

SUZUKI

GS1000S

SUPPLEMENT

SR-8500
(英) E-01
SUPPL.

GS1000S

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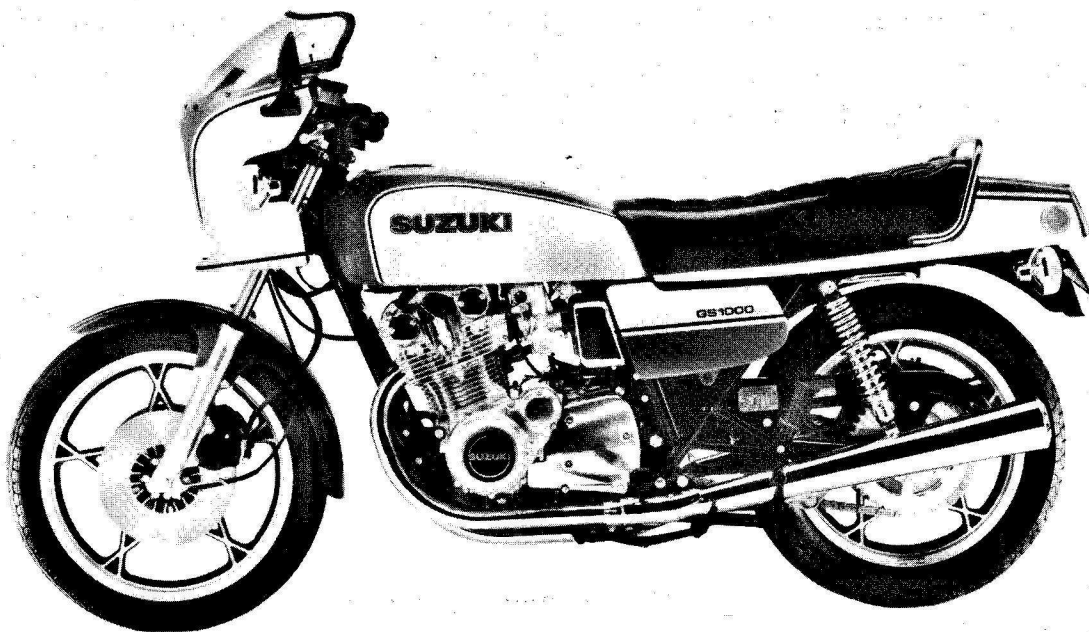
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GS1000S

This manual gives only servicing procedures which differ from those of the GS1000 and describes the new features of the GS1000S.

For the GS1000S servicing procedures of the following parts, refer to the GS1000E manual.

- FRONT BRAKE
- WHEELS
- SELF-CANCELLING TURN SIGNAL



GS1000S

GENERAL INFORMATION

SPECIFICATIONS

DIMENSIONS AND WEIGHT

Overall length	2 225 mm (87.6 in)
Overall width	735 mm (28.9 in)
Overall height	1 255 mm (49.4 in)
Wheelbase	1 505 mm (59.3 in)
Ground clearance	160 mm (6.3 in)
Dry mass (weight)	238 kg (525 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 VM28SS, four
Air cleaner	Paper 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)
Final reduction	2.800 (42/15)
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)
Drive chain	DAIDO D.I.D. 630YL, 96 links or TAKASAGO RK 630GSO, 96 links

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 and left)
Caster	63°00'
Trail	116 mm (4.57 in)
Turning radius	2.50 m (8.2 ft)
Front brake	Disk brake, twin
Rear brake	Disk brake
Front tire size	3.25V19-4PR
Rear tire size	4.00V18-14PR

Front tire pressure 175 kPa (1.75 kg/cm², 25 psi)
(Normal solo riding)
Rear tire pressure 200 kPa (2.00 kg/cm², 28 psi)
(Normal solo riding)

ELECTRICAL

Ignition type Battery Ignition
Ignition timing 17° B.T.D.C. below 1 500 r/min and
37° B.T.D.C. above 2 500 r/min
Spark plug NGK B8ES or NIPPON DENSO W24ES
Battery 12V 50.4 kC (14 Ah)/10 HR
FURUKAWA 12N14-3A, YUASA 12N14-3A
Generator Three-phase A.C generator
Fuse 10/10/10/15A

CAPACITIES

Fuel tank including reserve 19ℓ (5.0/4.2 US/Imp gal)
reserve 4.0ℓ (1.1/0.9 US/Imp gal)
Engine oil tank 3.4ℓ (3.6/3.0 US/Imp qt)
Front fork oil 259 ml (8.75/9.12 US/Imp oz)

SERVICE DATA**Valves + Guides**

Unit: mm (in)

Item		Standard	Service Limit
Valve Lift	IN	8.0 (0.31)	—
	EX	7.5 (0.30)	—
Tappet Clearance or Valve Clearance (cold engine)	IN	0.03 — 0.08 (0.001 — 0.003)	
	EX	0.03 — 0.08 (0.001 — 0.003)	
Valve Guide — Valve Stem Clearance	IN	0.025 — 0.055 (0.0009 — 0.0022)	0.090 (0.0035)
	EX	0.040 — 0.070 (0.0016 — 0.0028)	0.100 (0.0039)
Valve Guide I.D.	IN/EX	7.000 — 7.015 (0.2756 — 0.2762)	—
Valve Stem O.D.	IN	6.960 — 6.975 (0.2740 — 0.2746)	—
	EX	6.945 — 6.960 (0.2734 — 0.2740)	—
Valve Stem Deflection	IN/EX	—	0.05 (0.002)
Valve Head Thickness	IN/EX	—	0.5 (0.02)
Valve Seat Width	IN/EX	1.1 — 1.3 (0.04 — 0.05)	
Valve Head Radial Runout	IN/EX	—	0.03 (1.33)
Valve Spring Free Length	INNER	35.3 — 37.0 (1.39 — 1.46)	33.9 (1.33)
	OUTER	43.0 — 43.25 (1.69 — 1.70)	41.3 (1.63)
Valve Spring Tension	INNER	29.3 — 34.0 kg/23.0 (64.59 — 74.96 lbs/0.91 in)	—
	OUTER	50.4 — 58.3 kg/27.0 (111.11 — 128.53 lbs/1.06 in)	—

Camshaft

Unit: mm (in)

Item		Standard	Service Limit
Cam Height	IN	36.325 — 36.355 (1.4301 — 1.4313)	36.030 (1.4185)
	EX	35.775 — 35.805 (1.4085 — 1.4096)	35.480 (1.3968)

Unit: mm (in)

Item		Standard	Service Limit
Camshaft — Journal Clearance	IN/EX	0.025 — 0.053 (0.0010 — 0.0021)	0.150 (0.0059)
Camshaft Journal Holder I.D.	IN/EX	22.000 — 22.013 (0.8661 — 0.8667)	—
Camshaft Journal O.D.	IN/EX	21.960 — 21.975 (0.8646 — 0.8652)	—
Camshaft Deflection	IN/EX	—	0.10 (0.004)
Cam Chain 20 Pitch Length		—	157.80 (6.213)

Piston + Ring + Cylinder

Unit: mm (in)

Item		Standard	Service Limit
Compression Pressure		9 — 13 kg/cm ² (128 — 184 psi)	7 kg/cm ² (100 psi)
Difference Between Cylinders		—	2 kg/cm ² (28.5 psi)
Piston — Cylinder Clearance		0.050 — 0.060 (0.0020 — 0.0024)	0.120 (0.0047)
Cylinder Bore		70.000 — 70.015 (2.7559 — 2.7565)	—
Piston Dia./Measurement Point		69.945 — 69.960/15.0 (2.7537 — 2.7543/0.59)	—
Cylinder Warpage		—	0.2 (0.008)
Cylinder Head Warpage		—	0.2 (0.008)
Piston Ring Free End Gap	1st	Approx. 8.5 (0.33)	6.8 (0.27)
	2nd	Approx. 8.5 (0.33)	6.8 (0.27)
Piston Ring End Gap	1st	0.15 — 0.35 (0.006 — 0.014)	0.70 (0.028)
	2nd	0.15 — 0.35 (0.006 — 0.014)	0.70 (0.028)
Piston Ring — Groove Clearance	1st	0.020 — 0.055 (0.0008 — 0.0022)	0.180 (0.0071)
	2nd	0.020 — 0.060 (0.0008 — 0.0024)	0.150 (0.0059)
Piston Ring Groove Width	1st	1.21 — 1.23 (0.047 — 0.048)	—
	2nd	1.21 — 1.23 (0.047 — 0.048)	—
	Oil	2.51 ~ 2.53 (0.099 ~ 0.100)	—

Unit: mm (in)

Item	Standard	Service Limit
Piston Ring Thickness	1st 1.175 – 1.190 (0.0463 – 0.0469)	—
	2nd 1.170 – 1.190 (0.0461 – 0.0469)	—
Piston Pin — Pin Bore Clearance	0.002 – 0.013 (0.0001 – 0.0005)	0.120 (0.0047)
Piston Pin Bore I.D.	18.002 – 18.008 (0.7087 – 0.7090)	—
Piston Pin O.D.	17.995 – 18.000 (0.7085 – 0.7087)	—

Crankshaft

Unit: mm (in)

Item	Standard	Service Limit
Con-rod Small End Bore — Piston Pin Clearance	0.002 – 0.013 (0.00008 – 0.00051)	0.080 (0.0031)
Con-rod Small End Bore I.D.	18.006 – 18.014 (0.7089 – 0.7092)	—
Piston Pin O.D.	17.995 – 18.000 (0.7085 – 0.7087)	—
Big End Side Clearance	0.10 – 0.65 (0.004 – 0.026)	1.00 (0.039)
Con-rod Big End Wear	—	0.08 (0.003)
Crankshaft Runout	—	0.05 (0.002)

Oil Pump

Unit: mm (in)

Item	Standard	Service Limit
Oil Pump Reduction Ratio	1.723 (87/49 × 33/34)	
Oil Pressure (for 60°C)	Above 0.1 kg/cm ² (142 psi), Below 0.5 kg/cm ² (7.11 psi) at 3,000 r/min	
Tip Clearance	—	0.20 (0.008)
Outer Rotor Clearance	—	0.25 (0.010)
Side Clearance	—	0.15 (0.006)

Clutch

Unit: mm (in)

Item	Standard	Service Limit
Drive Plate Thickness	2.7 ~ 2.9 (0.10 ~ 0.11)	2.4 (0.09)
Drive Plate Distortion	—	0.2 (0.008)
Driven Plate Thickness	1.6 (0.06)	—
Driven Plate Distortion	—	0.1 (0.004)
Drive Plate Claw Width	15.6 — 15.8 (0.61 — 0.62)	14.8 (0.58)
Clutch Spring Free Length	39.0 — 40.5 (1.54 — 1.59)	37.1 (1.46)
Pri. Drive — Driven Gear Backlash	0 — 0.03 (0 — 0.001)	0.08 (0.003)

Transmission

Unit: mm (in)

Item	Standard	Service Limit
Primary Reduction	1.775 (87/49)	
Final Reduction	2.800 (42/15)	
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)
Gear Backlash	1st, 2nd and 3rd	0 — 0.04 (0 — 0.002)
	4th and Top	0.05 — 0.10 (0.002 — 0.004)
Shift Fork — Groove Clearance	0.4 — 0.6 (0.016 — 0.024)	0.8 (0.031)
Shift Fork Groove Width	5.45 — 5.55 (0.215 — 0.219)	—
Shift Fork Thickness	4.95 — 5.05 (0.195 — 0.199)	—
Drive Chain Size	D.I.D 630YL or TAKASAGO RK 630GSO, 96 links	

Carburetor

Unit: mm (in)

Item	Specification
Idle r/min	1000 \pm 50 r/min
Carburetor Type	MIKUNI VM28SS
I.D. No.	49030
Bore Size	28 (1.1)
Float Height	24.0 \pm 1.0 (0.94 \pm 0.04)
Fuel level	4.0 \pm 1.0 (0.16 \pm 0.04)
Air Screw	1/4
Cut Away	1.5
Jet Needle	5DL36-3
Pilot Screw	3/4
Pilot AIR Jet	1.2
Pilot Jet	#15
Pilot Outlet	0.6
Needle Jet	0 - 4
By-pass	0.8
Main Jet	#95

Electrical

Unit: mm (in)

Item	Standard	
Ignition Timing	17° B.T.D.C. below, 1500 r/min, 37° B.T.D.C. above, 2500 r/min	
Firing Order	1. 2. 4. 3.	
Spark Plug	NGK B8ES or NIPPON DENSO W24ES	
Spark Plug Gap	0.6 - 0.8 (0.024 - 0.031)	
Contact Point Gap	0.35 \pm 0.05 (0.014 \pm 0.002)	
Dwell Angle	180°	
Spark Performance	Over 8 (0.3) at 1 atm	
Condenser Capacity	0.18 \pm 0.02 μ F	
Ignition Coil Resistance (Primary)	Approx. 4 Ω	
Ignition Coil Resistance (Secondary)	Approx. 15k Ω	
Battery Capacity	12V 50.4 kC (14Ah) 10 HR	
Specific Gravity	1.28 at 20°C	
Regulated Voltage	14.0 - 15.5V	
Fuse Size	15/10/10/10A	
Alternator No-load Data	More than 16.5V (DC) at 5000 r/min	
Starter More Brush Length	12 - 13 (0.47 - 0.51)	6 (0.24)

Brake + Wheel

Unit: mm (in)

Item		Standard	Service Limit
Axle Runout	Front and Rear	—	0.25 (0.010)
Brake Disc Thickness	Front	5.9 — 6.1 (0.23 — 0.24)	5.5 (0.22)
	Rear	6.5 — 6.9 (0.26 — 0.27)	6.0 (0.24)
Brake Disc Runout	Front and Rear	—	0.30 (0.012)
Master Cylinder Dia.	Front	15.87 (0.625)	—
	Rear	14.00 (0.551)	—
Master Cylinder Piston Dia.	Front	15.80 (0.622)	—
	Rear	13.96 (0.550)	—
Brake Caliper Cylinder Bore	Front	42.85 (1.687)	—
	Rear	38.18 (1.503)	—
Brake Caliper Piston Dia.	Front	42.82 (1.686)	—
	Rear	38.15 (1.502)	—
Wheel Rim Runout	Radial and Axial	—	2.0 (0.08)
Tire Size	Front	3.25V19-4PR	
	Rear	4.00V18-4PR	
Tire Tread Depth	Front	—	1.6 (0.06)
	Rear	—	2.0 (0.08)

Tire Air Pressure

Cold Inflation Tire Pressure	FRONT						REAR					
	Solo Riding			Dual Riding			Solo Riding			Dual Riding		
	kPa	kg/cm ²	psi	kPa	kg/cm ²	psi	kPa	kg/cm ²	psi	kPa	kg/cm ²	psi
Normal Riding	175	1.75	25	200	2.00	28	200	2.00	28	225	2.25	32
Continuous High Speed Riding	200	2.00	28	225	2.25	32	225	2.25	32	280	2.80	40

Suspension

Unit: mm (in)

Item	Standard	Service Limit
Front Fork Stroke	160 (6.3)	
Rear Wheel Travel	100 (3.9)	
Fork Spring Free Length	351 (13.8)	346 (13.6)
Fork Oil Level	110 (4.3)	
Swinging Arm Pivot Shaft Runout	—	0.3 (0.012)

Capacity

Item	Specification
Fuel Tank Including Reserve	19ℓ (5.0/4.2 US/Imp gal)
Fuel Tank Including Reserve	4ℓ (1.1/0.9 US/Imp gal)
Engine Oil	Change: 3.4ℓ (3.6/3.0 US/Imp qt)
	Filter change: 3.8ℓ (4.0/3.3 US/Imp qt)
	Overhaul: 4.2ℓ (4.4/3.7 US/Imp qt)
Front Fork Oil (each leg)	259 mℓ (8.75/9.12 US/Imp oz)
Front Fork Air Pressure	0.8 kg/cm ² (11.38 psi)
Fuel Type	Octane number of 90 or higher (Research Method), preferably unleaded or low-lead.
Engine Oil Type	SAE 10W/40
Front Fork Oil Type	SAE 10W/20

PERIODIC MAINTENANCE

CHOKE CABLE ADJUSTMENT

When the choke knob is returned fully, play ① must be 0.5 – 1.0 mm (0.02 – 0.04 in). Loosen lock nut ② and turn the adjuster ③ to obtain the specified play.

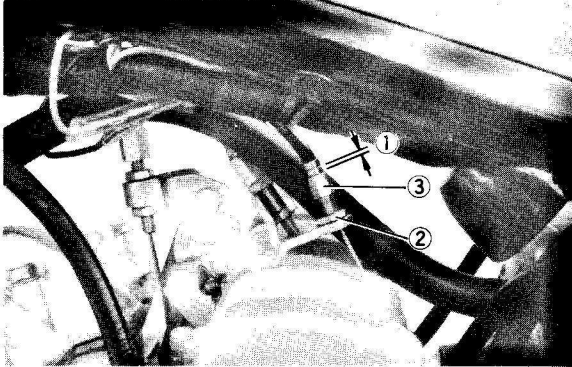


Fig. 1.

CHOKE KNOB ADJUSTMENT

When the choke knob is pulled, if it is too stiff or too loose, raise seal cover ④ and turn adjuster ⑤. Turning the adjuster clockwise will make the choke knob harder to turn, and vice versa.

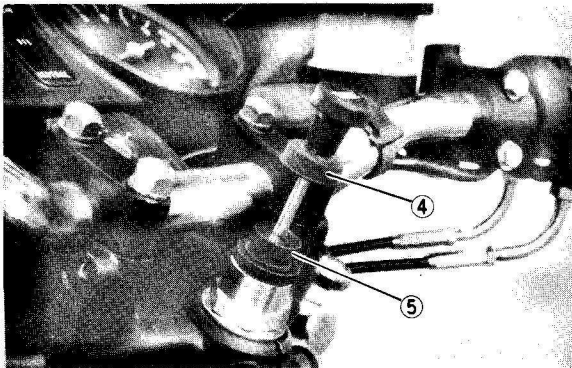


Fig. 2.

CLUTCH CABLE ADJUSTMENT

Loosen lock nut ⑥ on the clutch lever side and screw in adjuster ⑦ fully in the direction of the clutch lever.

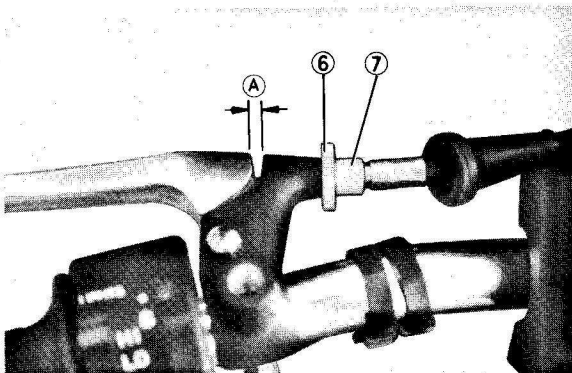


Fig. 3.

Remove the fuel tank (refer to Page 16) and loosen the lock nut ⑧ of the adjuster located under the left side of the fuel tank.

Turn the adjuster ⑨ so that play A should be 2 – 3 mm (0.08 – 0.10 in) at the clutch lever side.



Fig. 4.

ENGINE REMOVAL

CARBURETOR REMOVAL

When removing the carburetor, remove the throttle cable ⑩ and ⑪ together with the choke cable ⑫.

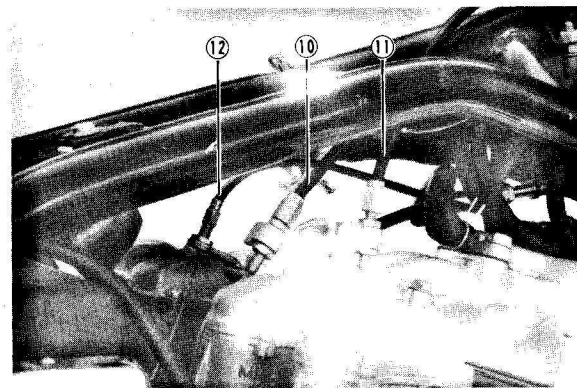


Fig. 5.

FUEL SYSTEM

CARBURETOR DISASSEMBLY

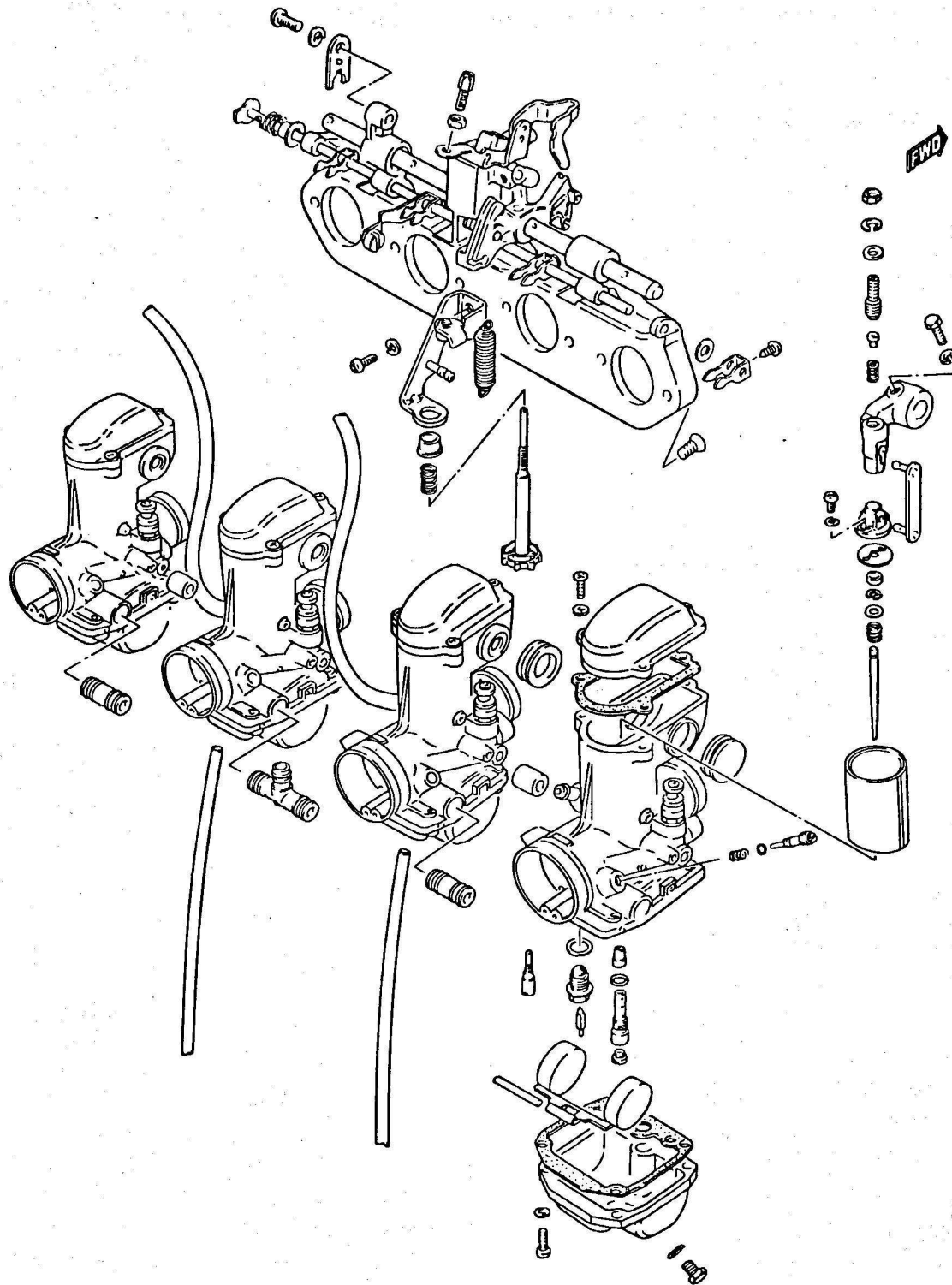


Fig. 6.

NOTE:

Although the choke lever has been made obsolete on the carburetor ass'y, the disassembling procedure is the same as that for the GS1000.

CHASSIS

HANDLEBAR

Removal

Before removing the handlebar holders, loosen right and left screws ① and remove the handlebar pad ②.

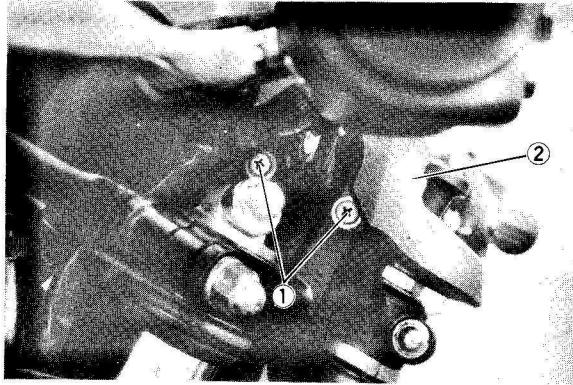


Fig. 7.

CHOKE CABLE

Removal

Raise choke lever ③ and remove cable end ④ from the lever. Pull out the cable end from the cable adjuster.

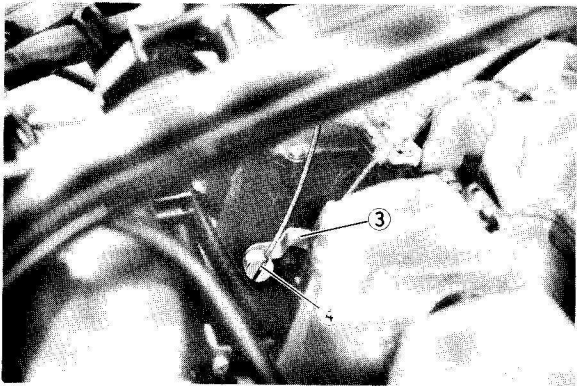


Fig. 8.

Remove the handlebar pad, loosen the lock nut ⑤ of the choke knob and turn the choke knob counterclockwise.

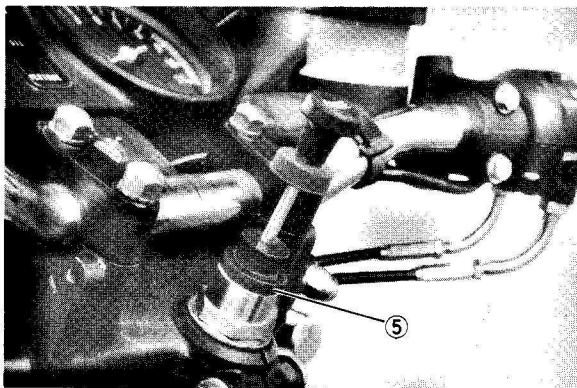


Fig. 9.

Installation

Install the choke knob so that the knob direction is as shown in Fig. 10.

CAUTION:

Tightening the choke knob body and the lock nut excessively may damage them. Avoid tightening them excessively.



Fig. 10.

CLUTCH CABLE

Installation

- Turn the clutch release pinion ⑥ fully in the direction by the arrow.
- Install the clutch release arm ⑦ and the clutch cable ⑧ as shown in Fig. 11.
- For cable adjustment, refer to Page 12.

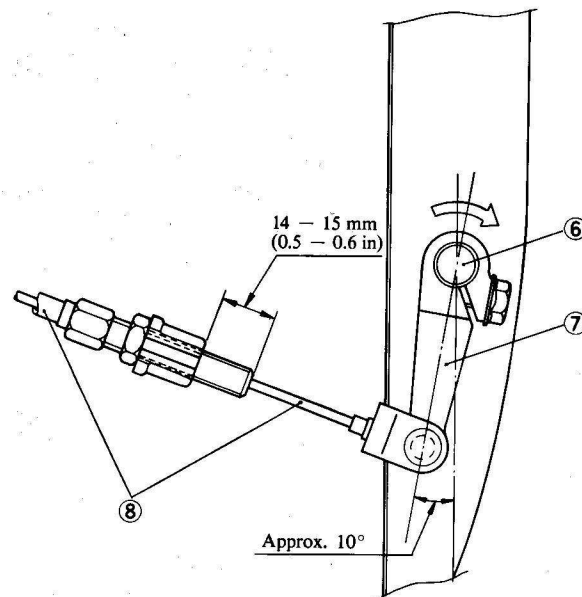


Fig. 11.

COWLING

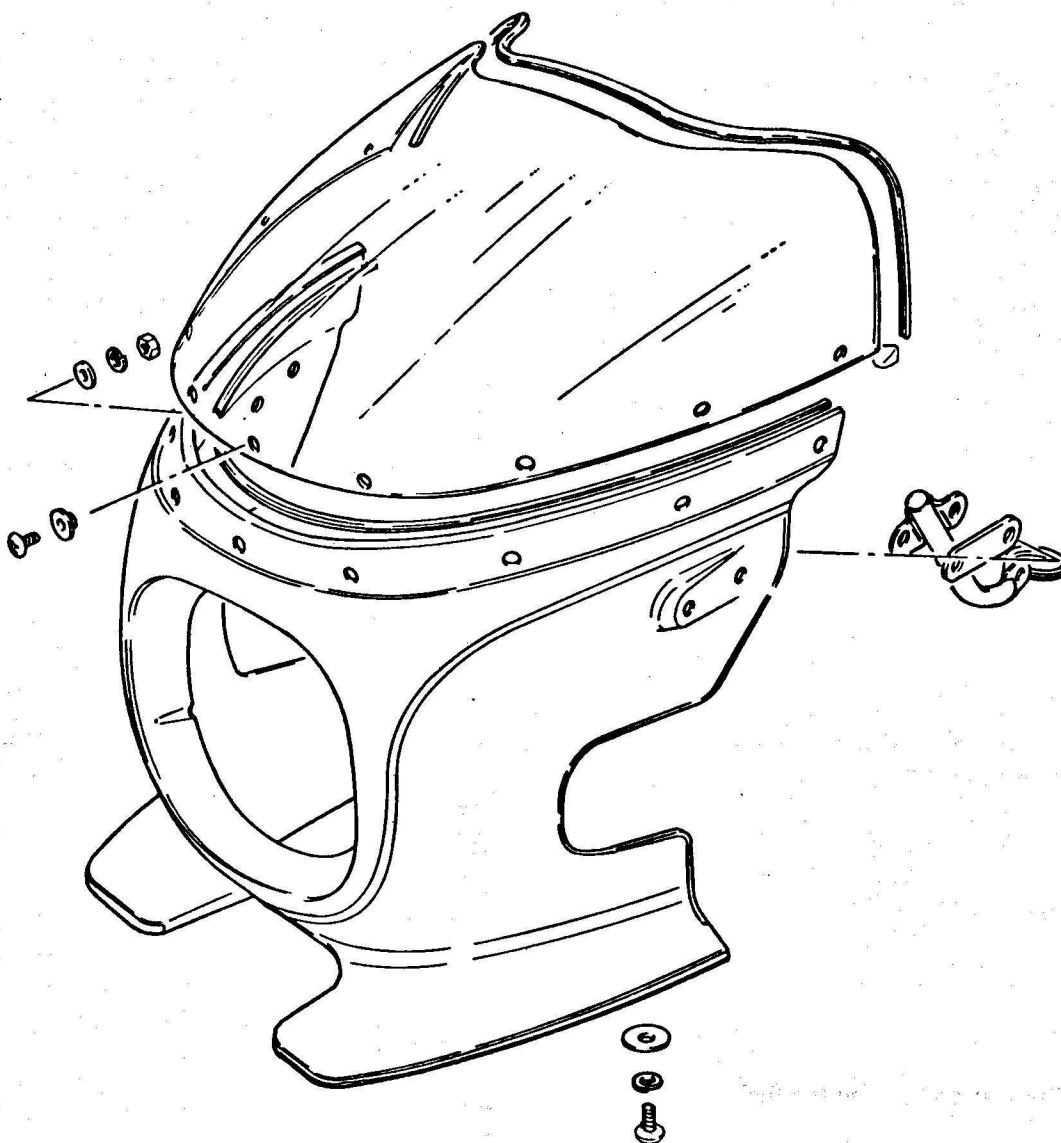


Fig. 12.

Removal

- Remove rear view mirror ① with a 5 mm hexagon wrench.
- Loosen the four screws ② located under the right and left sides of the cowling and remove the cowling.

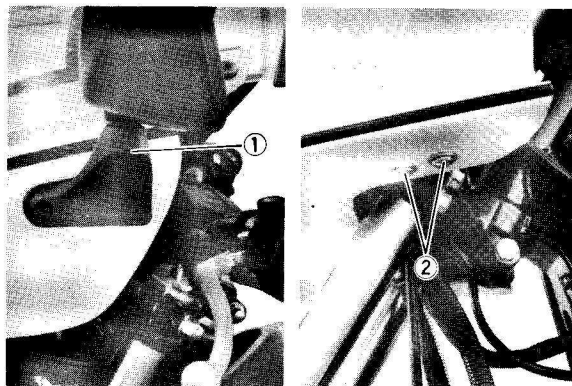


Fig. 13.

COMBINATION METER

Removal

- Disconnect the lead wires from the fuel gauge.

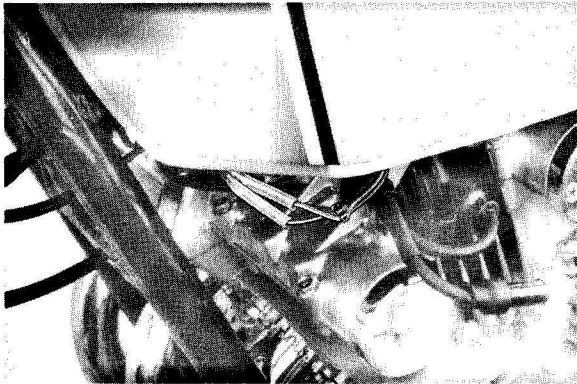


Fig. 14.

- Turn the fuel cock to the ON or RES position and remove the fuel hose and vacuum hose.

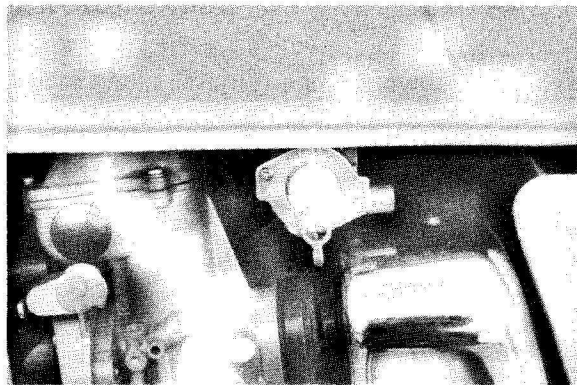


Fig. 15.

- Open the seat and loosen the fuel tank retaining bolt ①.
- Remove fuel tank.

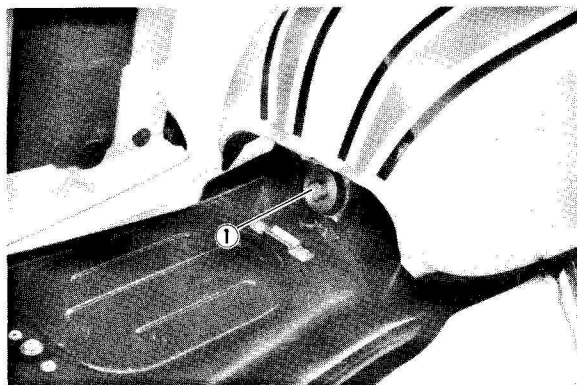


Fig. 16.

- Disconnect the lead wires ② from the combination meter

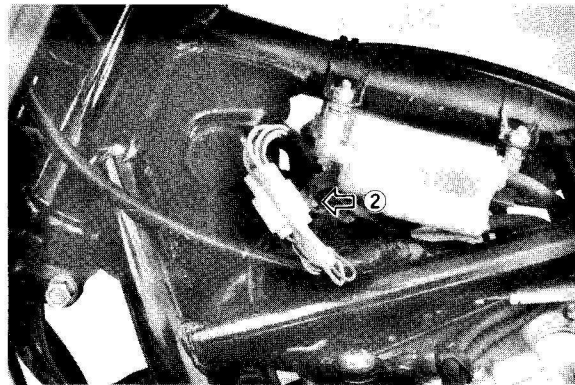


Fig. 17.

- Remove the cowling (refer to Cowling item).
- Loosen the two screws ③ and remove the headlight.
- Remove the wires from the headlight housing.
- Loosen the right and left headlight housing retaining screws ④ and remove the headlight housing.

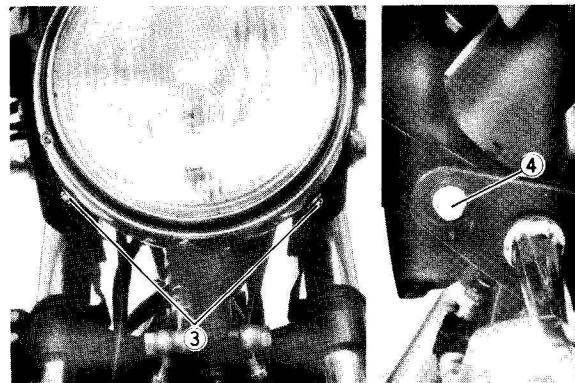


Fig. 18.

- Remove the speedometer and tachometer cables ⑤.
- Loosen the two bolts ⑥ and remove the combination meter ass'y.

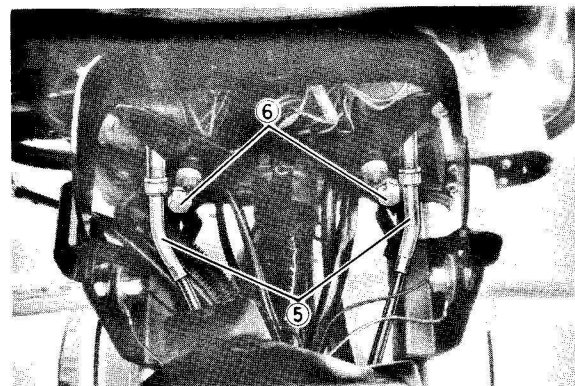


Fig. 19.

Installation

- Install the combination meter in the steering stem upper bracket as shown in Fig. 20.

NOTE:

The right side of part (A) shown in the figure is the brake hose guide and the left side is the washer.

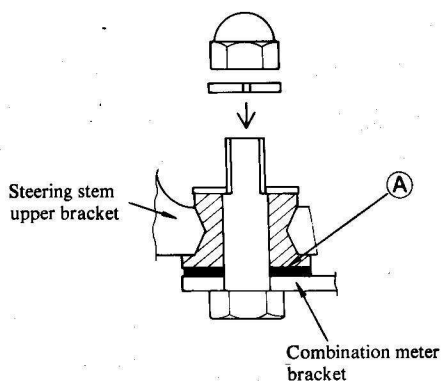


Fig. 20.

NOTE:

After installing the cowling, align the beam in the horizontal plane and adjust the angle of the beam in the vertical plane.
For this adjustment, refer to Page 9-5.

TUBE AND TIRE**Removal**

- Mark the position of the valve stem and rotational direction of the tires with chalk.
- Remove the valve cap and let out the air.
- Remove the valve fastening nut and fully loosen the bead protector nut.

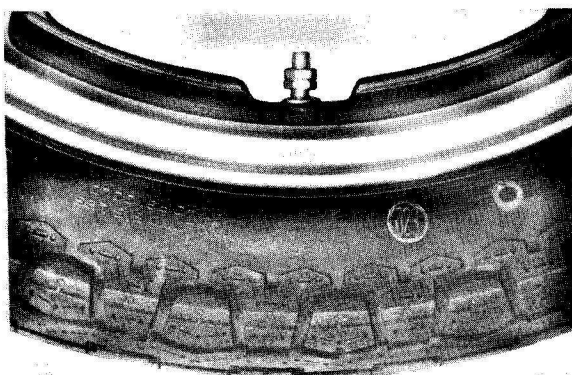


Fig. 21.

- Step on the tire bead, push it down as shown below, install the five wheel rim protectors (special tools) on the wheel.

Wheel rim protector	09941-94510
Tire lever	09825-00002

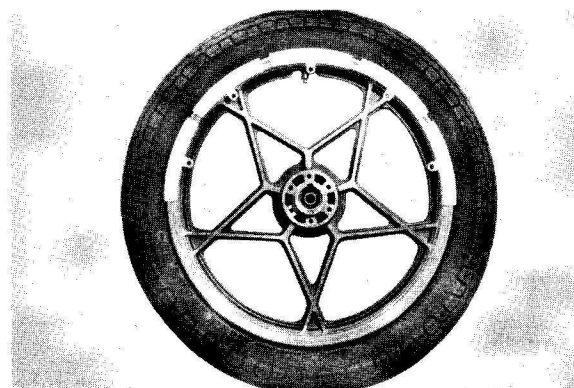


Fig. 22.

- Using flat tire levers, work the tire bead over the rim, starting near the valve stem.

CAUTION:

- 1) Always use the wheel rim protectors. If not, the tire rim could be damaged by the tire lever.
- 2) The tire lever should be applied over the wheel rim protectors.

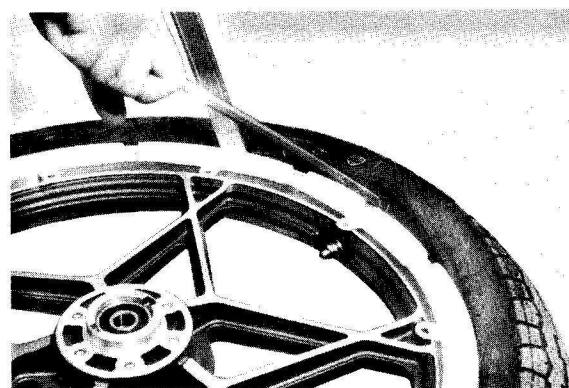


Fig. 23.

- Remove the tube.
- Remove the tire from the wheel.

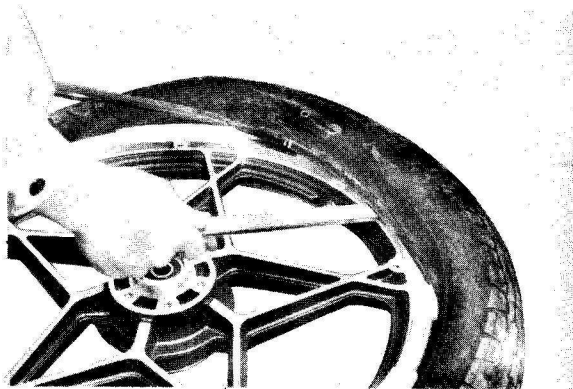


Fig. 24.

Mounting

- Inflate the tube sufficiently so that the tube does not fold.
- Press the tube into the tire.
- Push one side of the tire beads into the wheel rim. Be sure that the embossed arrow mark on the tire faces toward the rotational direction of the wheel.

Next, install the tube, insert the valve into the rim, and tighten the valve nut temporarily. An arrow indicating the rotational direction is marked on the rear tire. A yellow mark is provided on the valve portion to aid checking of the tire balance.

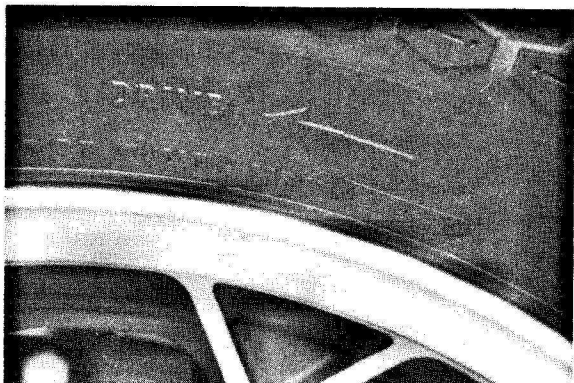


Fig. 25.

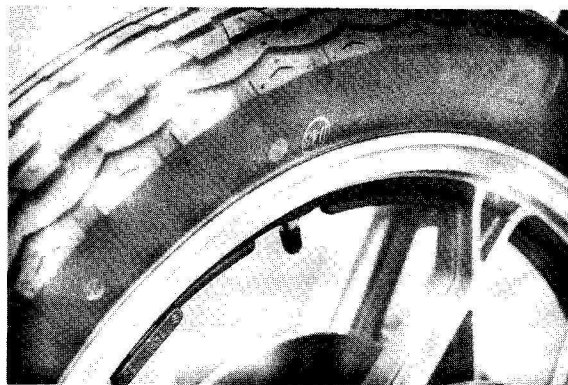


Fig. 26.

- Apply soapy water to the tire bead.
- Hook the bead protector on the bead portion of the tire.
- Fit the rest of the tire using tire levers placing them well away from the valve.

CAUTION:

- 1) Avoid inserting the tire lever too deeply into the tube (to avoid damaging the tube).
- 2) As in tire removal, use the wheel rim protectors.

- By pushing the tire, confirm that the tube is not caught between the rim and tire.
- Inflate the tire to the specified pressure (see Page 10).
- Tighten the bead protector nut and then the valve nut.
- Mount the valve cap.

ELECTRICAL

COMBINATION METER

Disassembly

- When replacing the bulbs, remove the combination meter. For removal of the combination meter, refer to Page 16.

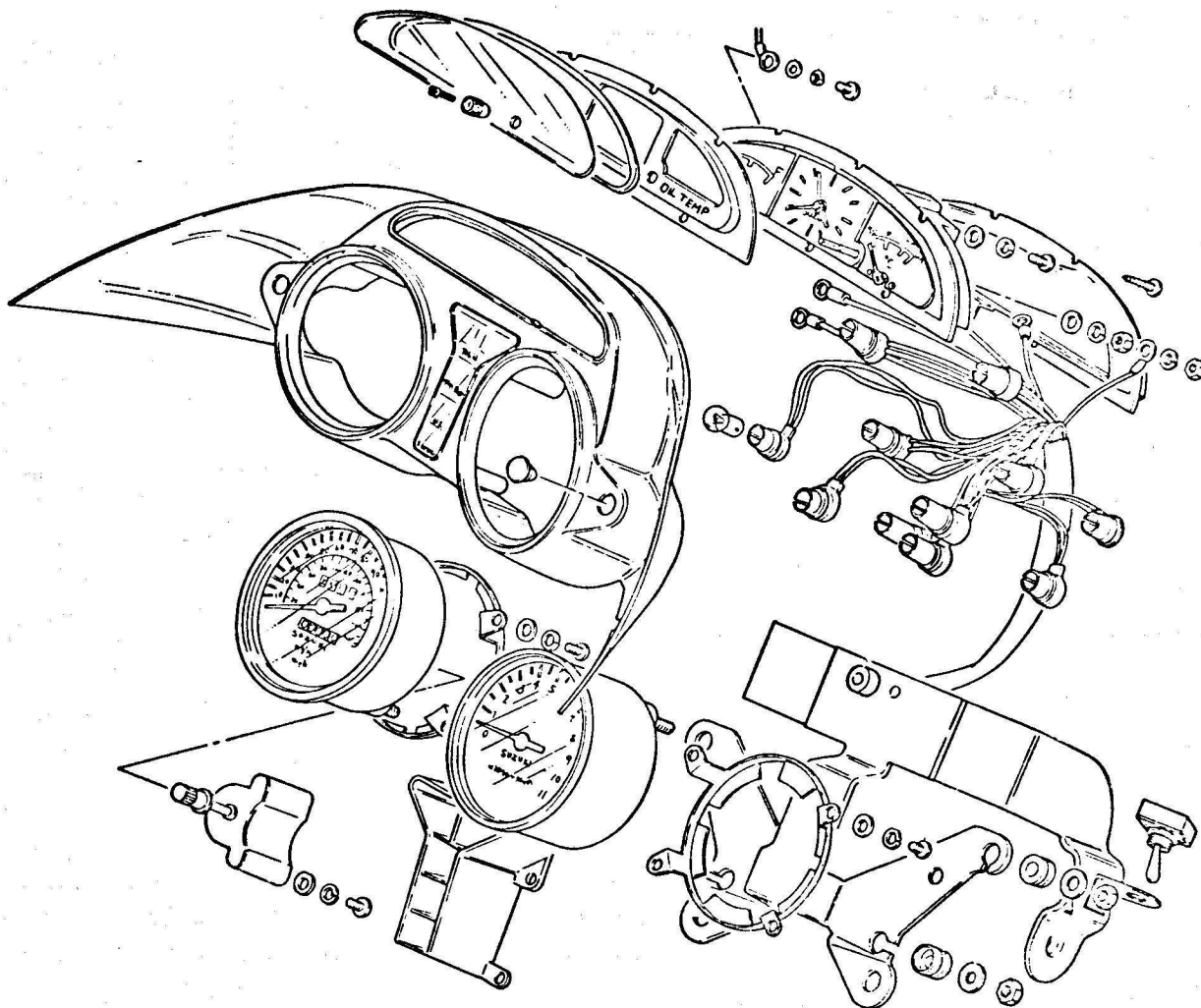


Fig. 27.

Assembly

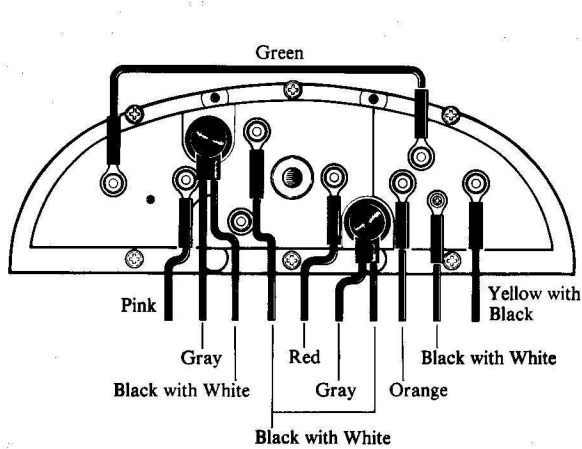


Fig. 28.

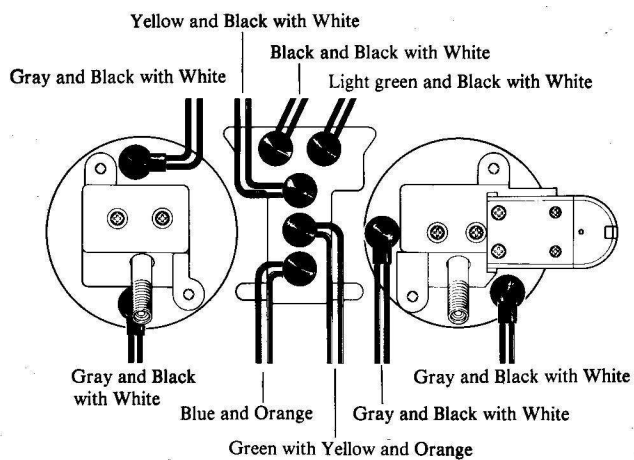


Fig. 29.

Inspection of fuel meter and oil temperature meter.

- As shown in Fig. 30, the oil meter is connected in parallel with the same fuel meter used in the GS1000.

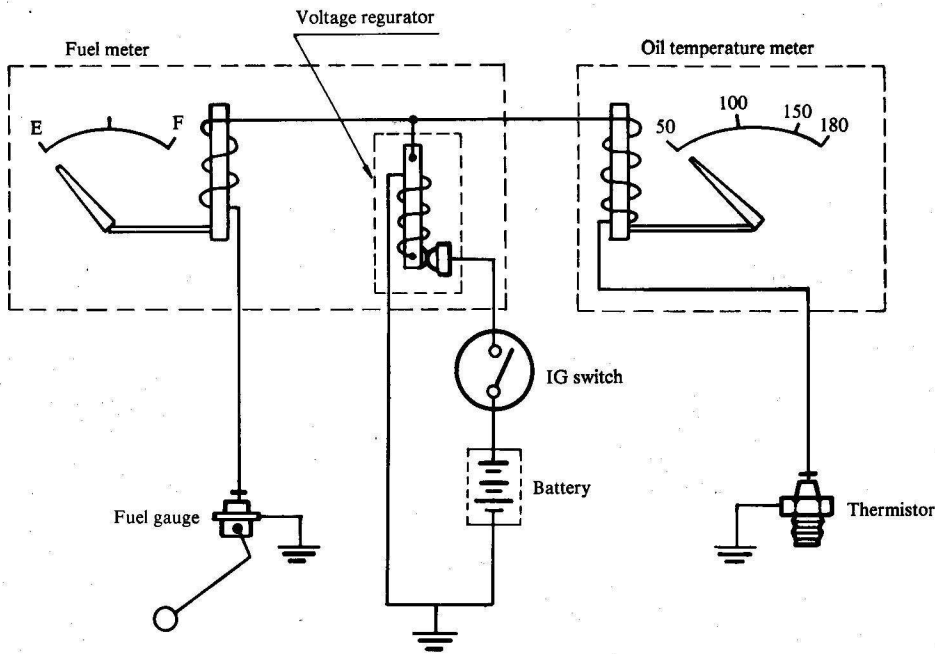


Fig. 30.

- The oil temperature meter has the same needle mechanism as the fuel meter. The temperature gauge employs a thermistor, the resistance of which decreases with increasing temperature of the engine oil. The current through the thermistor heats a bimetal strip in the meter section, which moves the meter needle.

Checking the thermistor

To check the thermistor measure its resistance. When the temperature of the engine is 10 ~ 30°C, the resistance of the thermistor should be 300 – 900Ω.

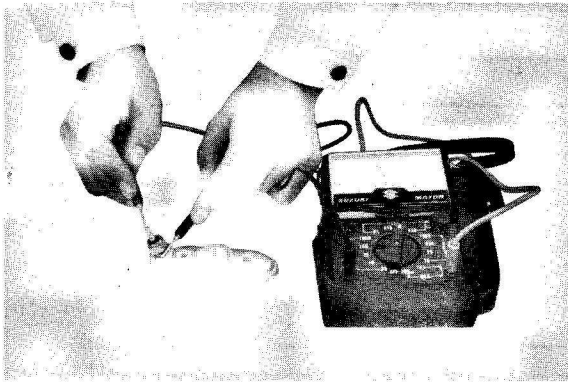


Fig. 31.

CAUTION:

When reinstalling the thermistor in the switch housing, apply SUZUKI BOND No. 4 lightly to the threaded portion of the thermistor.

SUZUKI BOND No.4	99000-31030
------------------	-------------

Tightening torque:	80 – 100 N.m
	(0.8 – 1.0 kg-m)
	6.0 – 7.0 lb-ft)

POWER SOURCE TERMINAL

A vacant power source terminal is provided in the left frame cover. When using optional accessories, supply power from this terminal.

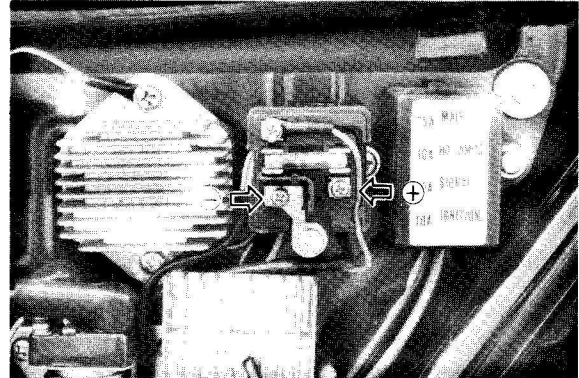


Fig. 32.

CAUTION:

Do not install a large capacity optional accessory and do not use the electrical system without operating the engine to prevent the battery running down.

WATTAGE

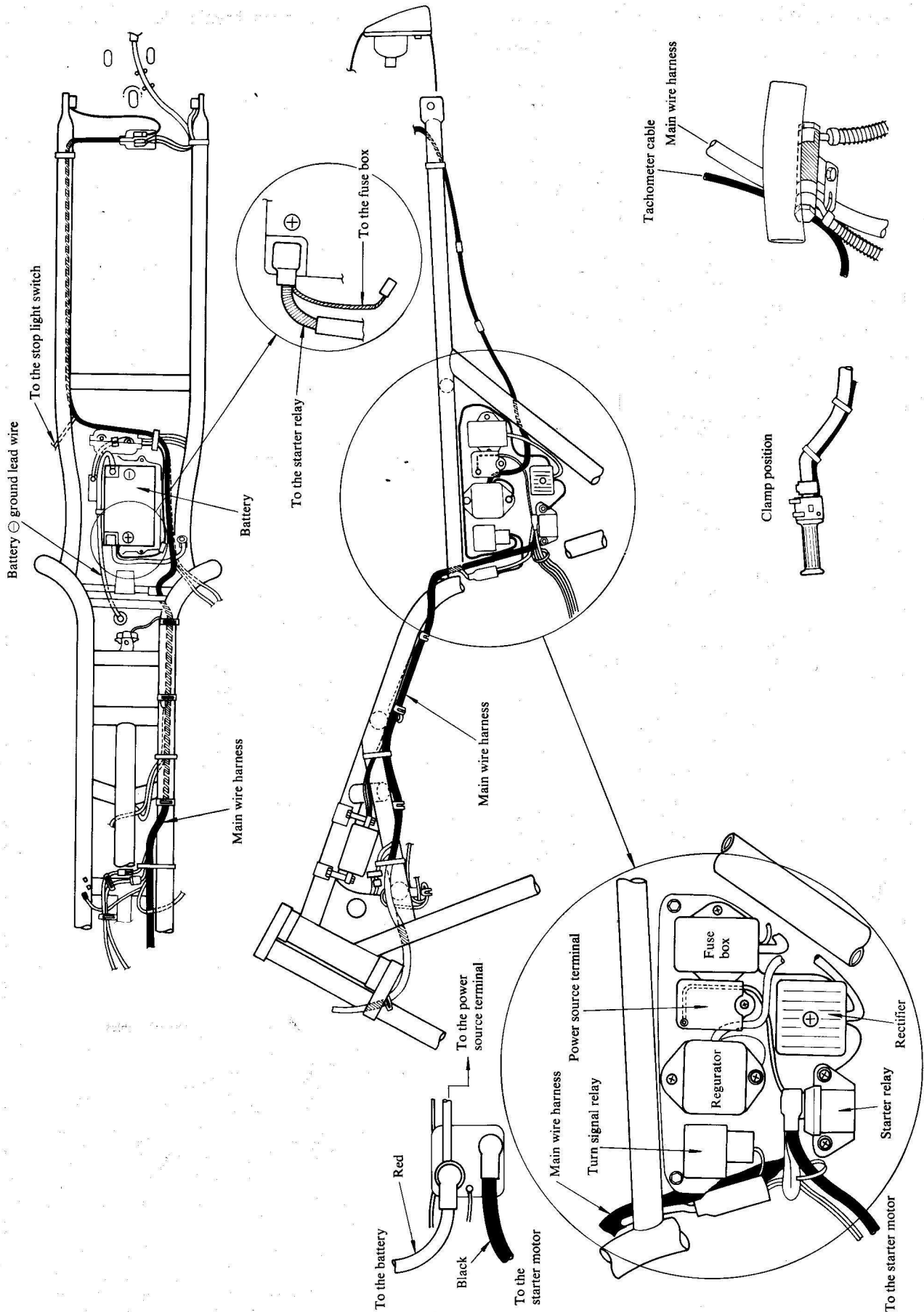
(W)

		E01, 24, 30	E02, 04, 17, 18, 21, 34, 39	E22, 25
Headlight	HI	60	60	60
	LO	55	55	55
Tail/Brake light		8/23	5/21	5/21
Turn signal light		23	21	21
Neutral light		3.4	3.4	3.4
Turn signal indicator light		3.4	3.4	3.4
High beam indicator light		3.4	3.4	3.4
Oil pressure light		3.4	3.4	3.4
Meter lights		3.4	3.4	3.4
License light		3.4	5	10
Parking or city light		—	4	4

NOTE:

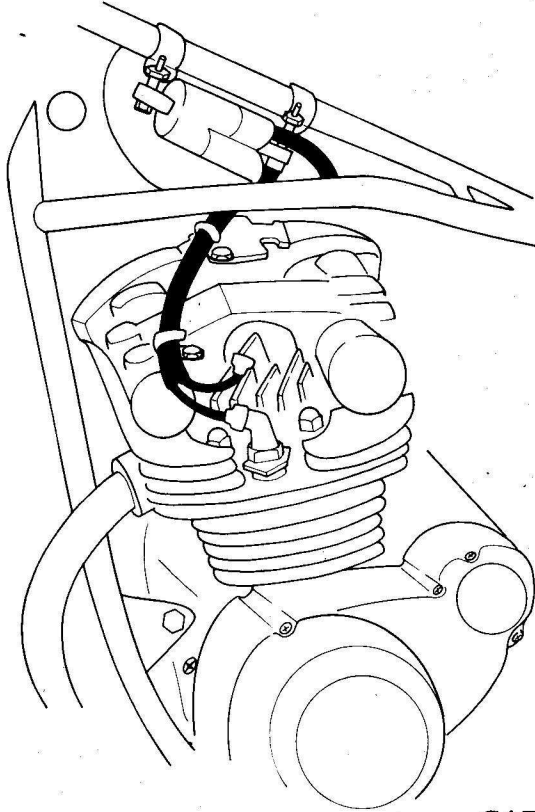
E01	General	E22	W. Germany
E02	England	E24	Australia
E04	France	E25	Netherlands
E17	Sweden	E30	Singapore
E18	Switzerland	E34	Italy
E21	Belgium	E39	Austria

WIRE AND CABLE ROUTING

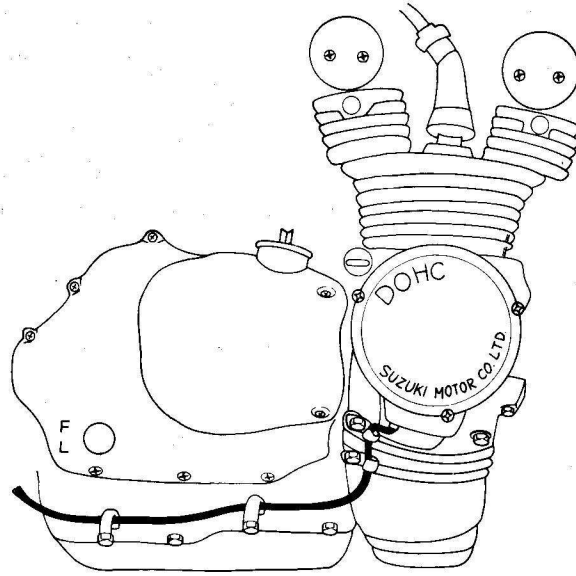


WIRE AND CABLE ROUTING

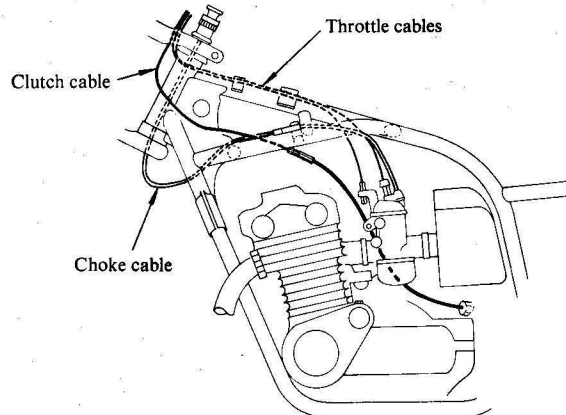
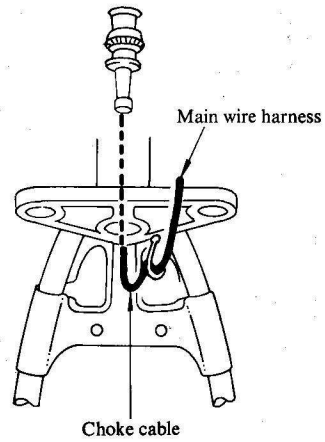
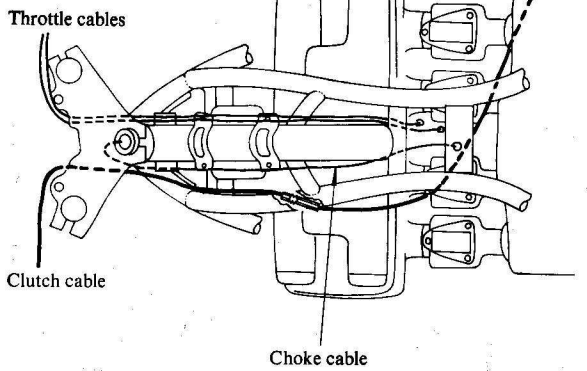
How to set the high-tension cord



How to set contact breaker lead wire

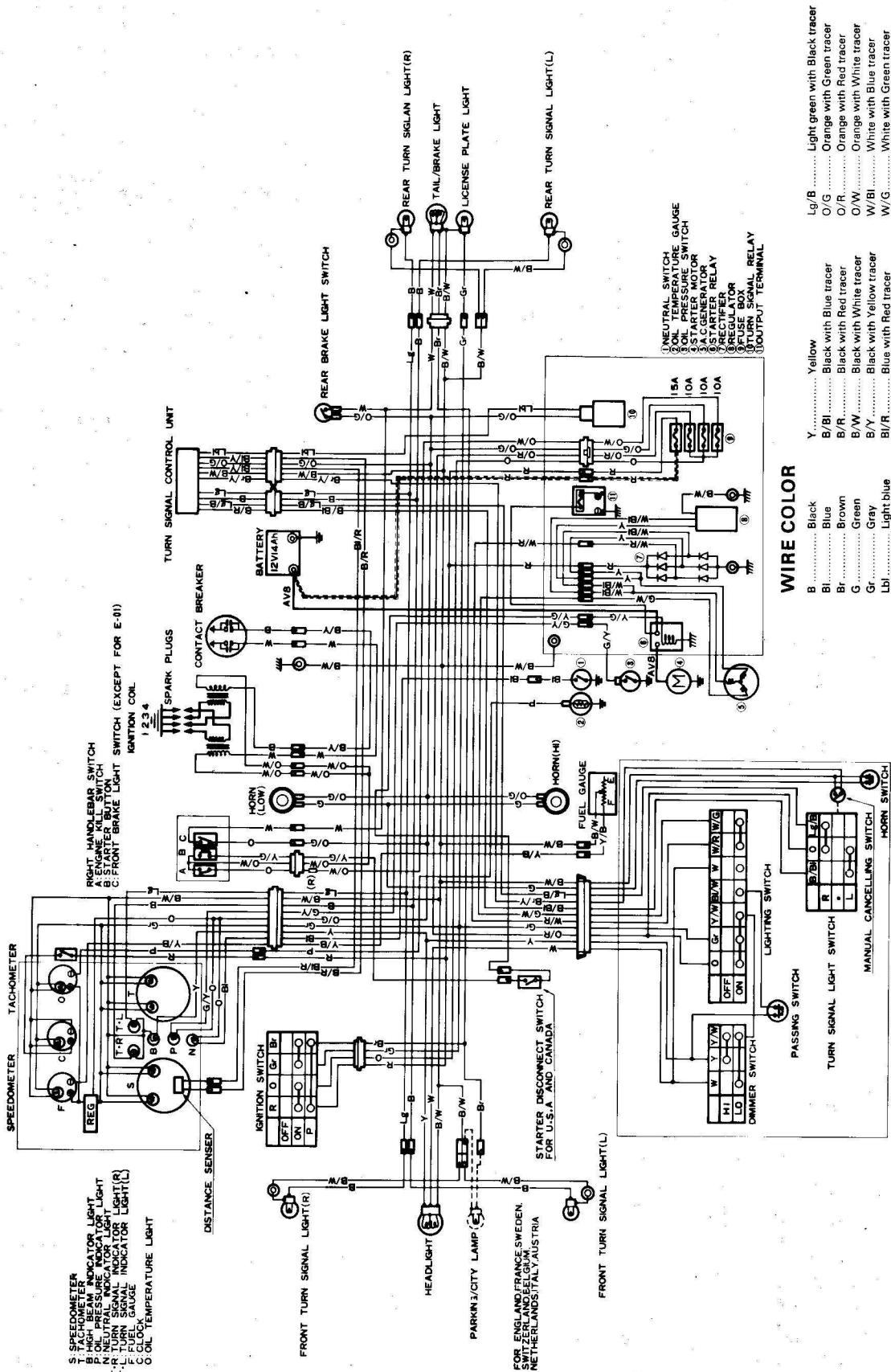


CABLE ROUTING



WIRING DIAGRAM

(For General, England, France, Belgium, Australia and Singapore)



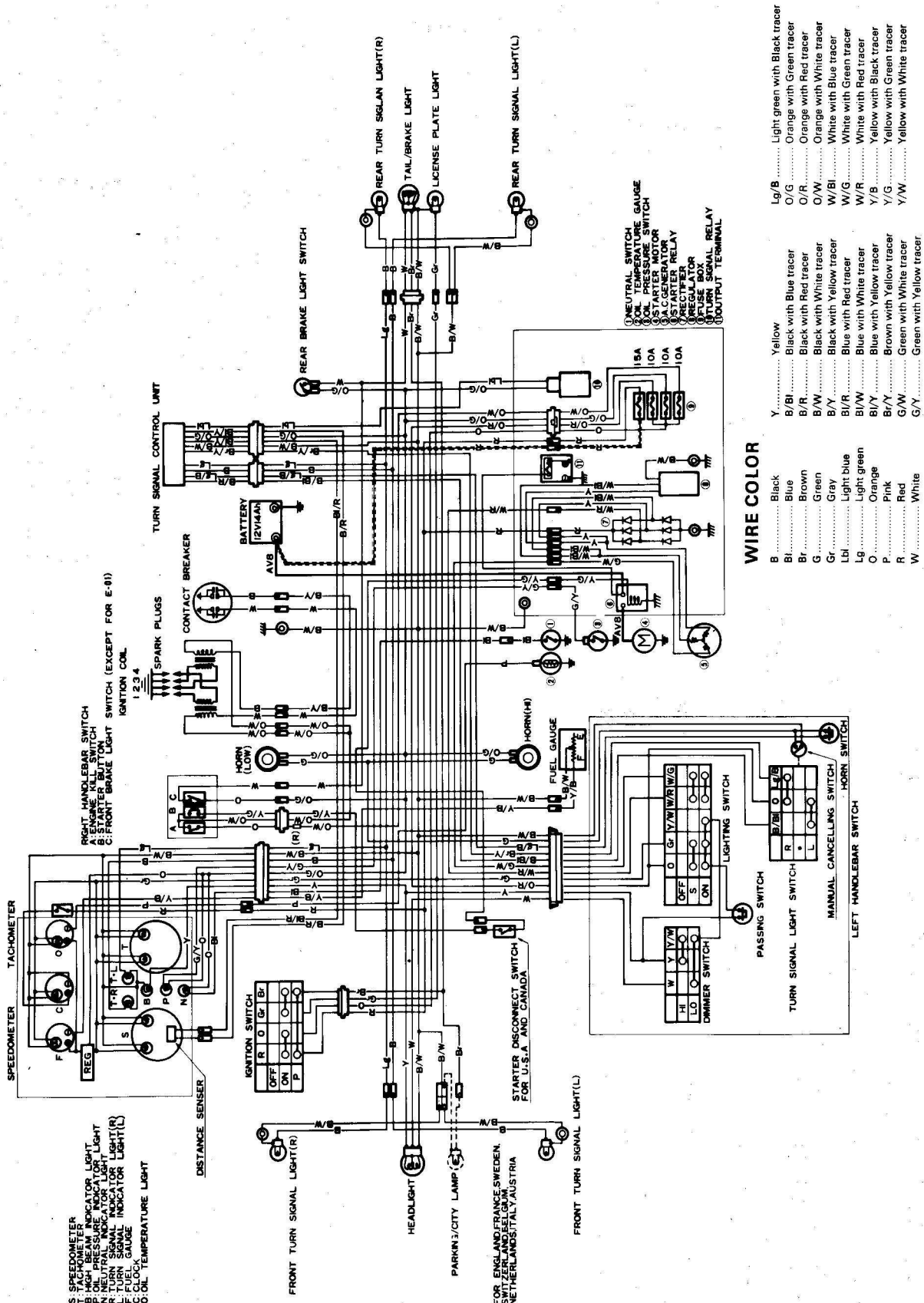
- S SPEEDOMETER
- T TACHOMETER
- B HIGH-BEAM INDICATOR LIGHT
- N NEUTRAL INDICATOR LIGHT
- T-R TURN SIGNAL INDICATOR LIGHT (R)
- L TURN SIGNAL INDICATOR LIGHT (L)
- F FUEL GAUGE
- C CLOCK
- O OIL TEMPERATURE LIGHT

WIRE COLOR

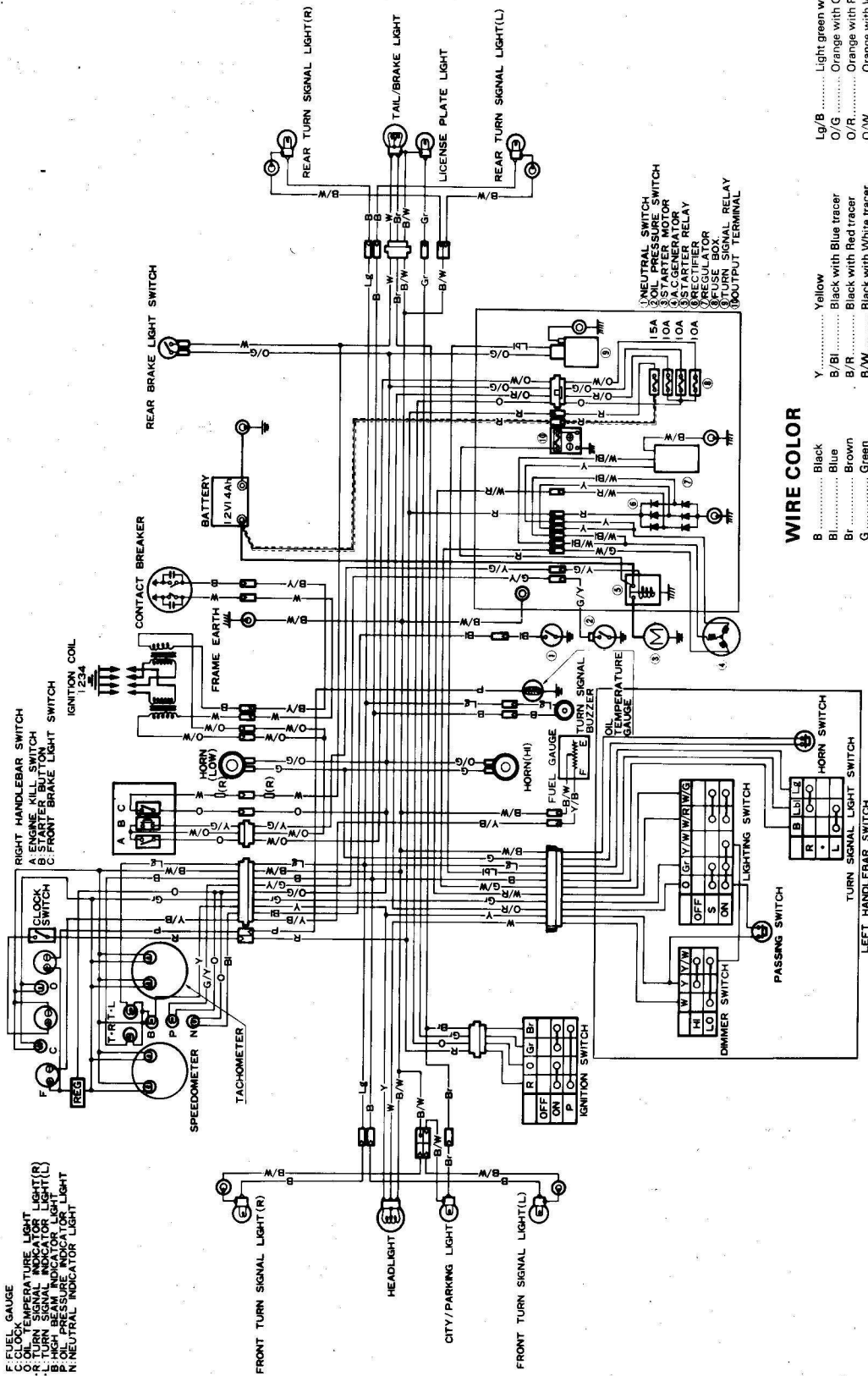
- | | | | |
|------|-------------------------------|------|--------------------------|
| B | Black | Y | Yellow |
| Bl | Blue | B/Bl | Black with Blue tracer |
| Br | Brown | B/R | Black with Red tracer |
| G | Green | B/W | Black with White tracer |
| Gr | Gray | B/Y | Black with Yellow tracer |
| Lbl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

WIRING DIAGRAM

(For Sweden, Switzerland, Netherlands, Italy and Austria)



WIRING DIAGRAM



(W. Germany)

- F: FUEL GAUGE
- C: CLOCK SWITCH
- T: TEMPERATURE INDICATOR LIGHT (R)
- R: REAR TURN SIGNAL INDICATOR LIGHT (R)
- L: FRONT TURN SIGNAL INDICATOR LIGHT (L)
- B: BATTERY
- P: OIL PRESSURE INDICATOR LIGHT
- N: NEUTRAL INDICATOR LIGHT

WIRE COLOR

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



Prepared by

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Overseas Operations Division*

Mar., 1979

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