INSPECTION AND MAINTENANCE	15
TROUBLESHOOTING	38
STORAGE PROCEDURES	39
SPECIFICATIONS	40
WIRING DIAGRAM	41

CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

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

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

- (1) Never exceed the GVWR (Gross Vehicle Weight Rating) of this motorcycle. The GVWR is the combined weight of the machine, accessories, payload and rider. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the steering ease.

**GVWR—GS750T: 1010 lbs (458 kg)
at the tire pressure (cold)
Front 28 psi (1.97 kg/cm²),
Rer 40 psi (2.80 kg/cm²)**

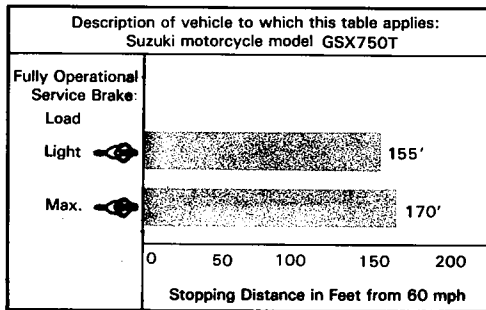
- (2) Anytime that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid, non-moveable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.
- (3) Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.
- (4) 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 handlebar or front fork of the machine should be as light as possible and kept to a minimum.
- (5) Windshields, fairings, backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.
- (6) Certain accessories displace the rider from his normal riding position. This limits the freedom of movement of the rider and may limit his control ability.
- (7) Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

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

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Obey all applicable equipment regulations in your area.

VEHICLE STOPPING DISTANCE



This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

SAFE-RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

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

WEAR A HELMET

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

RIDING APPAREL

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

INSPECTION BEFORE RIDING

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

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

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

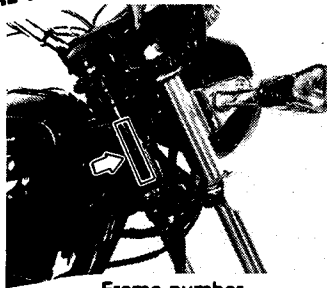
KNOW YOUR LIMITS

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

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

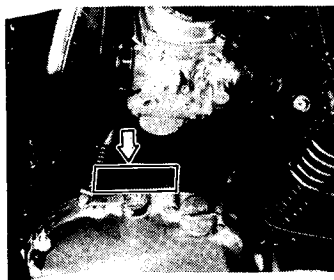
Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off of the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges.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

SERIAL NUMBER LOCATION



Frame number

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;



Engine number

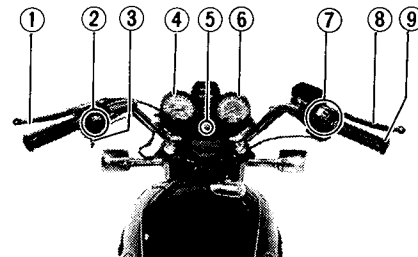
The frame number is stamped on the steering head tube. The engine serial number is stamped on the right side of the crankcase assembly.

Please write down the numbers here for your reference.

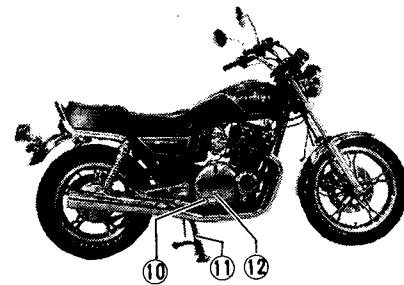
Frame No.: JS1GR73A1D2100551

Engine No.: G575X-176681

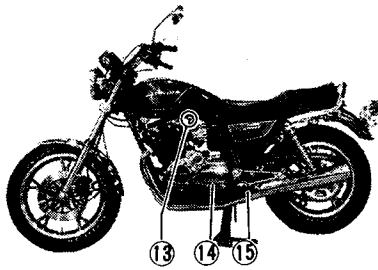
LOCATION OF PARTS



- (1) Clutch lever
- (2) Left handlebar switch
- (3) Carburetor choke lever
- (4) Speedometer
- (5) Ignition switch
- (6) Tachometer
- (7) Right handlebar switch
- (8) Front brake lever
- (9) Throttle grip



- (10) Engine oil inspection window
- (11) Center stand
- (12) Rear brake pedal



- (13) Fuelcock
- (14) Gearshift lever
- (15) Side stand

CONTROLS

KEY



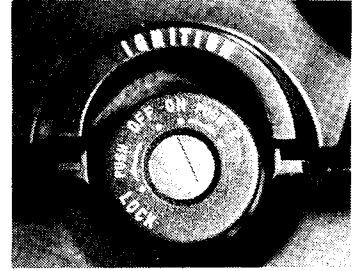
This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place.

Your motorcycle ignition keys are stamped with an identifying number. This number is used when making replacement keys. Please write your key number in the box provided for your future reference.

KEY NO.:

406

IGNITION SWITCH



The ignition switch has four positions:

"OFF" POSITION

All electrical circuits are cut off.

"ON" POSITION

The ignition circuit is completed and the engine can now be started. The headlight and taillight will automatically be turned on when the key is in this position. The key cannot be removed from the ignition switch in this position.

CAUTION:

Start the engine promptly after turning the ignition key to the "ON" position. The reason for this is that the headlight and taillight come on at the same time the ignition is turned on and will cause the battery to lose power.

"PARKING" POSITION

When parking the motorcycle, turn the handlebar all the way to the right or to the left. Push down and turn the key to the parking position. The key can now be removed and the taillight will remain lit and the steering will be locked. This position is for night time roadside parking to increase visibility.

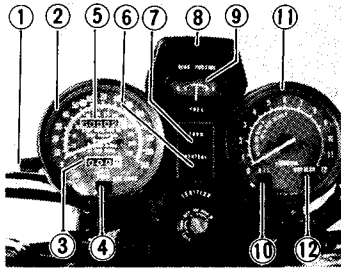
"LOCK" POSITION

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

WARNING:

Before turning the ignition switch to the (P) "PARK" or "LOCK" position, stop the motorcycle and place the motorcycle on either the side stand or the center stand.

INSTRUMENT PANEL



SPEEDOMETER (2)

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

TRIP METER (3)

The trip meter is a resettable odometer located in the speedometer assembly. It can be used to indicate the distance traveled on short trips or between fuel stops. Turning the knob (1) counter-clockwise will return the meter to zero.

SIDE STAND CHECK LIGHT (4)

With the ignition switch in the "ON" position but the engine not started, the side stand check light should be lit. As soon as the engine is started and after kicking up the side stand the side stand check light should go out.

ODOMETER (5)

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

NEUTRAL INDICATOR LIGHT (6)

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

TURN SIGNAL INDICATOR LIGHT (7)

When the turn signals are being operated either to the right or left side, the amber indicator light will flash.

GEAR POSITION INDICATOR LIGHT (8)

The numeral in this indicator shows the gear position, 1,2,3,4 or 5. The numeral disappears as you shift back to neutral; NEUTRAL INDICATOR LIGHT (green) will burn instead.

FUEL METER (9)

The fuel meter indicates the amount of gasoline remaining in the fuel tank. The "E" mark indicates the tank is empty or nearly so. The "F" mark indicates the fuel tank is full.

OIL PRESSURE INDICATOR LIGHT (10)

With the ignition switch in the "ON" position but the engine not started, the oil pressure indicator light should be lit. As soon as the engine is started, the light should go out.

CAUTION:

Whenever the oil pressure indicator lights up, indicating no oil pressure, stop the engine immediately. First check the oil level and determine if the proper amount of oil is in the engine. If the oil level is low, refill the engine to the correct level. If the light still does not go out, then have your authorized Suzuki dealer inspect your motorcycle to determine the difficulty. Do not operate the motorcycle when the light is lit as it may cause serious damage to the internal parts of the engine or transmission.

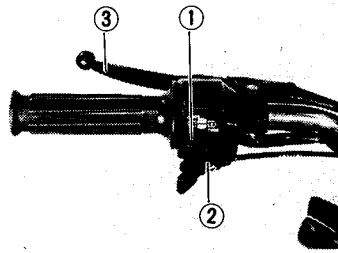
TACHOMETER (11)

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

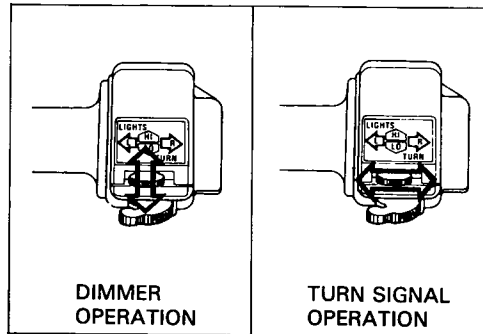
HIGH BEAM INDICATOR LIGHT (12)

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

LEFT HANDLEBAR



- (1) Lights operating switch
- (2) Horn button
- (3) Clutch lever



LEFT HANDLEBAR LIGHTS OPERATING SWITCH

Dimmer operation

When the lights operating switch is pushed up to the "HIGH" position, the high beam will be lit. At the same time that the high beam is lit, the high beam indicator will also light in the instrument panel. When the switch is pushed down to the "LO" position, the low beam will be lit.

Turn signal operation

Sliding the lights operating switch to the "L" position will flash the left turn signal. Moving the switch to the "R" position will flash the right turn signal. The indicator light will also flash intermittently.

WARNING:

Always use the turn signal when you intend to change lanes or make a turn. ALWAYS be sure to turn the turn signal switch to the "OFF" position after completing the turn or lane change.

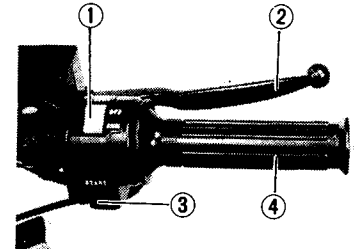
HORN BUTTON

Press the button to operate the horn.

CLUTCH LEVER

The clutch lever is used to disengage the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.

RIGHT HANDLEBAR



- (1) Engine kill switch
- (2) Front brake lever
- (3) Electric starter button
- (4) Throttle grip

ENGINE KILL SWITCH

The engine "kill switch" is located on the top of the right handlebar grip switch housing. This is a "rocker" style switch which pivots in the center.

In the "RUN" position the ignition circuit is on and the engine will operate. The switch is intended primarily as an emergency switch. When the switch is in the "OFF" position neither the starter motor nor the ignition circuit will be energized.

FRONT BRAKE LEVER

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

ELECTRIC STARTER BUTTON

Push the electric starter button in to engage the starter motor. The transmission should be in neutral for safety and the clutch must be disengaged during starting.

NOTE: The starter interlock switch is equipped on this motorcycle. If the clutch is not disengaged, the starter motor will not rotate.

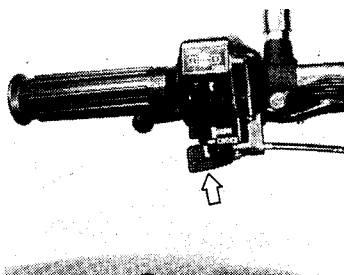
CAUTION:

Do not engage the starter motor for more than five (5) seconds at a time as it may overheat the wiring harness and starter motor. If the engine does not start after several attempts, check the fuel supply and ignition system. (Refer to the troubleshooting section.)

THROTTLE GRIP

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

CARBURETOR CHOKE LEVER



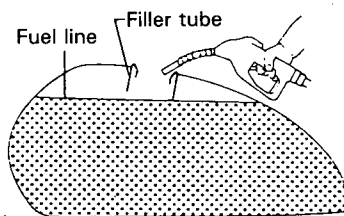
The carburetors of this motorcycle are equipped with a "choke" system to provide easy starting. When starting a cold engine, turn the choke lever all the way left and engage the electric starter. After the engine starts, try to limit the engine speed to approximately 2 000 r/min by varying the choke lever position. The choke system will operate only when the throttle is in the closed position as opening the throttle will bypass the choke system. When the engine is warm, the choke system does not need to be used for starting. Always be certain to return the choke lever back to its normal position after the engine reaches normal operating temperatures.

FUEL TANK CAP



The fuel tank cap is a new low profile style which blends in smoothly with the lines of the fuel tank.

To open the fuel tank cap insert the ignition key and turn the key clockwise. With the key still held in a clockwise position, lift up on the key and remove the filler cap. To install the fuel tank cap, face the arrow mark forward, simply line up the fuel tank cap guide pins and push down until the locking pins click into position. The key must be in the cap lock or turned before installing cap. Remove the ignition key from the cap lock. Turn the key counter-clockwise and remove it.



WARNING:

Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.

WARNING:

When re-fueling, always shut the engine off and turn the ignition key to the "OFF" position. Never refuel near an open flame.

FUELCOCK

This motorcycle is equipped with an automatic type, diaphragm style fuelcock. There are three positions: "ON", "RESERVE" and "PRIME".



"ON" The normal position for the fuelcock lever is in the "ON" position. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.



"RESERVE"

If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started. RESERVE FUEL SUPPLY: 3.0 L (3.2 US qt.)



"PRIME"

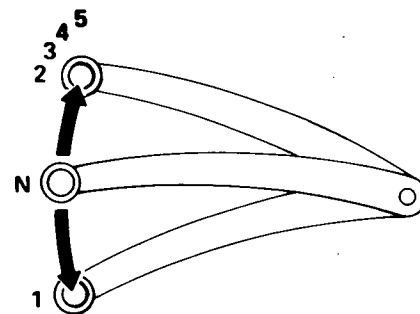
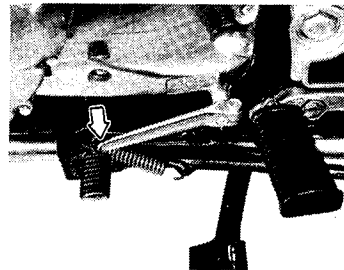
If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetors. In this instance the fuelcock lever should be moved to the "PRIME" position. This will allow the fuel to flow directly into the carburetors even though the engine is not operating. Upon starting the engine, be sure to return the lever to the "ON" position or, if necessary, to the "RESERVE" position.

CAUTION:

Leaving the fuelcock in the "PRIME" position may cause the carburetors to overflow and fuel to run into the engine. It is possible that this may cause severe mechanical damage when the engine is started.

NOTE: After switching the fuelcock lever to the "RESERVE" position, it is advisable that the tank be refilled at the closest gas station. After re-fueling, be sure to move the fuelcock to the "ON" position.

GEARSHIFT LEVER



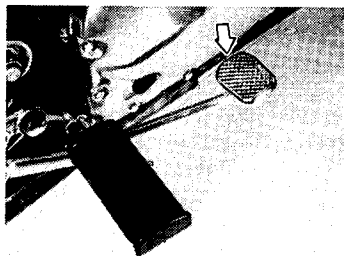
This motorcycle is equipped with a 5 speed constant mesh transmission which operates as shown in the figure. The shift lever is attached to a ratchet type mechanism in the transmission. Each time that a gear is selected, the gear shift lever will return to its normal position ready to select the next gear. Neutral is located between low and 2nd gear. Low gear is engaged by depressing the lever downward from the neutral position. Shifting into the higher gears is accomplished by lifting up on the shift lever once for each gear. It is not possible to up shift or down shift more than one gear at a time due to the ratchet mechanism being used. When shifting from low to 2nd gear or 2nd gear to low, neutral will be automatically skipped. When neutral is desired, depress or lift the lever to a position halfway between low and 2nd gear.

CAUTION:

When the transmission is in neutral the green indicator light on the instrument panel will be lit. However, even though the light is illuminated, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

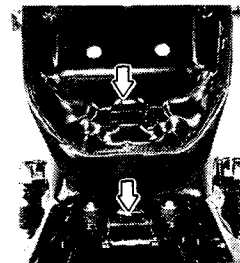
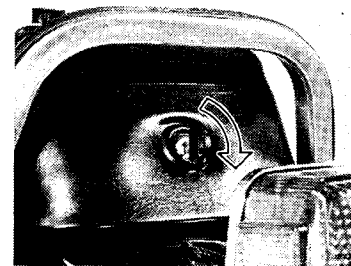
Reduce your road speed before downshifting. When down shifting, the engine speed should be increased before the clutch is engaged. This will prevent unnecessary wear on the drivetrain components and rear tire.

REAR BRAKE PEDAL



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

SEAT LOCK

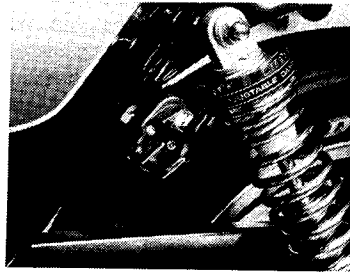


The seat lock is located behind the seat. To remove the seat, insert the ignition key into the lock and turn it clockwise until the lock is released. Raise and slide back the seat by hand and unhook the seat hook from the seat holding hook. To lock the seat, hook the seat hook into the seat holding hook certainly, turn the key counterclockwise while pushing it in until the seat latch snap into the locked position.

WARNING:

When you reinstall the seat, pull up on it firmly to be certain it is securely latched. If the seat is not latched securely, it may come loose and cause loss of rider control.

HELMET HOLDER

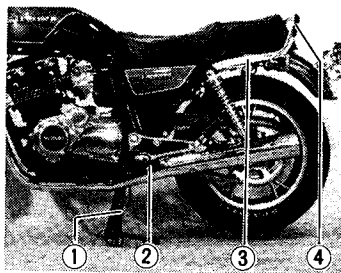


The helmet holder is located under the left side of the seat. Insert the key, and twist it clockwise to open one of the latches and twist it counterclockwise to open the other side of the latches. Hook your helmet fastener ring to the latch and return back the latch to the closed position to lock the holder.

WARNING:

Do not operate the motorcycle with a helmet fastened to the helmet holder. The helmet may be caught in the wheel causing an accident, or interfere with the safe operation of the motorcycle.

STANDS



- (1) Center stand (3) Lift bar
(2) Side stand (4) Passenger hand rail

The motorcycle is equipped with both a center stand and a side stand. To place the motorcycle on the center stand, place your foot firmly on the stand extension and then rock the motorcycle to the rear and upward with the lift bar with your right hand, while steadying the handlebars with your left hand.

CAUTION:

The hand rail is designed to be used as a passenger hand hold only. Attempting to place or remove the motorcycle on or from the center stand using the passenger hand rail will damage it.

WARNING:

Before starting off, check that the side stand is returned to its normal up position and is not hanging down.

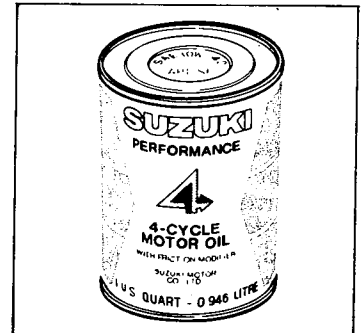
FUEL AND OIL RECOMMENDATIONS

FUEL

Use only unleaded or low-lead type gasoline of at least 85–95 pump octane ($\frac{R+M}{2}$ method) or 89 octane or higher rated by the Research method. If engine pinging is experienced, substitute another brand as there are differences between brands.

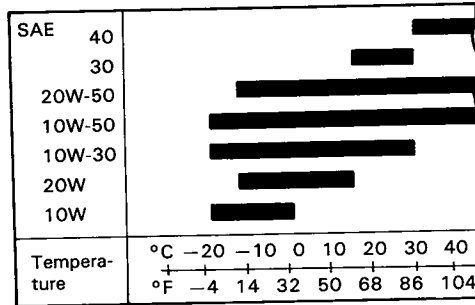
NOTE: Unleaded and low-lead gasoline will extend spark plug life.

ENGINE OIL



SUZUKI recommends the use of **SUZUKI PERFORMANCE 4-MOTOR OIL** or an oil which is rated SE or SF under the API (American Petroleum Institute) classification system. The viscosity rating should be SAE 10W-40. If an SAE 10W-40 oil is not available, select an alternate according to the chart below.

This is a very high performance, SAE 10W-40 SF oil with special friction modifier added.



BREAK-IN

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 ENGINE RPM RECOMMENDATIONS

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

Initial 500 miles (800 km)	Below 4 000 rpm
Up to 1 000 miles (1 600 km)	Below 6 000 rpm
Over 1 000 miles (1 600 km)	Below 9 500 rpm

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 1 000 miles (1 600 km).

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

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

OBSERVE YOUR FIRST, AND MOST CRITICAL, SERVICE

The 600 miles (1 000 km) service is the most important service your motorcycle will receive. During break-in all of the engine components will have worn in and all of the other parts will have seated in. All adjustments will be restored, all fasteners will be tightened, and the dirty oil and oil filter will be replaced.

Timely performance of the 600 miles service will ensure optimum service life and performance from the engine.

CAUTION:

The 600 miles service should be performed as outlined in the Maintenance Schedule section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

INSPECTION BEFORE RIDING

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

WHAT TO CHECK	CHECK FOR
Steering	1) Smoothness 2) No restriction of movement 3) No play or looseness
Brakes	1) Corrected pedal and lever play 2) No "sponginess" 3) No fluid leakage
Tires	1) Correct pressure 2) Adequate tread depth 3) No cracks or cuts
Fuel	Enough fuel for the planned distance of operation
Lighting	Operation of all lights—HEADLIGHT, TAILLIGHT, BRAKE LIGHT, INSTRUMENT LIGHTS, TURN SIGNALS
Indicator Lights	Oil pressure, High beam, Neutral, Turn signal, Side stand, Gear position, Fuel
Horn and "Kill Switch"	Correct function
Engine Oil	Correct level
Throttle	1) Correct play in the throttle cable 2) Smooth operation and positive return of the throttle grip to the closed position
Clutch	1) Correct play in the cable 2) Smooth and progressive action
Drive Chain	1) Proper tension or slack 2) Adequate lubrication
Air Forks	1) Smooth movement 2) Recommended air pressure

RIDING TIPS

STARTING THE ENGINE

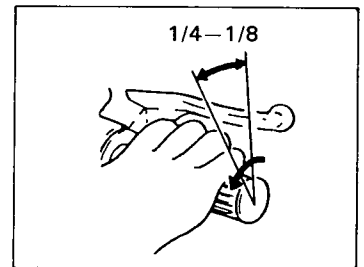
Check that the fuelcock lever is in the "ON" position and that the engine kill switch is in the "RUN" position. Insert the ignition key into the ignition switch and turn it clockwise one notch to the "ON" position. The neutral indicator light will light if the transmission is in neutral.

CAUTION:

Always start the engine with the transmission in neutral, the clutch lever pulled in, and the rider in the normal riding position.

When the engine is cold:

Turn the carburetor choke lever to the engaged position. Close the throttle completely. Push the electric starter button and the engine will start. Immediately after the engine starts, keep the engine revolutions to a maximum of 2 500 r/min by using the choke lever position for throttle control. Return the choke lever all the way back to its normal disengaged position approximately 50 seconds after the engine starts. In extremely cold weather it may be necessary to use the choke longer than 50 seconds.



When the engine is warm:

Open the throttle 1/8th to 1/4th turn and push the electric starter button. Operation of the carburetor choke system is usually

WARNING:

Do not run the engine indoors where there is little or no ventilation available. Carbon monoxide fumes are extremely poisonous. Never leave the engine running while unattended, even for a moment.

STARTING OFF

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

WARNING:
High speed riding requires special care. Be sure that you review the Inspection Before Riding chart and be sure that your machine is in top condition.

USING THE TRANSMISSION

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

Shifting up schedule:

miles/h	Gear position	km/h
0-12	1st	0-20
12-19	2nd	20-30
19-25	3rd	30-40
25-31	4th	40-50
Over 31	5th	Over 50

Shifting down schedule:

miles/h	Gear position	km/h
19	5th → 4th	30
12	4th → 3rd	20

* Disengage the clutch when speed drops below 15 km/h (9 miles/h)

CAUTION:
Never allow the engine to rev up to red zone in the tachometer in any gear.

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 steep hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to over rev.

WARNING:

- (1) If this is the first time that you have ridden a machine of this type, we suggest that you practice on a non-public road to become thoroughly familiar with the controls and operation of the motorcycle.
- (2) Before starting off, always return the side stand to its normal "up" position.
- (3) Slow down to a safe speed before negotiating a corner.
- (4) Don't down shift in the midst of cornering.
- (5) One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and both feet securely on the foot rests. Under no circumstances should both hands be removed from the handlebars.

STOPPING AND PARKING

- Twist the throttle grip away from yourself to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.
- Downshift through the gears as road speed decreases.
- Select neutral with the clutch lever squeezed towards the grip (disengaged position) just before the motorcycle stops. Neutral position can be confirmed by observing the neutral indicator light.
- Disengage the clutch when speed drops below 15 km/h (9 miles/h).

NOTE: Inexperienced riders tend to use the rear brake only. This can lead to premature brake wear and excessive stopping distances.

WARNING:

Using only the front or rear brake is dangerous and can cause skidding and loss of control. Apply the brakes lightly and with great care on a wet highway pavement or other slippery surfaces and at all corners. Any abrupt braking on slippery or irregular roads can cause loss of rider control.

- Park the motorcycle on a firm, flat surface.
- If the motorcycle is to be parked on the side stand and on a slight slope, you may wish to leave the motorcycle in 1st gear to prevent it from rolling off the side stand. Return to neutral before starting engine.
- Turn the ignition switch to the "OFF" position to stop the engine.
- Lock the steering for security.
- Remove the ignition key from the switch.

INSPECTION AND MAINTENANCE

NOTICE (to owners in USA)

MAINTENANCE, REPLACEMENT OR REPAIR OF THE EMISSION CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY ANY MOTORCYCLE REPAIR ESTABLISHMENT OR INDIVIDUAL USING ANY MOTORCYCLE PART WHICH HAS BEEN CERTIFIED UNDER THE PROVISIONS IN THE CLEAN AIR ACT Sec. 207 (a)(2).

MAINTENANCE SCHEDULE

The chart indicates the intervals between periodic services in miles (kilometers) and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to 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.

CAUTION:

Periodical inspections may reveal one or more parts that may need replacement. Whenever replacing parts on your motorcycle, it is recommended that you use Genuine Suzuki replacement parts or their equivalent. Whether you are an expert or do-it-yourself mechanic, Suzuki recommends that those items on the Inspection Chart marked with an asterisk (*), be performed by your authorized Suzuki dealer or qualified service mechanic. You may perform the unmarked items easily by referring to the instructions in this section.

WARNING:

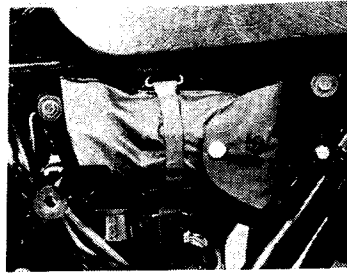
Proper break-in maintenance (600 miles or 1 000 km) is a MANDATORY item for making certain that your machine is reliable and gives full performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

INTERVAL: THIS INTERVAL SHOULD BE JUDGED BY ODOMETER READING OR MONTHS, WHICHEVER COMES FIRST	miles	600	4 000	7 500	11 000	15 000
	km	1 000	6 000	12 000	18 000	24 000
	months	2	12	24	36	48
Battery (Specific gravity of electrolyte)	-	I	I	I	I	I
*Cylinder head nut & exhaust pipe bolt	X	T	T	T	T	T
Air cleaner element	Clean every 2 000 miles (3 000 km) and replace every 7 500 miles (12 000 km).					
*Valve clearance	X	I	I	I	I	I
Spark plugs	-	C	R	C	R	
*Fuel line	X	I	I	I	I	I
Engine oil and oil filter	R	R	R	R	R	R
Carburetor idle rpm	X	I	I	I	I	I
Clutch	X	I	I	I	I	I
Drive chain	X	I	I	I	I	I
*Brake hoses	X	I	I	I	I	I
Brake fluid	Change every two years					
*Brakes	X	I	I	I	I	I
Tires	X	I	I	I	I	I
*Steering stem	X	I	I	I	I	I
*Chassis bolts and nut	X	T	T	T	T	T
Front fork	-	-	I	-	I	
Check air pressure every 6 months						

NOTE: T = Tighten, C = Clean, I = Inspect, R = Replace

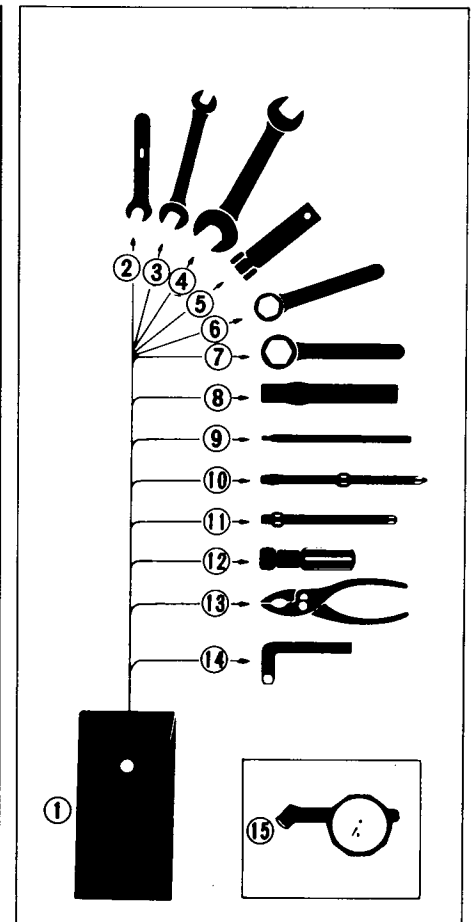
*wed
drops*

TOOLS

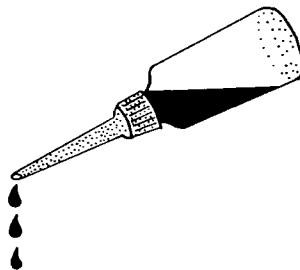


To assist you in the performance of periodic maintenance, a tool kit is supplied and is located inside of the left frame cover. The tool kit consists of the following items.

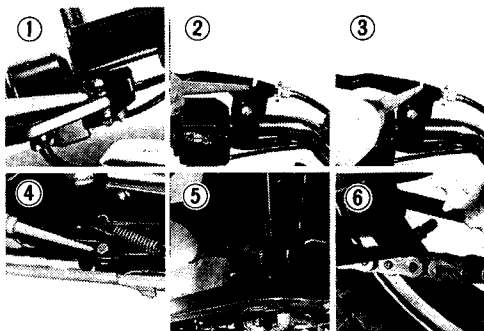
Ref. No.	Item
1.	Tool Bag
2.	8mm Open End Wrench
3.	10 x 12mm Open End Wrench
4.	14 x 17 mm Open End Wrench
5.	Spark Plug Wrench
6.	19 mm Ring Wrench
7.	24mm Ring Wrench
8.	Ring Wrench Handle
9.	Socket Wrench Handle
10.	Combination Screwdriver
11.	Cross Head Screwdriver
12.	Screwdriver Handle
13.	Pliers
14.	6 mm L Type Hexagon Wrench
15.	Front Fork Air Pressure Gauge



OILING POINTS

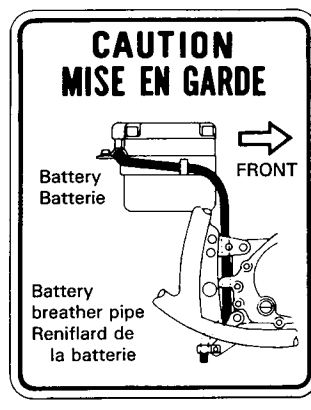
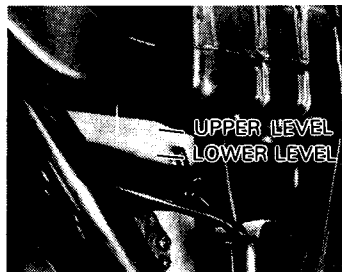


Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to oil the machine after a long rough ride and after getting it wet in the rain or after washing it. Major oiling points are indicated below.



- (1) Brake lever holder
- (2) Clutch lever holder
- (3) Clutch cable
- (4) Side stand pivot
- (5) Rear brake rod link
- (6) Drive chain

BATTERY



The battery solution level may be inspected by removing the right frame cover. The solution level must be kept between the upper and lower level lines at all times. If the solution level is below the lower limit line, add ONLY distilled water up to the upper limit line. NEVER use tap water.

WARNING:

Once the battery has been initially serviced, NEVER add diluted sulphuric acid.

CAUTION:

Do not bend, obstruct or change the routing of the air vent tube from the battery. Make certain that the vent tube is attached to the battery vent fitting and that the opposite end is always open. Route the battery vent tube and locate the battery exactly as shown.

CAUTION:

When attaching the wiring harness battery leads to the battery terminals, observe the correct polarity. The red lead must go to the (+) (positive) terminal and the black (or black with white tracer) lead must go to the (-) (negative) terminal. Reversing these connections will damage the charging system and the battery.

NOTE: Every 4 000 miles (6 000 km) have your dealer check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the six cells.

