SUZUKI

OWNER'S MANUAL

GS1000G

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, safe miles of 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.

SUZUKI MOTOR CO.,LTD.

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.**

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

NOTE.....**Special information to make maintenance easier or important instructions more clear.**

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

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ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

There are a great variety of accessories available to Suzuki owners.
Suzuki cannot 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 G.V.W.R. (Gross Vehicle Weight Rating) shown on the Safety Label Attached to the steering stem frame tube. The GVWR is the combined weight of the machine, accessories, payload, rider and passenger. When selecting your accessories, keep in mind the weight of the rider and passenger as well as the weight of the accessories. The additional weight of the accessories may not only create an overloading condition but may also affect the steering ease.

G.V.W.R. – GS1000G : 1112 lbs (504 kg)

(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 far the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to insure 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.

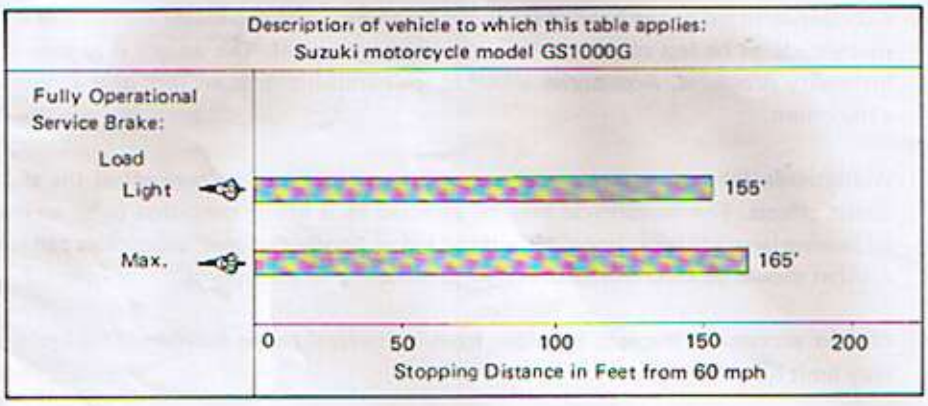
(7) Additional electrical accessories may overload the existing electrical system. Severe overload may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

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 he aerodynamics and handling of the motorcycle. Balance the load between the left and right side of the motorcycle and fasten it securely.

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies, without locking the wheels, under different condition of loading.

NOTICE: 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.



ACCELERATION AND PASSING ABILITY

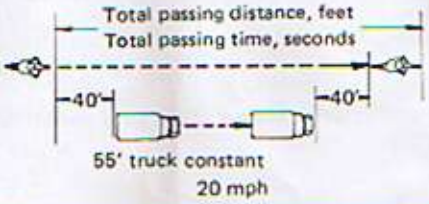
The figure indicates passing times and distances that can be met or exceeded by the vehicle to which it applies, in the situations diagrammed.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

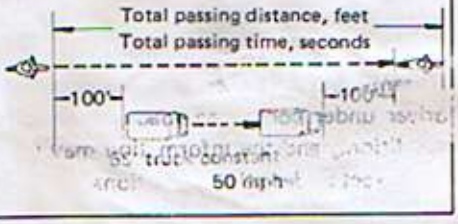
NOTICE: The information presented represents results obtainable by skilled driver under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicle to which this table applies: Suzuki motorcycle model GS1000G	Summary Table Low-speed pass. . . . . 346 feet, 7.0 seconds High-speed pass. . . . . 830 feet, 7.8 seconds

Low-speed: Initial speed: 20 mph
Limiting speed: 35 mph



High-speed: Initial speed: 50 mph
Limiting speed: 80 mph



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 insure the safety of the rider and passenger. 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 insure 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!

MOTORCYCLE SAFETY FOUNDATIONS "RIDING TIPS FOR THE MOTORCYCLIST" HANDBOOK

This special manual, supplied in the pouch with your Owner's Manual, contains safety tips on a wide [illegible]pics. This manual can increase your riding enjoyment and safety and should be read thoroughly.

SERIAL NUMBER LOCATION

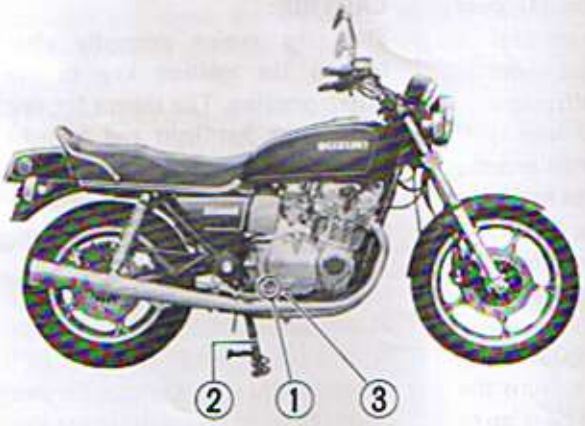
The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

The frame number is stamped on the steering head tube and steering head I.D. plate. The engine s[illegible] number is stamped on the right side of the crankcase assembly.

Frame number

Engine number

① Engine oil inspection window
② Center stand
③ Rear brake pedal
④ Fuelcock
⑤ Gearshift lever
⑥ Side stand
⑦ Tachometer
⑧ Ignition switch
⑨ Front brake lever
⑩ Throttle grip
⑪ Speedometer
⑫ Clutch lever
⑬ Left handlebar switch
⑭ Right handlebar switch
⑮ Carburetor choke knob



KEY

This motorcycle comes equipped with two (2) identical keys. Keep the spare key in a safe place.

IGNITION SWITCH

The ignition switch has four (4) 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.

"PARKING" POSITION("P" '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.

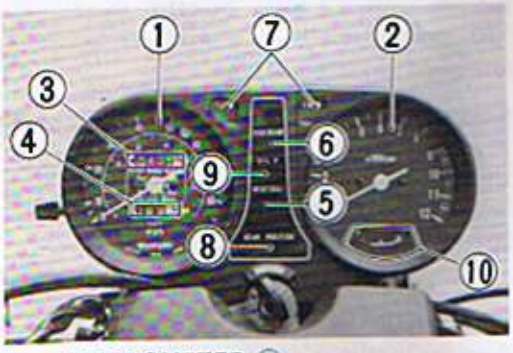
"LOCK" POSITION

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.

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.

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 ①
The speedometer indicates the road speed in miles per hour and kilometers per hour.

TACHOMETER ②
The tachometer indicates the engine speed in revolutions per minute (RPM).

ODOMETER ③
The odometer registers the total distance that the motorcycle has been ridden.

TRIP METER ④
The trip meter is a resetable 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 counter-clockwise will return the meter to zero.

NEUTRAL INDICATOR LIGHT ⑤
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.

HIGH BEAM INDICATOR LIGHT ⑥
The blue indicator light will be lit when the headlight high beam is turned on.

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 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.

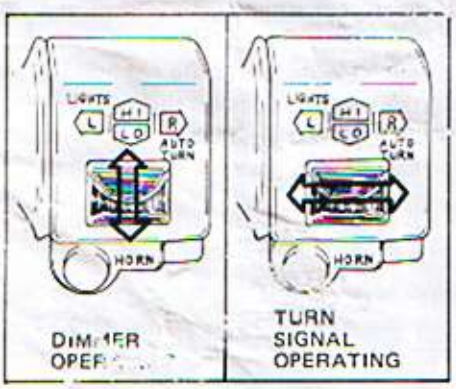
OIL PRESSURE INDICATOR LIGHT ⑨
With the ignition switch in the "ON" position but the engine not started, the oil pressure indicator light should be lit. As soon as the engine is started, the light should go out.

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.

FUEL GA
The fuel ... indicates the amount of gasoline re... fuel tank. The "E" mark indicate... empty or nearly so. The "F" ... indicates the fuel tank is full.

LEFT HANDLEBAR

① Lights operating switch
② Horn button
③ Clutch lever



LIGHTS OPERATING SWITCH ①

DIMMER OPERATING

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

TURN SIGNAL OPERATING

Pushing the lights operating switch to the right or left lights up the right-hand or left-hand turn signal respectively, in that order. Returning the switch to center position puts out the signal, but you need not do so if a self-cancelling device is provided on the machine. After running for approx. 10 seconds total with a speed of 15 km/h (9.3 mph) or higher after switching on a turn signal, the cancelling device automatically turns off the light switch. The cancelling device works like a timer, counting time only when the machine is running with the above-indicated speed. "10 seconds total" thus excludes any low-speed running duration.

WARNING:
Always use the turn signal when you intend to change lanes or make a turn.

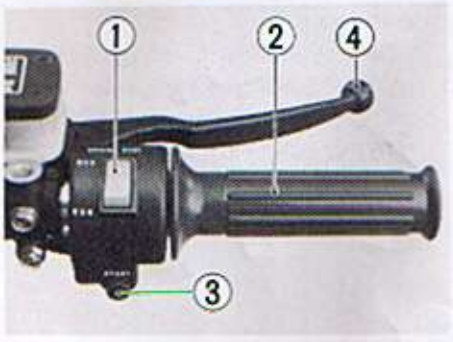
HORN BUTTON ②

Press the button to operate the horn.

CLUTCH LEVER ③

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 ③ Electric starter button
② Throttle grip ④ Front brake lever

ENGINE KILL SWITCH ①

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 a safety or emergency switch. When the switch is in the "OFF" position neither the starter motor, nor the ignition circuit will be energized.

THROTTLE GRIP ②

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

ELECTRIC STARTER BUTTON ③

Push the electric starter button in to engage the starter motor.

The transmission should be in neutral for safety and the clutch disengaged during starting.

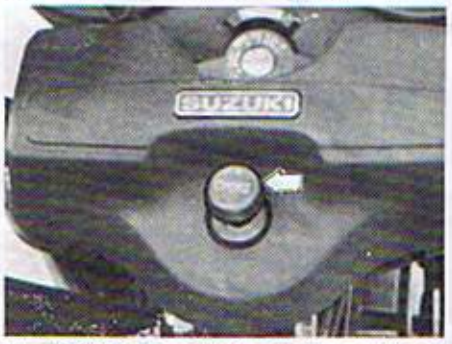
CAUTION:

Do not engage the starter motor for more than five 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 systems. (Refer to the troubleshooting section).

FRONT BRAKE LEVER ④

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

CARBURETOR CHOKE KNOB



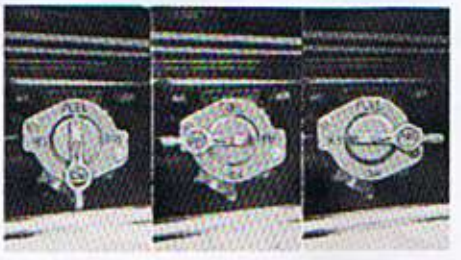
The GS1000G carburetors are equipped with a "choke" system to provide easy starting. When starting a cold engine, pull the choke knob all the way up and engage the electric starter. After the engine starts, try to limit the engine RPM to approximately 2,500 RPM by varying the choke knob position. The 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 push the choke knob 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 on the cap 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. Turn the key counter-clockwise and remove it.

WARNING:
When re-fueling, always shut the engine off and turn the ignition key to the "OFF" position. Never re-fuel around an open flame.

FUELCOCK



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

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

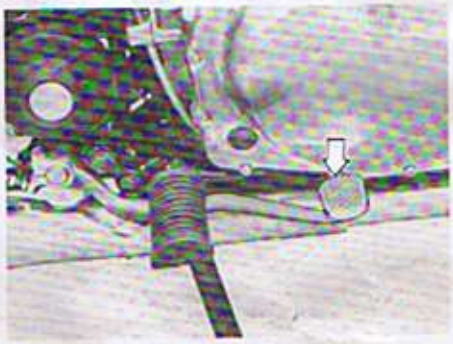
"RESERVE"
If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the 4.2 liters (4.4/3.7 US/Imp qt.) of the reserve fuel supply. In this position, no fuel will flow from the cock to the carburetor unless the engine is running or being started.

"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 fuel-cock 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 cock 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.

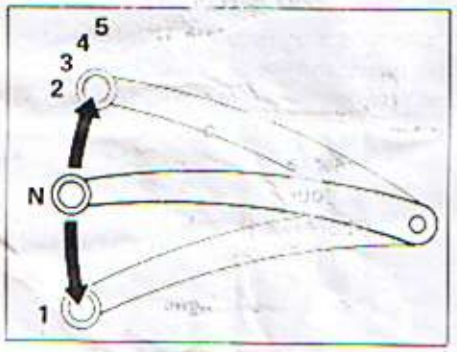
NOTE: After switching the fuel tank supply to the "RESERVE" position, it is advisable that the tank be refilled at the closest gas station. After re-fueling be sure to move the cock to the "ON" position.

REAR BRAKE PEDAL



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

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 rachet 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 the rachet 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.

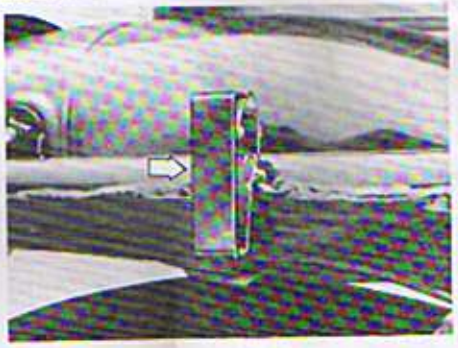
CAUTION:
When the transmission is in neutral the green indicator light will be lit on the instrument panel. However, even though the light is lit, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

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

SEAT LOCK

The seat lock is located under the right side of the seat. To open the seat, insert the ignition key into the lock and turn the key clockwise until the lock is released. Raise the seat by hand. To lock the seat, push down firmly until the seat latch snaps into the locked position.

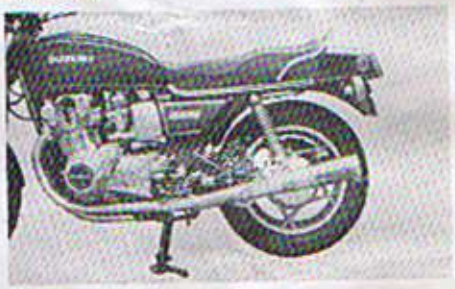
HELMET HOLDER



The helmet holder is located near the rear of the seat on the right side of the frame. With the seat open, hang the helmet fastener ring onto the helmet holder bracket. The helmet will be locked in position when the seat is closed.

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 safe operation of the motorcycle.

STANDS



① Center stand
② Side stand
③ Lift bar
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 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.

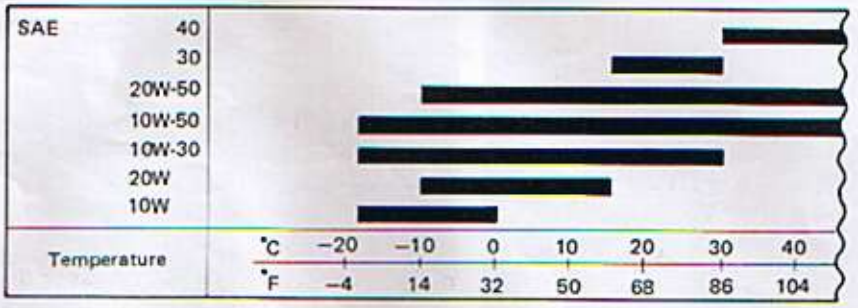
FUEL

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

Using a premium quality four stroke motor oil will increase the service life of your motorcycle. Use only oils which are rated SE under the API classification system. The viscosity rating should be SAE 10W-40. If the SAE 10W-40 motor oil is not available, select an alternate according to the chart below.



GEAR OIL

Use SAE90 hypoid gear oil which is rated GL-5 under API classification system. If you operate the motorcycle where ambient temperature is below 0°C (32°F), use SAE80 hypoid gear oil.

Suzuki parts are manufactured with the best possible materials. All machined parts are finished to a very fine tolerance. It is necessary to allow these moving parts to "break-in" before subjecting the engine to full throttle stresses. The ultimate performance and reliability of the engine depends on the special care and proper restraint exercised during the break-in period. The general operating rules are as follows:

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 9,000 rpm

During the break-in period, the engine speed should be fluctuated and not held at a constant speed. This allows the engine parts to be "loaded" with pressure and then the pressure is decreased and the parts can 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 insure this mating process. Operating the engine at constant low rpms (light load) can cause the parts to glaze and not seat properly. After the engine has been operated for 1,000 miles (1,600 km), the motorcycle can be subjected to full throttle operation for short periods of time. Under no circumstances should the engine red line of 9,000 rpm be exceeded.

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

WHAT TO CHECK	CHECK FOR:	
Steering	1) Smoothness 3) No play or looseness	2) No restriction of movement
Brakes	1) Correct pedal and lever play 3) No fluid leakage	2) No "sponginess"
Tires	1) Correct pressure 3) No cracks or cuts	2) Adequate tread depth
Fuel	Enough fuel for the planned distance of operation	
Lighting	Operation of all lights – HEADLIGHT, TAILLIGHT, BRAKE LIGHT, INSTRUMENT LIGHTS, TURN SIGNALS, LICENSE PLATE LIGHT	
Indicator Lights	Oil pressure, High beam, Neutral, Turn signal	
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
Secondary and Final Gear Oil	Correct level	
Air Forks	1) Smooth movement	2) Recommended air pressure,

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:
Pull the carburetor choke knob to the engaged position all the way. Close the throttle completely and squeeze the clutch lever. (Squeeze the clutch lever only when starting the engine by using the electric starter.). Push the electric starter button and the engine will start. Immediately after the engine starts, keep the engine revolutions to a maximum of 2,000 rpm's by using the choke knob position for throttle control.

Return the choke knob 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 not necessary when the engine is warm.

WARNING:
Do not run the engine indoors where there is little or no ventilation available. Carbon monoxide fumes are extremely poisonous. Never leave the motorcycle 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.

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.

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

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and "lug" the engine excessively. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When riding down a hill, the engine may be used for braking by shifting to a lower gear.
- Be carefull, 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.

USING THE BRAKES 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.

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 slipperly or irregular roads can be particularly dangerous.

- 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 of 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.

HIGH SPEED RIDING

The rear suspension spring setting should be adjusted to meet the suspected road conditions and motorcycle speeds to increase the stability. Tire pressure should also be increased for high speed riding as described on page 45.

CAUTION:
Never allow the engine to exceed 9,000 rpm's in any gear.

WARNING:
High speed cruising requires special care. Be sure that you review the pre-ride instruction chart and that your machine is in top condition. Do not exceed the legal speed limits.

EPA

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. 107 (a) (2).

COMPLIANCE LABEL

The EPA compliance label is located on the rear fender. It provides much of the data required to perform an engine tune up on your GS1000G.

VEHICLE EMISSION CONTROL INFORMATION
SUZUKI MOTOR CO., LTD. DISPLACEMENT : 997CC
ENGINE FAMILY IDENTIFICATION : GS100
ENGINE TUNE-UP SPECIFICATIONS : ALL ADJUSTMENTS ARE TO BE PERFORMED WITH TRANSMISSION IN NEUTRAL.
IGNITION TIMING : 17° BTDC AT IDLE SPEED.
IDLE SPEED : 1,050 RPM-ADJUSTMENT IS MADE BY TURNING THE THROTTLE STOP SCREW.
IDLE AIR/FUEL : NO ADJUSTMENT IS NECESSARY.
FUEL : LOW-LEAD OR UNLEADED GASOLINE
ENGINE OIL : SE OR SD IN API CLASSIFICATION, AND VISCOSITY RATING OF SAE 10W-40
REFER TO YOUR OWNER'S MANUAL FOR ADDITIONAL MAINTENANCE INSTRUCTIONS.
THIS VEHICLE CONFORMS TO U.S.E.P.A. REGULATION APPLICABLE TO 1980 MODEL YEAR NEW MOTORCYCLES.

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 operation 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.

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 of do-it-yourself mechanic, Suzuki recommends that those items on the Inspection Chart marked with an asterisk (*), be performed by your authorized Suzuki dealer. 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
...ery (Specific gravity of electrolyte)		–	I	I	I	I
* Cylinder head nut & exhaust pipe bolt		T	T	T	T	T
Air cleaner element		–	C	C	C	C
* Tappet clearance		I	I	I	I	I
Spark plugs		–	C	R	C	R
* Fuel line		Replace every two years.				
Engine oil and oil filter		R	R	R	R	R
Carburetor idle rpm		I	I	I	I	I
Clutch		I	I	I	I	I
Secondary and Final Gear oil		Change oil at initial 600 miles (1,000 km) and thereafter every 7,500 miles (12,000 km).				

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

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
* Brake hose		Replace every two years				
* Brakes		I	I	I	I	I
Tires		I	I	I	I	I
* Steering stem		I	I	I	I	I
* Chassis bolt and nut		T	T	T	T	T
Front fork		–	–	I	–	I
		Check air pressure every 6 months.				

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

TOOLS

To assist you in the performance of periodic maintenance, a tool kit is located under the seat and consists of the following items.

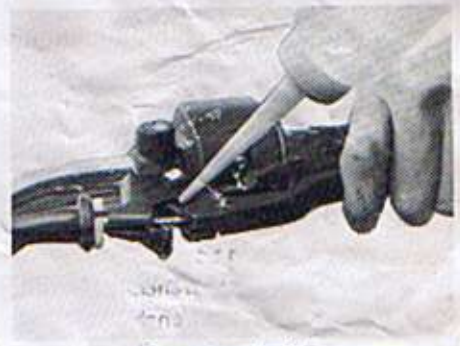
Ref. No.	Item
1.	Tool Bag
2.	8mm Open End Wrench
3.	10 x 12mm Open End Wrench
4.	14 x 17mm Open End Wrench
5.	Spark Plug Socket Wrench
6.	19mm Ring Wrench
7.	24mm Ring Wrench
8.	Ring Wrench Handle
	Wrench Handle
	Phillips Screwdriver
11.	Cross Head Screwdriver
12.	Screwdriver Handle
13.	Pliers
14.	Front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

OILING CHART

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.

Brake lever holder

Clutch cable



Clutch lever holder

Side stand pivot

Rear brake rod link

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 (6) cells.

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.

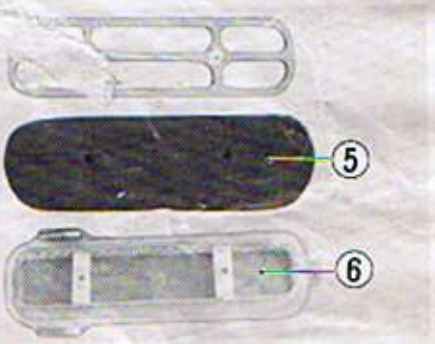
WARNING:
Once the battery has been initially serviced, NEVER add diluted sulphuric acid.

CAUTION:
Be careful not to 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.

AIR CLEANER

① Air cleaner case cover
② Screw

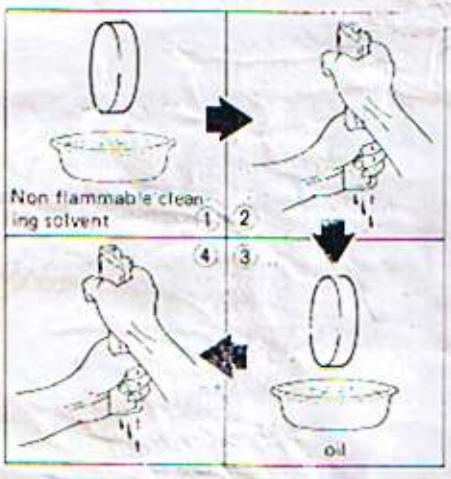
③ Air cleaner element
④ Screw



⑤ Polyurethane filter
⑥ Element frame

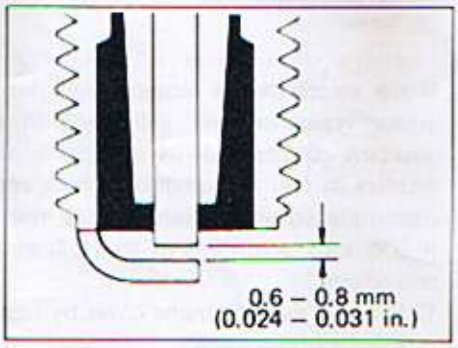
If the air cleaner is clogged with dust, intake resistance will increase with a resultant decrease in output and an increase in fuel consumption. Check and clean the cleaner every 4,000 miles (6,000 km) according to the following procedures.

1) Remove the left frame cover by loosening a fitting screw.
2) Remove air cleaner case cover by unscrewing the two fitting screws.
3) Take out the air cleaner element from the air cleaner case by removing the screw.
4) Take the polyurethane filter out of the element frame by the two retaining screws.
5) Fill a washing pan of a suitable size with non flammable cleaning solvent. Immerse the element in the solvent and wash it clean.
6) Squeeze the solvent off the washed element by pressing it between the palms of both hands: do not twist and wiring the element or it will develop cracks.
7) Immerse the element in a pool of motor oil, and squeeze the oil off the element to make it slightly wet with the oil.



CAUTION:
Before and during the cleaning operation, examine the element to see if it has a rupture or crack.
A ruptured or cracked element must be replaced. If driving under dusty condition, wash the air cleaner element more frequently. The surest way to wear down the engine quickly is to leave out the element or to use a ruptured element. Be sure that the aircleaner is in good condition at all times. The life of the engine depends largely on this component!

SPARK PLUGS



At 4,000 miles (6,000 km), remove the carbon deposits from the spark plug with a small wire brush or a spark plug cleaning machine. Readjust the spark plug gap to 0.6 – 0.8 mm (0.024 – 0.031 in.) by using a spark plug gap thickness gauge.

The spark plugs should be replaced every 7,500 miles (12,000 km).

Whenever removing the carbon deposits, be sure to observe the operational color of each spark plug's porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. If the standard plug is wet appearing or very dark in color, the hotter spark plug may be more suitable. A normal operating spark plug should be very light gray in color. If the spark plug is very white or glazed appearing, then it has been operating much too hot. This spark plug should be replaced with the colder plug.

NGK	NIPPON DENSO	REMARKS
B7ES	W22ES-U	If the standard plug is apt to get wet, replace with this plug.
B8ES	W24ES-U	Standard
B9ES	W27ES-U	If the standard plug is apt to overheat, replace with this plug.

CAUTION:
The standard spark plug for the GS1000G has been carefully selected to meet the vast majority of all operational ranges. If the spark plug color indicates that other than a standard spark plug be used, it is best to consult your Suzuki dealer before changing to a different heat range spark plug. The selection of an improper spark plug can lead to severe engine damage. Selecting another brand of spark plug other than NGK or Nippon Denso, may also lead to operational difficulties. You should consult your authorized Suzuki dealer before selecting an alternate brand.

ENGINE OIL AND FILTER CHANGE

Drain plug

Oil filler cap

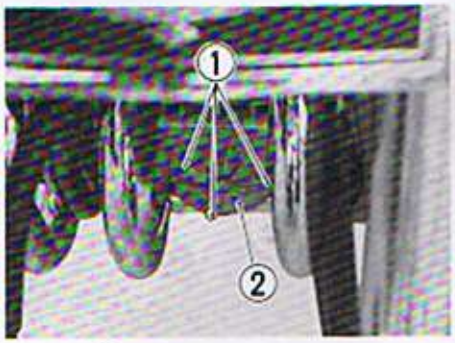
Engine oil inspection window

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

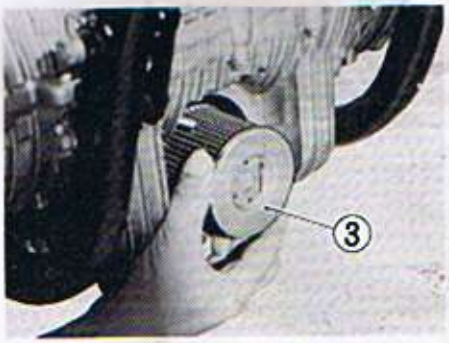
CAUTION:
Never operate the motorcycle if the engine oil level is below the "L" (low) line in the inspection window. Never fill the engine oil level above the "F" (full) line.

Change the engine oil and oil filter at the initial 600 miles (1,000 km) and also at the initial 4,000 miles (6,000 km) check up. Thereafter, the oil and oil filter should be changed every 4,000 miles (6,000 km). The oil should always be changed when the engine is hot so that the oil will drain thoroughly from the engine. The procedure is as follows:

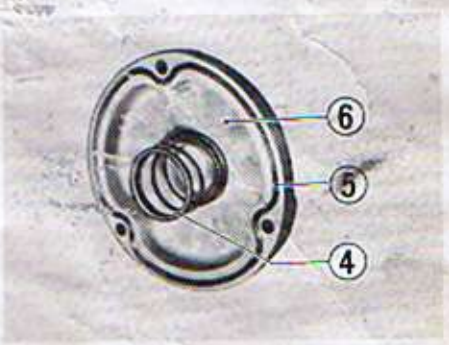
NOTE: About 3,000 ml (3.2 US qt.) of oil will be required when changing oil only.



① Nut ② Filter cap



③ Oil filter



④ Spring ⑤ "O" ring ⑥ Filter cap

(1) Place the motorcycle on the center stand.
(2) Drain the engine oil by removing the drain plug from the bottom of the engine.
(3) Remove the three (3) nuts holding the filter cap in place.
(4) Remove the filter cap, pull out the element and replace with a new oil filter element. The rubber sealing ring is installed facing the engine.
(5) Before replacing the oil filter cover, check to be sure that the filter spring and the cap "O" ring are installed correctly.
(6) Replace the oil filter cover and tighten the nuts securely.
(7) Replace the drain plug and tighten it securely. Add fresh oil through the filler hole approximately 3,300 ml (3.5 US qt.) will be required.
(8) Start the engine and allow it to idle for several seconds.
(9) Turn the engine off and wait approximately one (1) minute, then recheck the oil level in the engine oil inspection window. The oil level should be at the "F" mark. If lower than the "F" mark, add oil until it reaches the mark.

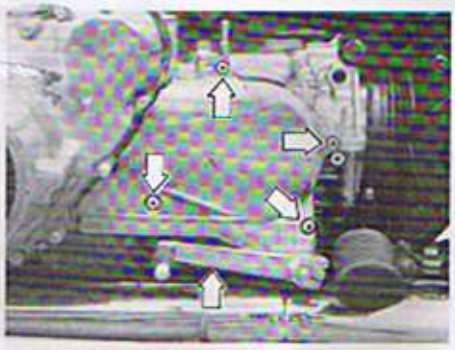
CAUTION:
Be sure to always use the specified engine oil described on page 20.

GEAR OIL CHANGE

Change the gear oil at initial 600 miles (1,000 km), and thereafter every 7,500 miles (12,000 km).

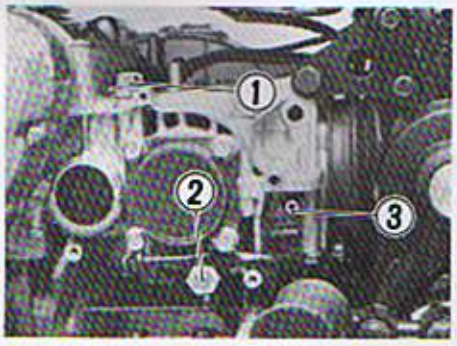
Use SAE 90 hypoid gear oil which is rated GL-5 under API classification system. If you operate the motorcycle where ambient temperature is below 0°C (32°F), use SAE 80 hypoid gear oil.

The procedure is as follows:



SECONDARY GEAR OIL CHANGE

1. Place the machine on the center stand.
2. Remove the gearshift lever, and take off the secondary cover by removing the four (4) fitting screws.
3. Remove the oil filler cap.
4. Drain the oil by removing the drain plug from the bottom of the secondary gear case.
5. Reinstall the drain plug and tighten it securely after all the oil has been drained out.



① Oil filler cap ③ Oil level screw
② Drain plug

6. Remove the oil level screw, and add fresh oil through the filler hole until the oil drains out from the oil level hole. Approximately 340 – 400 ml (11.5 – 13.5 US oz.) of oil will be required.
7. Reinstall the oil level screw and the oil filler cap.

① Oil filler cap
② Drain plug

FINAL GEAR OIL CHANGE

1. Place the machine on the center stand.
2. Remove the oil filler cap.
3. Drain the oil by removing the drain plug from the bottom of the final gear case.
4. Reinstall the drain plug and tighten it securely after all the oil has been drained out. Add fresh oil through the filler hole until the oil drains out from the oil filler hole. Approximately 280 – 330 ml (9.5 – 11.2 US oz.) of oil will be required.
5. Reinstall the oil filler cap.

① Throttle stop screw

Undisturbed carburetion is the basis of the performance you ought to expect of your engine. The carburetor is factory-set for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: carburetor idle rpm and throttle cable play.

Adjust the carburetor idle rpm and throttle cable play at initial 600 miles (1,000 km) and every 4,000 miles (6,000 km).

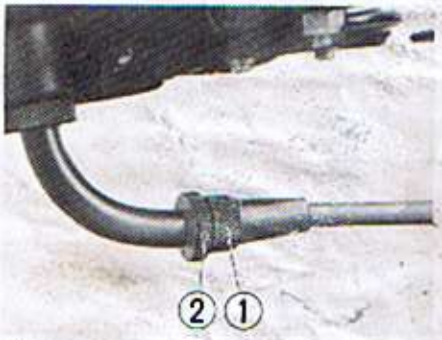
CARBURETOR IDLE RPM ADJUSTMENT

(1) Start up the engine and warm it up by running it at 2,000 rpm for 10 minutes in summer (where ambient temperature is 30°C (86°F) or thereabout) or for 20 minutes in winter (where ambient temperature is down to –5°C (23°F) or thereabout).

(2) After engine warms up, turn the throttle stop screw located on the carburetor [illegible] or out so that engine may run [illegible] 950 – 1,150 rpm.

CAUTION
The engine idling speed should be adjusted after the engine warms up.

THROTTLE CABLE ADJUSTMENT

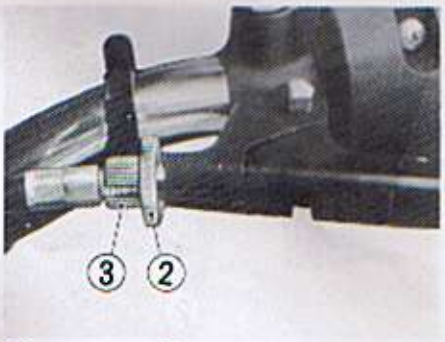


① Throttle cable adjuster
② Lock nut

1) Loosen lock nut.
2) Adjust the cable slack by turning adjuster in or out to obtain the correct slack 0.5 – 1.0 mm (0.02 – 0.04 in).
3) After adjusting the slack, tighten the lock nut.

CLUTCH ADJUSTMENT

① Clutch cable play



② Lock nut ③ Cable adjuster

At initial 600 miles (1,000 km) and every 4,000 miles (6,000 km), adjust the clutch by means of the clutch cable adjuster. The play of the clutch cable should be 2 – 3 mm (0.08 – 0.12 in.) as measured at the clutch lever holder before the clutch begins to disengage. If you find the play of the clutch incorrect, adjust it in the following way.

(1) Loosen the clutch cable adjuster lock nut.
(2) Turn the clutch cable adjuster to provide the specified play (2 – 3 mm).
(3) Tighten the lock nut.

At the same intervals, lubricate the clutch cable with motor oil.

CAMSHAFT DRIVE CHAIN TENSIONER

The camshaft drive chain is kept in proper adjustment by an AUTOMATIC camshaft drive chain tensioner. This automatic tensioner never needs servicing by the customer and the camshaft drive chain itself need not be checked for stretch or wear.

CAUTION:
Never attempt to turn the tensioner wheel in either direction. Turning the wheel even slightly can jam the mechanism which will prevent it from adjusting the chain properly. An improperly adjusted chain can cause severe engine damage.

BRAKES

The GS1000G utilizes front and rear disc brakes. Properly operating brake systems are vital to safe riding. So be sure to perform the brake inspection requirements as scheduled. The brakes should be inspected at the initial 600 miles (1,000km) inspection and every 4,000 miles (6,000 km) thereafter, by your authorized Suzuki dealer.

BRAKE FLUID

WARNING:
Brake fluid may be harmful if swallowed or if it comes in contact with skin or eyes. Contact your physical immediately. If swallowed induce vomiting. If brake fluid gets into the eyes or in contact with the skin, it should be flushed thoroughly with plenty of water.

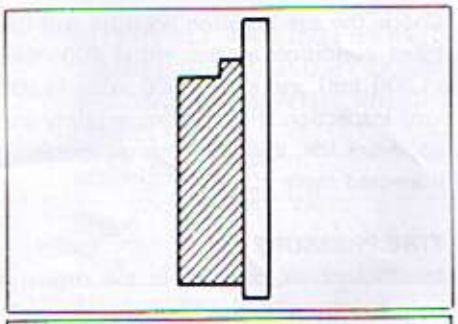
WARNING:
This motorcycle uses a glycol-based brake fluid. Do not use or mix different types of brake fluid such as silicone-based or petroleum-based fluid, otherwise serious damage will result to the brake system. Never use any brake fluid that has been stored in a used or unsealed container. Never reuse brake fluid left over from the last servicing and stored for long periods as it absorbs moisture from the air. Use only DOT 3 or DOT 4 brake fluid. Do not spill any brake fluid on painted or plastic surfaces as it will damage the surface severely.

Be sure to check the brake fluid level in the front and rear reservoirs. If the level is found to be lower than the full mark, replenish with brake fluid that meets Suzuki's requirements. As the brake pads wear, the fluid level will drop to compensate for the new position of the brake pads. Replenishing the brake fluid reservoir is considered normal periodic

Inspect the front brake pads by noting whether or not the friction pads are worn down to the red limit line. If a pad is worn to the red limit line it must be replaced with a new one.

Inspect the rear brake pads for wear by noting whether or not the pad is worn down to the shoulder of each pad. If the shoulder is gone or nearly gone, the pad must be replaced with a new one. It is necessary to remove the pad inspection cap.

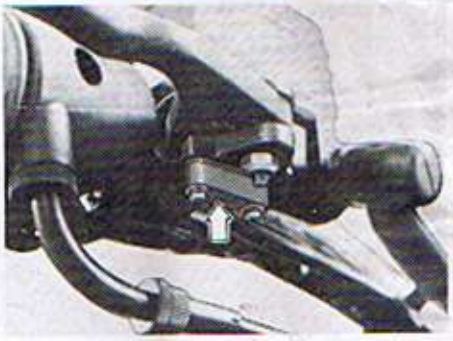
WARNING:
If the brake system or pads need to be repaired or serviced we strongly advise you to have your authorized Suzuki dealer perform service. He has the correct tools and has been trained to perform the job in a safe and economical manner.



CAUTION:
Disc brake systems operate under extremely high pressures. For safety, the brake hose and brake fluid should be changed at intervals of no longer than two (2) years. Inspect your brake system for the following items daily.

(1) Inspect the front and rear brake system for signs of fluid leakage.
(2) Inspect the brake hose for leakage or a cracked appearance.
(3) The brake lever should have the specified stroke and be firm at all times.
(4) Check the wear of the disc brake pads.

FRONT BRAKE LIGHT SWITCH

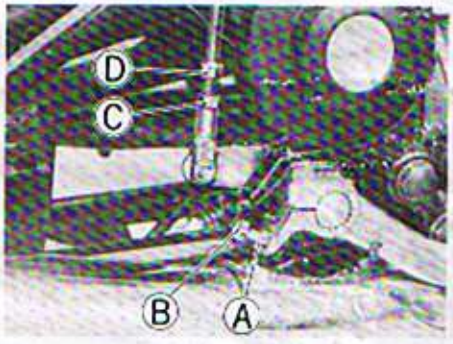


The front brake light switch is located beneath the front brake lever. Loosen the switch fitting screws and adjust the actuating point by moving the switch body to the right or to the left so that the brake light will come on just before a pressure rise is felt at the lever.

REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal must have a specified amount of clearance at all times or the disc brake pads will rub the disc causing damage to the pads and to the disc surface. Adjust the brake pedal in the following manner:

(1) Loosen lock nut Ⓐ and turn the stopper bolt away from the stopper lug.



(2) Loosen lock nut Ⓒ , and rotate the push rod Ⓓ to locate the pedal 20 mm (0.8 in.) below the top face of the foot rest. Be sure to measure this clearance carefully.

(3) Retighten lock nut Ⓒ to secure the push rod Ⓓ in the proper position.

(4) Adjust the clearance between the tip of the return stopper bolt Ⓑ and the stopper lug so that the clearance is zero. Retighten the nut Ⓐ .

REAR BRAKE LIGHT SWITCH

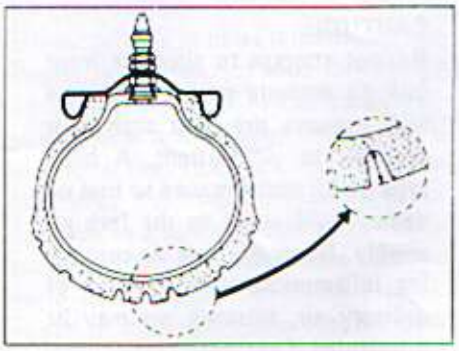
The rear brake light switch is located under the right frame cover. To adjust the brake light switch: raise or lower the switch so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

TIRES

Check the tire inflation pressure and tire tread condition at the initial 600 miles (1,000 km) and each 4,000 miles (6,000 km) inspection. For maximum safety and good tire life, the tire pressures should be inspected more often.

TIRE PRESSURE

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



TIRE TREAD CONDITION

Operating the motorcycle with excessively worn tires will decrease riding stability and can lead to loss of control. It is recommended that the front tire be replaced when the remaining depth of the tire tread becomes 1.6 mm (0.06 in.) or less. The rear tire should be replaced when the depth of the tire tread becomes 2.0 mm (0.08 in.) or less.

WARNING:
The standard tire on your motorcycle is 3.50V19-4PR for front, 4.50V17-4PR for rear. The use of a tire other than standard may cause trouble. It is highly recommended to use a Suzuki Genuine Tire.

WARNING:
Tire inflation pressures and the general tire condition are extremely important to the proper performance and safety of the vehicle. Check your tires frequently for both wear and inflation pressures.

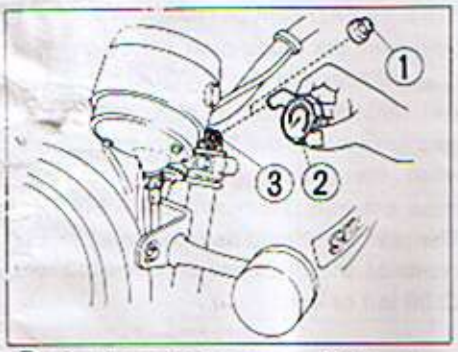
COLD INFLATION TIRE PRESSURE	SOLO RIDING				DUAL RIDING			
	FRONT		REAR		FRONT		REAR	
	P.S.I.	KG/CM^2	P.S.I.	KG/CM^2	P.S.I.	KG/CM^2	P.S.I.	KG/CM^2
NORMAL RIDING	25	1.75	28	2.00	28	2.00	36	2.50
CONTINUOUS HIGH SPEED RIDING	28	2.00	36	2.50	32	2.25	40	2.80

NOTE: Refer to the tire information label on the backside of the seat.

FRONT SUSPENSION

The GS1000G front suspension is pneumatic/coil spring or more commonly referred to as "air" forks.
Each fork tube contains compressed air and a light coil spring as well as fork oil. The air pressure is adjustable so that you can obtain the degree of softness or firmness suitable to your type of riding and comfort.

The GS1000G is serviced at the factory with 0.6 kg/cm^2 (8.5 psi) of air pressure in the front forks.



① Air valve protection cap ③ Air valve
② Air pressure gauge

CHECKING FORK AIR PRESSURE

The motorcycle should be placed on its center stand and all weight removed from the front end by jacking up the front of the chassis or engine. Remove the air valve protection caps and use the air pressure gauge to check the front fork air pressure. To raise the pressure, use a hand pump to add air to each fork leg. To lower the pressure, bleed the air out from the valve.

CAUTION:
Do not attempt to alter the front fork air pressure setting by using a high pressure tire filler such as is available in gas stations. A hand type pump must be used so that no damage will occur to the fork assembly. Never use any air containing inflammable gases. Instead of ordinary air, nitrogen gas may be substituted if available. When pumping air in, never increase the pressure above 2.5 kg/cm^2 (35 psi). This is the maximum permissible pressure to avoid fork oil seal and valve damage.
Never allow the operational fork air pressure to drop below 0.6 kg/cm^2 (8.5 psi) or to exceed 1.2 kg/cm^2 (17 psi) as internal fork damage will result.

WARNING:

(1) Equalize the air pressures of the two fork tubes. The maximum allowable difference is 0.1 kg/cm² (1.2 psi). This will prevent unnecessary stress on the front axle and on the fork leg assemblies.

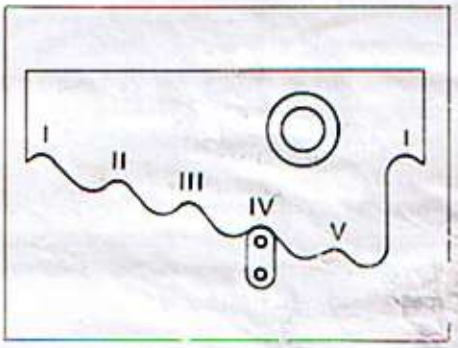
(2) Be sure to balance the suspension between the front and rear. Changing the air pressure setting on the front suspension requires that the spring and damper settings of the rear shock absorbers be altered to match the front suspension setting. For safe and comfortable riding, the recommended air pressure range is from 0.6 to 1.2 kg/cm² (8.5 – 17 psi).

NOTE: Fork air pressure, as with tire pressure, should be checked periodically (monthly) and especially after periods of non-use. When checking the pressure, be sure to apply the pressure gauge squarely to the air valve. After taking a reading, remove the gauge quickly. This must be done as some pressure is lost when removing the gauge. The loss ranges from 0.05 to 0.10 kg/cm² (0.7 – 1.4 psi). Take this loss of air pressure into consideration when adjusting for your final air pressure.

REAR SUSPENSION

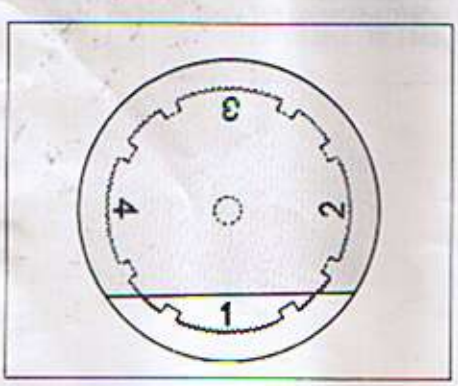
The rear shock absorber's spring preload and damping rate are adjustable. Spring preload can be altered to five different settings and the damping rate to four different settings.

These two variables can be adjusted to optimize the handling of the machine and the smoothness of the ride based on the speed, load, and road conditions.



SPRING ADJUSTMENT

Turn the bottom spring seat, as shown in the photo, to the desired notch. This will change the preload on the spring and increase or decrease the stiffness of the spring. The GS1000G as delivered from the factory is adjusted so that both springs are on the number I notch for the softest possible ride.



DAMPING ADJUSTMENT

Roll the rubber dust cap up and away from the adjusting ring. To increase or decrease the damping force, turn this adjusting ring as shown in the photo. Damping adjustments, are indicated by the numbers 1 thru 4 engraved on the adjusting ring. As you turn the adjusting ring, you will notice a click as you reach each number position. When changing the damping, always be sure that the adjusting ring stops with the number visible, that a click is noticed and the ring feels as if it were sitting in a detent or a notch. Position I (softest) provides for the smallest amount of damping force, and position 4 (stiffest) for the largest amount. The GS1000G is delivered from the factory with both rear dampers adjusted to the number I position (softest position).

CAUTION:
Do not operate rear damper units in any positions other than the click or detented positions. If position $2\frac{1}{2}$, $3\frac{1}{2}$, etc. is used, the damping force will automatically have the same damping force as number 4 (stiffest) position.

The rear suspension can be adjusted in accordance with your type of riding, road condition, speed, passenger weight, carrying load and etc. A list of the recommended combinations is provided as follows.

Spring Setting	Damper Setting
I	1 or 2
II	2 or 3
III	3 or 4
IV	3 or 4
V	4

WARNING:
(1) Any combination other than those listed can be extremely dangerous and lead to loss of control of the motorcycle. For safe riding, be sure to follow the recommendations.
(2) Be sure to adjust the springs and dampers of the two shock obsorbers equally. Making one shock absorber harder than the other will severely disturb the running stability of the machine.
(3) Match the front suspension to the rear suspension for a balanced ride and stability. Adjusting the shock absorbers alone or the front forks alone can be very dangerous.

CAUTION:
Fork oil viscosity and level is critical to proper air fork operation. Draining or adding fork oil is best left to your Suzuki dealer as special tools and knowledge are necessary to perform this task.

FRONT WHEEL REMOVAL

(1) Place the machine on the center stand.
(2) Remove either one of two calipers, left or right, from the fork by unfastening its two mounting bolts.

(3) Disconnect the speedometer cable from the front wheel. When the cable is released, prevent the inner drive cable from sliding out of the outer cable housing.

(4) Remove the axle holders, both right and left by unfastening the two nuts on each of the axle holder caps.

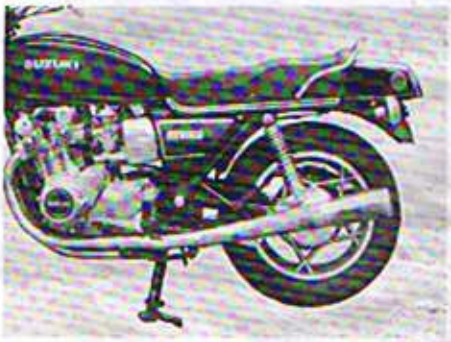
WARNING:
If the front wheel has to be removed, it is very important to have the loosened nuts and bolts torqued to the proper specifications. We suggest that you have this performed by a authorized Suzuki Dealer.

(5) Lift the front end of the motorcycle up and place a jack or a block under the engine or chassis tubes.
(6) Slide the front wheel forward. To reinstall the wheel assembly reverse the sequence as described.

CAUTION:
Before tightening the axle holders in place, locate the speedometer drive gear box so that the arrow on the gear box housing points up. This will align the speedometer cable properly when installed. To secure the axle properly, the axle holders should be tightened down so that the gap on each side of the cap is equal.

CAUTION:
Never squeeze the front brake lever with the front wheel removed. It is very difficult to force the pads back into the caliper assembly.

REAR WHEEL REMOVAL



1. Locate the motorcycle on level ground and place the motorcycle on the centerstand.

2. Insert the crosshead screwdriver into the right side of the centerstand pivot to prevent the motorcycle from tipping off the centerstand.

3. Remove the upper shock absorber nuts and loosen the lower shock absorber nuts and pull the top side of the shock absorbers free from the mounting lugs. This will allow the swingarm/bevel gear assembly to be easily moved.

CAUTION:
Take care not to burn yourself if the mufflers are hot.

4. Lift the swingarm/bevel gear assembly up by attaching a 14 mm wrench to one of the caliper bolts and use the wrench as a lift handle. While lifting the swingarm/bevel gear assembly insert a socket wrench handle through the right muffler support and swingarm hole. This will hold the swingarm in the correct position for removing the rear wheel axle.
5. Remove both right and left rear shock absorbers.

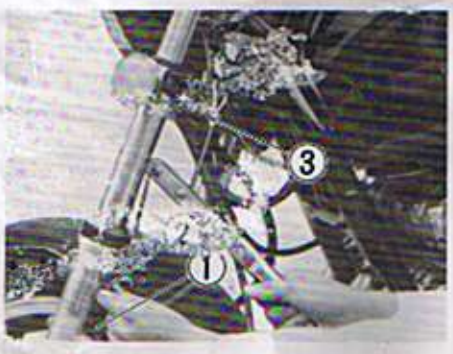
① Torque link bolt ② Support bolt
③ Cotter pin ④ Axle nut

6. Remove the rear torque link cotter pin, bolt, nut and support bolt for brake hose.
7. Remove the axle cotter pin and axle nut.

8. Remove the axle, while at the same time supporting the caliper assembly. After the axle is clear off the caliper, hand the caliper on the upper shock absorber mount stud.

CAUTION:
Do not allow the brake hose to touch the hot muffler. Protect it by wrapping the hose with a rag.

9. Remove the axle from the differential housing. Remove the wheel from the splined drive and set the wheel assembly on the ground.



① Compressing tool hook (1)
② Compressing tool hook (2)
③ Wire loop

10. The front forks must be compressed in order to tilt the back of the motorcycle upward so that the tire can be removed from the fenderwell area. To compress the forks turn the forks to the right fork stop. Hang the front fork compressing tool hook (1) on the left front fender boss. Hang the wire loop (3) on the left fork stop. Pivot the front fork compressing tool handle to compress the forks, then hang the hook (2) on the tool lever handle to hold the forks in the compressed position.

11. Remove the rear wheel assembly.

REAR WHEEL INSTALLATION

1. Insert the rear wheel assembly under the rear fenderwell area.
2. Remove the front fork compressing tool from the front fork.
3. Fit the wheel assembly back onto the splined engagement shaft. Insert the axle through to the right side of the swingarm. Install and tighten the axle nut securely. Fit the cotter pin in the axle nut.

CAUTION:
When reinstalling the rear caliper be careful not to twist the brake hose or route it improperly. Never depress the brake pedal with the rear wheel removed as it is very difficult to force the brake pads back into the caliper assembly.

4. Install the rear torque link to the caliper assembly. Remember to reinstall the cotter pin after tightening the bolt and nut.
5. Remove the socket wrench handle and replace the shock absorbers. Tighten their securing nuts firmly.
6. Remove the screwdriver from the centerstand pivot.

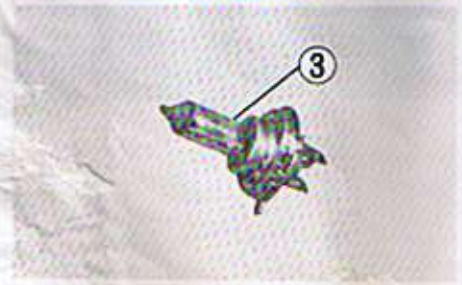
CAUTION:
Recheck all nuts, bolts and cotter pins for tightness and correct assembly before operating the motorcycle.

WARNING:
If the rear wheel has to be removed, it is very important to have the nuts and bolts retorqued to the proper specifications. We strongly recommend that you have these nuts and bolts rechecked and retorqued by your authorized Suzuki dealer.

LIGHT BULB REPLACEMENT

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

Headlight	12V 60/55W
Tail/Brake light	12V 8/23W (3/32 cp)
Turn signal light	12V 23W (32 cp)
License plate light	12V 8W (3 cp)



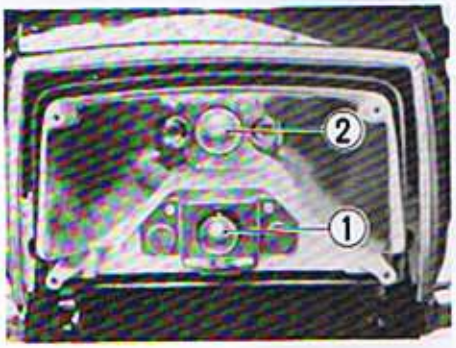
HEADLIGHT

(1) Remove three screws ① : take off the headlight assembly.

(2) Roll up the rubber cap ② and unhook the bulb holder spring, and you can pull out the bulb ③ .

CAUTION:
In this model, the halogen light is used for the headlight. When replacing the headlight bulb, be careful not to touch the lens of its bulb.

WARNING:
After remounting the headlight assembly, be sure to check the horizontal adjustment.



① License plate light
② Tail/Brake light

TAIL/BR[illegible]GHT

To replace the tail/brake light bulb or license plate light bulb, follow these directions:

(1) Remove the four screws and take off the lens.
(2) Push the bulb in, twisting it to the left until the engagement pins are disconnected and remove the bulb. To fit the replacement bulb into position, push the bulb in firmly and twist it to the right while pushing in.

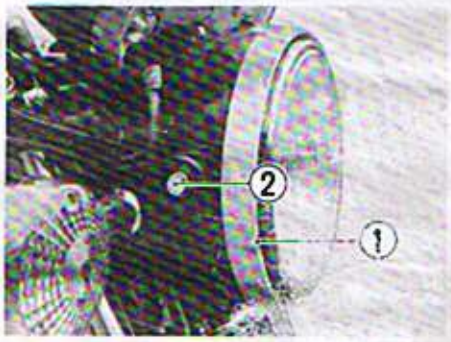
CAUTION:
When replacing the lens, do not overtighten the four securing screws.

TURN SIGNAL LIGHT

(1) Remove two screws and take off the lens.
(2) Push the bulb, twisting it to the left, and pull it off.
(3) To fit the replacement bulb, push it in and twist it to the right while pushing.

CAUTION:
After setting the lens, be careful not to overtighten the two securing screws lest the lens should break.

HEADLIGHT



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

To adjust beam horizontally:
Turn the cross head screw ① located on the right side of the headlight unit clockwise or counter-clockwise.

To adjust beam vertically:
Loosen the headlight housing fitting bolt ② and move the headlight housing up and down as required.

FUSE BOX/OUTPUT TERMINAL

The fuse box/output terminal is located inside the left hand frame cover. There are five fuses. If there is a sudden halting of the engine while running or any electrical system failure then the fuses must be checked. In case one or more of the fuses blow there are two spare fuses, a 15A and a 10A fuses, located in the fuse box cover. For attaching electric accessories, the output terminal isprovided under part of the fuse box.
When feeding current to an electric accessory from this output terminal, first remove fuse cover. Then, connect it to the terminal with extreme care not to confuse its positive (+) and negative (−), following marks positive (+) and negative (−) on the terminal. After that, replace the fuse cover. The allowable current is 10A (12V).

CAUTION:
This output terminal is strictly provided for electric accessories, and so, any other usages are forbidden. In actual use for any electric accessory, please consult Suzuki dealer. It should be noted that a burnt out fuse should be replaced, removing fuse cover.

CAUTION:
Never use other than specified 10A fuse for the output terminal fuse.

CAUTION:
Always be sure to replace the blown fuse with the correct amperage fuse. Never use a substitute, for example aluminum foil or wire, to replace a blown fuse. If the spare fuse installed blows out in a short period of time it means that you could have a major electrical problem. You should consult your Suzuki dealer immediately.

FUSE CH

1. 15A M. fuse protects all electrical systems.
2. 10A HD. LAMP fuse protects headlight, taillight, license plate light, instrument light and high beam indicator light.
3. 10A SIGNAL fuse protects brake light, turn signal lights, turn signal indicator light and horn.
4. 10A IGNITION fuse protects the ignition system and electrical start system.
5. 10A OUTPUT TERMINAL fuse protects the electric accessories.

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

(1) Is there enough fuel in the fuel tank?
(2) Is the fuel reaching the carburetors from the fuelcock?
(3) Disconnect the fuel line from the carburetor, turn the fuelcock to the "PRIME" position and see if gasoline flows from the hose.
(4) Then turn the fuelcock to the "ON" position and crank the engine for a brief moment and see if fuel still flows.
(5) If it has been determined that fuel is reaching the carburetor, the ignition system should be checked next.

WARNING:
Do not allow the fuel to spill, catch the fuel in a container.

(1) Remove the spark plug and re-attach it to the spark plug lead.
(2) While holding the spark plug firmly against the engine, push the starter button with the ignition switch in the "ON" position and the engine "kill" switch in the "RUN" position. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your Suzuki Dealer for repairs.

WARNING:
Do not hold the spark plug close to the open spark plug hole in the cylinder head as gasoline vapor inside the cylinder could be ignited, creating a fire hazard.

ENGINE STALLING

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

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

PROCEDURE FOR STORAGE

Materials Needed

1. Motor Oil.
2. Commercial Gasoline Stabilizer.
3. Commercial Rust Preventative Fogging Oil. (outboard motor type)
4. Commercial Aerosol Rust Preventative (moisture displacing lubricant)
5. Commercial Vinyl and Rubber Preservative.
6. Hydrometer for Checking Battery Conditions.
7. 1 Amp Battery Charger.

1. Place the motorcycle on its center stand.
2. Thoroughly clean the entire motorcycle. Run the bike until all traces of moisture are gone.
3. Pour the gasoline stabilizer into the fuel tank using the amount of stabilizer recommended by its manufacturer. Unstabilized fuel will form "gum" or "varnish" deposits that will plug the fuelcock and carburetor passageways.

NOTE: Make sure that the fuelcock lever is in the "ON" or "RESERVE" position. If the lever is left in the prime position, fuel may leak into the engine.

NOTE: Steps 4a and 4b are for protecting the top end engine components from rust and corrosion. Step 4b is to be used only if fogging oil is not available. Do either 4a or 4b, but DO NOT do both.

4a. Remove the [illegible]ment. While the [illegible]g at idle, spray the [illegible]ative fogging oil into the air cleaner box. Try to give each cylinder equal amounts of fogging oil. Do this until the engine stalls or emits smoke.

4b. Run the engine for a few minutes to get the stabilized fuel into the carburetors. Then, remove the spark plugs and pour 1 to 2 tablespoons of motor oil into each spark plug hole. Reinstall the spark plugs. DO NOT reinstall the spark plug caps at this time. Turn the engine over a few times with the electric starter. Now reinstall the spark plug caps.

5. Drain the old engine oil and remove the oil filter, but DO NOT replace it at this time. With fresh oil, refill the crankcase all the way up to the filler cap hole. This step is necessary because the old oil contains acid, moisture and other contaminants that will damage the engine while it is stored.
6. Refill the fuel tank as completely as possible to eliminate any air space and to reduce the chances of the fuel becoming contaminated.
7. Remove the battery. Make sure to remove the negative terminal before the positive terminal. This will remove the battery from the circuit and will eliminate the chance of grounding the positive terminal with the screwdriver or wrench. Clean the outside of the battery with a mild baking soda and water solution and dry it carefully. Be sure not to get any solution inside the cells. Remove any corrosion from the terminals and from the wiring harness connections. Store the battery in a room that stays above freezing, off the floor, and preferably on a wooden shelf.
8. Spray all of the vinyl and rubber

parts with the rubber preservative.

9. Spray the unpainted surfaces of the motorcycle with the rust preservative.
10. Deflate the tires to approximately 20 PSI and block up the front of the motorcycle so both front and rear tires are off of the ground. This will keep the tires from developing permanent "flat" spots.

During the storage period, be sure to do the following things:

Once A Week

Turn the engine over a few times by removing the spark plugs and putting the transmission in 5th gear and turning the rear wheel. This will keep the piston rings free and top end coated with oil. Reinstall the spark plugs and visually inspect your machine for any other things that would be detrimental to the condition of your GS1000G.

Once A Month

Recharge the battery with the one amp battery charger until it is fully charged. If the battery is not kept fully charged, it may become permanently damaged and will have to be replaced.

PROCEDURE FOR RETURNING TO SERVICE

1. Clean the entire motorcycle.

NOTE: Use of a commercial degreaser may stain the finish on the engine. Instead, use a mild detergent and water solution.

2. Drain the oil that was in the engine during the storage period. Install a new oil filter and refill the engine with oil as outlined in your owner's manual.
3. Reinstall the battery. Make sure that the vent hose is connected and routed properly. Install the positive terminal.
4. Lubricate all places as instructed in the lubrication table in the owner's manual.
5. Inflate the tires to the correct pressure.
6. Before starting the engine, remove the four spark plugs and slowly turn the engine over by putting it in 5th gear and turning the rear wheel. Listen for any abnormal noises and check for smooth movement. If you think a problem has occurred, contact your local authorized Suzuki dealer for assistance. If there are no problems, reinstall the spark plugs and return the transmission in neutral.
7. Do the "Inspections Before Riding" as listed in the owner's manual.

Often times it's easier to let these sort of services be done by your dealer. Most dealers in the areas where motorcycle storage is common are set up to properly prepare motorcycles for storage. Whether you do it yourself, or have your dealer do it, we sincerely hope you follow our suggestions. This is the only way that your GS can serve you in the manner it was designed. If your dealer does the service for you, you should be among the first to be back on the road when winter becomes spring.

CAUTION:
Clean the brake disc with alcohol only. This will ensure positive braking.

DIMENSIONS AND DRY MASS

Overall length	2,230 mm (87.8 in.)
Overall width	875 mm (34.4 in.)
Overall height	1,175 mm (46.3 in.)
Wheelbase	1,500 mm (59.1 in.)
Ground clearance	150 mm (5.9 in.)
Dry mass	255 kg (562 lbs)

ENGINE

Type	Four-stroke cycle, air-cooled, DOHC
Number of cylinders	4
Bore	70.0 mm (2.756 in.)
Stroke	64.8 mm (2.551 in.)
Piston displacement	997 cm^3 (60.8 cu. in.)
Compression ratio	9.2 : 1
Carburetor	MIKUNI BS34SS, four
Air cleaner	Polyurethane foam element
Starter system	Electric
Lubrication system	Wet sump

TRANSMISSION

Clutch		Wet multi-plate type
Transmission		5-speed constant mesh
Gearshift pattern		1-down 4-up
Primary reduction		1.775 (87/49)
Gear ratios,	Low	2.500 (35/14)
	2nd	1.777 (32/18)
	3rd	1.380 (29/21)
	4th	1.125 (27/24)
	Top	0.961 (25/26)
Secondary reduction		0.941 (16/17)
Final reduction		3.090 (34/11)

CHASSIS

Front suspension	Telescopic, pneumatic/coil spring, oil dampened
Rear suspension	Swinging arm, oil dampened, damper 4-way, spring 5-way adjustable
Steering angle	40° (right & left)
Caster	62° 30'
Trail	112 mm (4.41 in.)
Turning radius	2.6 m (8.5 ft)

Front brake	Disc brake, double
Rear brake	Disc brake
Front tire size	3.50V19-4PR
Rear tire size	4.50V17-4PR

ELECTRICAL

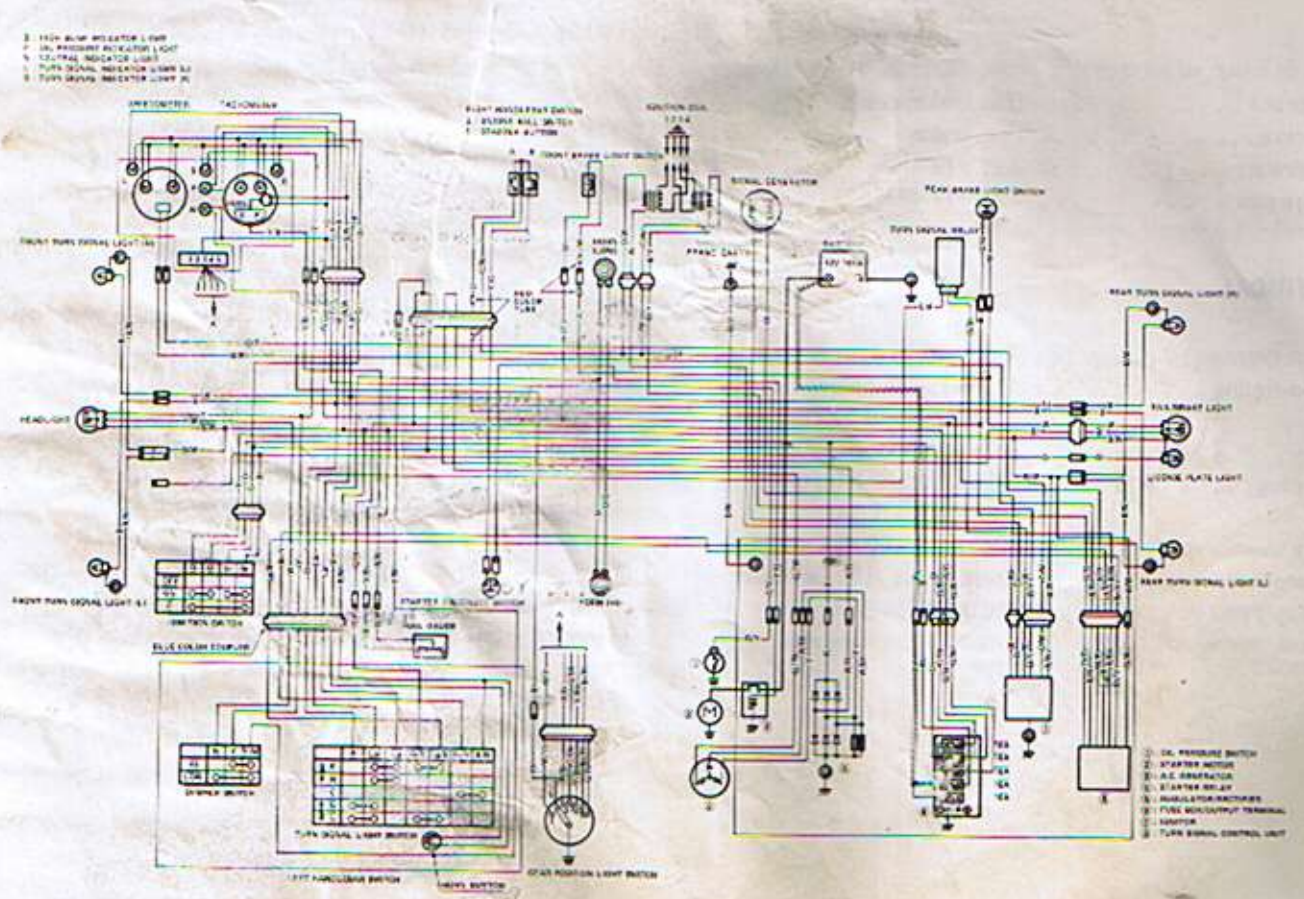
Ignition type	Transistorized
Ignition timing	17° B.T.D.C. below 1,500 rpm and 37° B.T.D.C. above 2,350 rpm
Spark plug	NGK B8ES or NIPPON DENSO W24ES-U
Battery	12V 14Ah (50.4kC)/10Hours
Generator	Three-phase A.C. generator
Fuse	10/10/10/10/15A

Headlight	12V 60/55W
Tail/Brake light	12V 8/23W (3/32 cp)
Turn signal light	12V 23W (32 cp)
License plate light	12V 8W (4 cp)
Speedometer light	12V 3.4W
Tachometer light	12V 3.4W
Neutral indicator light	12V 3.4W
Turn signal indicator light	12V 3.4W
Oil P. indicator light	12V 3.4W
High beam indicator light	12V 3.4W

CAPACITIES

Fuel tank including reserve	22 L (5.8 US gal)
reserve	4.2 L (4.4 US qt.)
Engine oil when changing	3.0 L (3.2 US pt)
Front fork oil	251 ml (8.48 US oz)
Secondary bevel gear oil	340 – 400 ml (11.5 – 13.5 US oz)
Final bevel gear oil	280 – 330 ml (9.5 – 11.2 US oz)

WIRING DIAGRAM



WIRE COLOR

B	Black
Bl	Blue
Br	Brown
G	Green
Gr	Gray
Lbl	Light blue
Lg	Light green
O	Orange
R	Red
W	White
Y	Yellow
B/Bl	Black with Blue tracer
B/R	Black with Red tracer
B/W	Black with White tracer
B/Y	Black with Yellow tracer
Bl/R	Blue with Red tracer
Br/R	Brown with Red tracer
Br/Y	Brown with Yellow tracer
G/Bl	Green with Blue tracer
G/Y	Green with Yellow tracer
Lg/B	Light green with Black tracer
O/G	Orange with Green tracer
O/R	Orange with Red tracer
O/W	Orange with White tracer
R/B	Red with Black tracer
W/Bl	White with Blue tracer
W/G	White with Green tracer
W/R	White with Red tracer
W/Y	White with Yellow tracer
Y/B	Yellow with Black tracer
Y/Bl	Yellow with Blue tracer
Y/G	Yellow with Green tracer
Y/W	Yellow with White tracer

SUZUKI MOTOR CO., LTD. warrants to the ultimate purchaser and each subsequent purchaser that his vehicle (GS1000G) is designed, built, and equipped so as to conform at the time of sale with all U.S. emission standards applicable at the time of manufacture and that it is free from defects in materials and workmanship which would cause it not to meet these standards within the period of 5 years or 30,000 km (18,645 miles), whichever occurs first. Failures, other than those resulting from defects in material or workmanship, which arise solely as a result of owner abuse and/or lack of proper maintenance are not covered by the warranty.

SUZUKI MOTOR CO., LTD.

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