

**SUZUKI**

**TECHNICAL SERVICE  
MASTER COPY**

**OWNER'S MANUAL**

**15700**

## IMPORTANT

### K-IN INFORMATION FOR YOUR MOTORCYCLE

First 1,000 miles (1,600 km) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly. The reliability and performance depend on special care and restraint exercised during break-in period. It is especially important that you avoid operating the engine in a manner which could expose the engine parts to excessive heat. For more information, refer to the Break-In section for specific break-in recommendations.

### WARNING / CAUTION / NOTE

Read this manual and follow its instructions carefully. To emphasize special information the words **WARNING**, **CAUTION** and **NOTE** carry special meanings and will be carefully reviewed.

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

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

..... This provides special information to make maintenance easier or to refer to important instructions clearer.

### WARRANTY

Motor Co., Ltd. warrants to the ultimate purchaser and each subsequent purchaser that this vehicle is designed, built, and equipped so as to conform to the standards of 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 the standards within its useful life. Useful life is defined for each class of motorcycle as the corresponding number of kilometers (miles) shown in the chart below, whichever occurs first.

| Vehicle Class | Engine Displacement | Useful Life Distance     |
|---------------|---------------------|--------------------------|
| Class I       | 50 to 169 cc        | 12,000 km ( 7,456 miles) |
| Class II      | 170 to 279 cc       | 18,000 km (11,185 miles) |
| Class III     | 280 cc and over     | 30,000 km (18,641 miles) |

Other than those resulting from defects in material or workmanship, which may be the result of owner abuse and/or lack of proper maintenance are not covered by the warranty.

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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 riding. Motorcycling is one of the most exhilarating sports and to insure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will insure a long trouble free operating life for your motorcycle. 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.

This manual covers two models of the GS700 series:  
**GS700E** and **GS700ES**.  
**GS700E**: Basic model without fairing.  
**GS700ES**: Equipped with fairing.

**ACCESSORY INSTALLATION AND PRE-CAUTION SAFETY TIPS**

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

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

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

GVWR: GS700E/ES: 990 lbs (450 kg)  
 at the tire pressure (cold)  
 Front 32 psi (2.25 kg/cm<sup>2</sup>)  
 Rear 40 psi (2.80 kg/cm<sup>2</sup>)

(2) Anytime that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid, non-movable 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” 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) Backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.

(6) Certain accessories displace the rider from his normal riding position. This limits the freedom of movement of the rider and may limit his control ability.

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

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

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

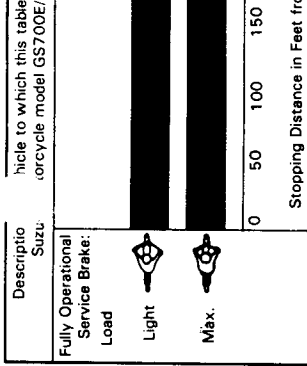
**TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:**

Federal law prohibits the following acts or the causing thereof: (1) the removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- removing or puncturing the muffler, baffles, header pipes, or any other component which conducts exhaust gases
- replacing the exhaust system or muffler with a system or muffler not marked with the same model specific code as the code listed on the Motorcycle Noise Emission Control Information label, and certified to appropriate EPA noise standards
- removing or puncturing the air cleaner case, air cleaner cover, baffles, or any other component which conducts intake air

Whenever replacing parts on your motorcycle, Suzuki recommends that you use Genuine Suzuki replacement parts or their equivalent.

|   |   |  |
|---|---|--|
| Description:<br>Fully Operational Service Brake:<br>Load<br>Light<br>Max. |  | Vehicle to which this table applies:<br>Motorcycle model GS700E/ES |
| Stopping Distance in Feet for<br>0    50    100    150                    |   |  |

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

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

**SAFE RIDING RECOMMENDATIONS FOR MOTORCYCLE RIDERS**

Motorcycle riding is great fun and exciting sport. Motorcycle riding also has some extra precautions be taken to ensure the safety of the rider and passengers. 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 fitting helmet. You should also wear suitable protective clothing.

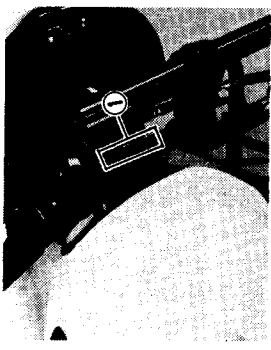
**RIDING APPAREL**

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**

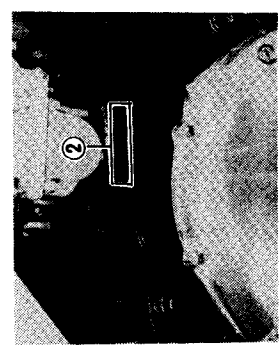
Review thoroughly the instructions in this manual. Do not forget to perform

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.



① Frame number

The frame number is stamped on the steering head tube.



② Engine number

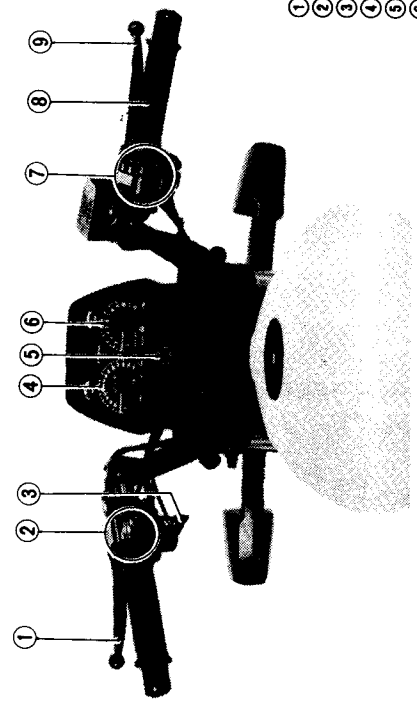
The engine serial number is stamped on the right side of the crankcase assembly. Please write down the numbers in the box provided below for your future reference.

Frame No.:

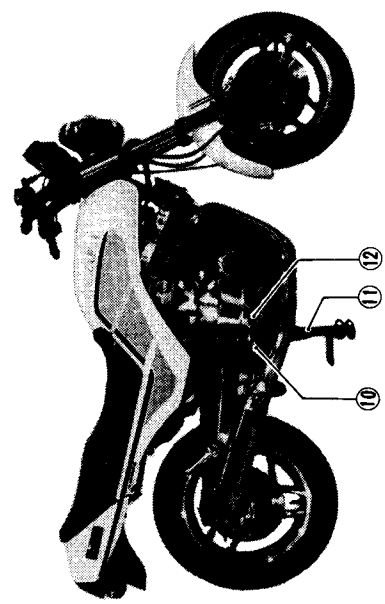
Engine No.:

**LOCATION OF PARTS**

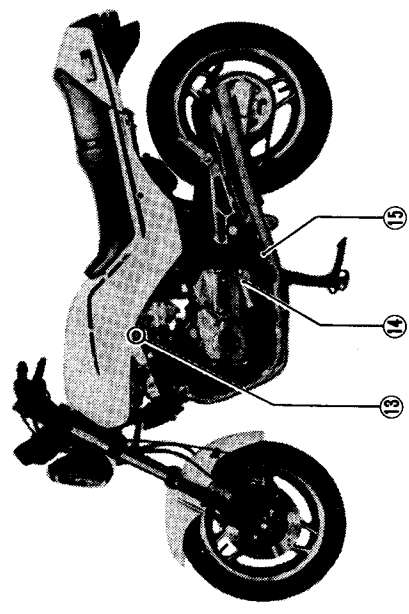
GS700E



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



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



- ⑬ Fuelcock
- ⑭ Gearshift lever
- ⑮ Side stand

**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**

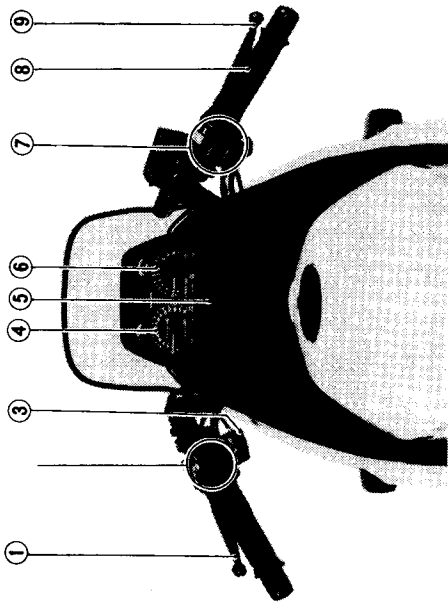
Ride within the boundaries of your own skill at all times. Knowing these limits and staying within them will help you to avoid accidents.

**BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS**

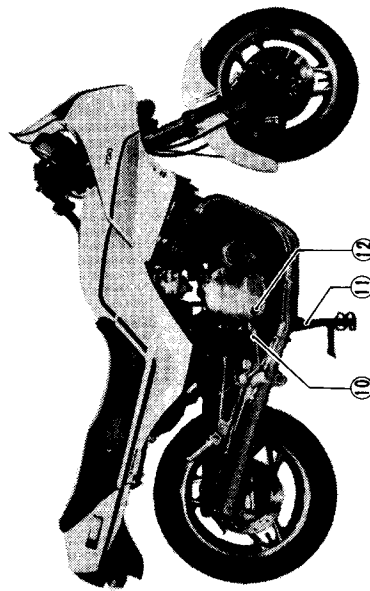
Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off of the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges.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

**MOTORCYCLE SAFETY FOUNDATIONS "RIDING TIPS FOR THE MOTORCYCLIST" HANDBOOK (for owners in USA)**

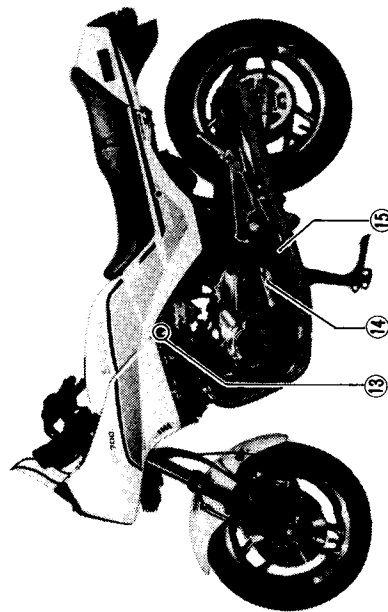
This special manual, supplied in the pouch with your Owner's Manual, contains safety tips on a wide or topics. This manual can increase your riding enjoyment and safety and should be read thoroughly.



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

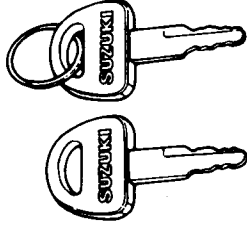


- ⑩ Rear brake pedal
- ⑪ Center stand
- ⑫ Engine oil inspection window



- ⑬ Fuelcock
- ⑭ Gearshift lever
- ⑮ Side stand

## KEY



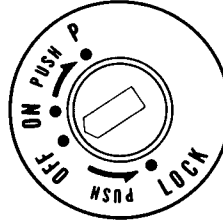
This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place.

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

Key No.:

## IGNITION SWITCH

The ignition switch has four positions:



**"OFF" POSITION**  
All electrical circuits are cut off.

**"ON" POSITION**  
The ignition circuit is completed and the engine can now be started. The headlight and taillight will automatically be turned on when the key is in this position. The key

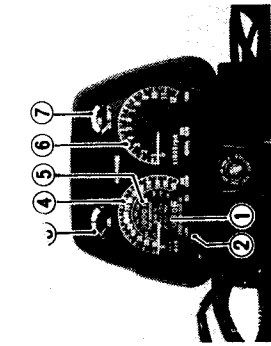
**CAUTION:**  
Start the engine promptly after turning the key to the "ON" position. The delay in starting the engine at this time will cause the battery to lose power.

**"P" POSITION ("PARKING" POSITION)**  
When parking the motorcycle, turn the handlebar all the way to the right and the left. Push down and turn the key to the parking position. The key can be removed. The parking light and taillight will remain lit and the steering will remain straight for night time riding to increase visibility.

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

## WARNING:

- Before turning the ignition switch to the "P" (PARK) or "LOCK" position, stop the motorcycle and place the motorcycle on either the side stand or the center stand.
- Never attempt to move the motorcycle when the steering is locked, as this may cause damage to the motorcycle.



#### TRIP METER ①

The trip meter is a resettable odometer located in the speedometer assembly. It can be used to indicate the distance traveled on short trips or between fuel stops. Turning the knob ② counterclockwise will return the meter to zero.

#### FUEL METER ③

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

#### SPEEDOMETER ④

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

#### ODOMETER ⑤

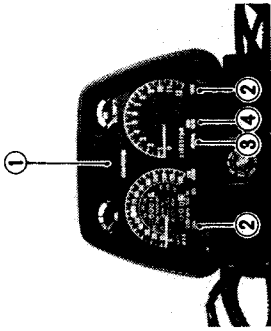
The odometer registers the total distance that the motorcycle has been ridden.

#### TACHOMETER ⑥

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

#### OIL TEMPERATURE METER ⑦

Oil temperature meter indicates the engine oil temperature during operating the motorcycle.



#### GEAR POSITION INDICATOR ①

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.

#### TURN SIGNAL INDICATOR ②

When the turn signals are being operated either to the right or to the left, respectively right or left side indicator will flash at the same time.

#### CAUTION:

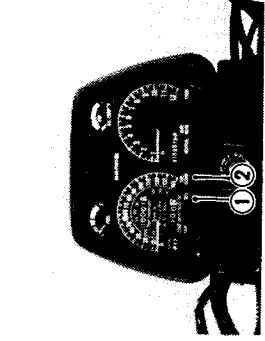
If turn signal light is not operating properly due to bulb filament or circuit failure, the indicator light does not flicker but remains lit to warn the rider of the existence of trouble.

#### NEUTRAL INDICATOR ③

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 ④

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



#### OIL PRESSURE ①

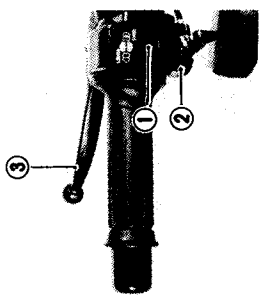
With the ignition switch in the "ON" position but the engine not started, the oil pressure indicator light should be lit. As soon as the engine is started, the light should go out.

#### 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.

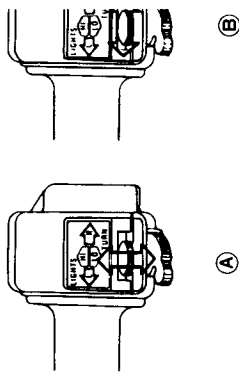
#### SIDE STAND ②

When the ignition switch is in the "ON" position and before the engine is started, the side stand check light will remain on regardless of the side stand position. After the engine is started, the side stand check light will go out if the side stand is in full upright position—the light will remain on if the side stand is in the down position.



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

#### LIGHTS OPERATING SWITCH



#### Dimmer operation ④

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

#### Turn signal operation ⑤

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

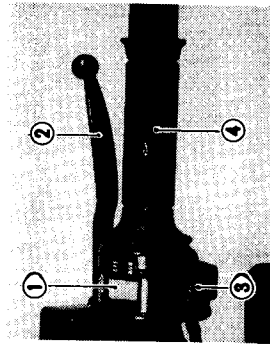
#### WARNING:

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

## CLUTCH LEVER

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

## RIGHT HANDLEBAR



### 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 an emergency switch. When the switch is in the "OFF" position neither the starter motor nor the ignition circuit will be energized.

### FRONT BRAKE LEVER ②

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

### ELECTRIC STARTER BUTTON ③

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

### 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

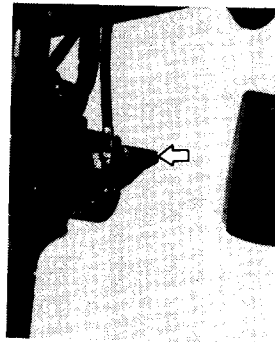
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**NOTE:** The starter interlock switch equipped on this motorcycle. If the clutch lever is not squeezed, the starter motor will not rotate.

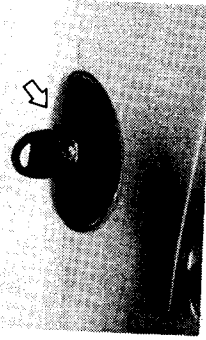
### THROTTLE GRIP ④

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

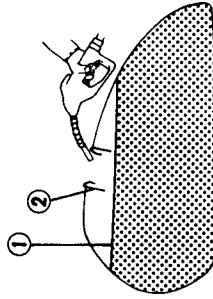
## CARBURETOR CHOKE LEVER



The carburetors of this motorcycle are equipped with a choke system to provide easy starting. When starting a cold engine, turn the choke lever all the way to the left and engage the electric starter. After the engine starts, try to limit the engine speed to approximately 2,500 r/min by varying the choke lever position. The choke system will operate only when the throttle is in the closed position as opening the throttle will bypass the choke system. When the engine is warm, the choke system does not need to be used for starting. Always be certain to return the choke lever back to its normal position after the engine reaches normal operating temperatures.



To open the fuel tank cap, insert the ignition key and turn it counterclockwise and remove it. Lift up the front end of the handle and turn the handle counterclockwise and remove the cap. To close the cap, line up the guide pins and push down firmly. Turn the handle clockwise and fold it down. Insert the ignition key into the lock and turn it clockwise to lock the cap.

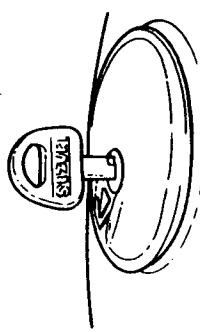


① Fuel level

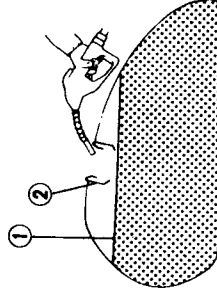
② Filler tube

### WARNING:

- Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.
- When refueling, always shut the engine off and turn the ignition key to the "OFF" position. Never refuel near an open flame.



To open the fuel tank cap insert the key and turn the key clockwise. The key still held in a clockwise position on the key and remove the filler cap. To close the cap, line up the tank cap guide pins and push down. The locking pins click into position. The cap must be in the cap lock before installing the cap.



① Fuel level

② Filler tube

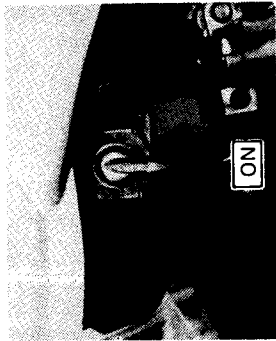
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11

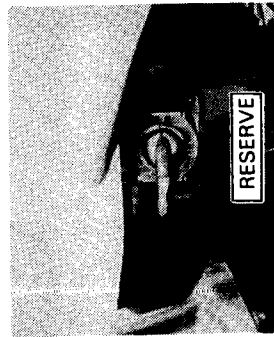
## FUELCOCK

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



### "ON" POSITION

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



### "RESERVE" POSITION

If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.  
RESERVE FUEL SUPPLY: 4.0 L (4.2 US qt).

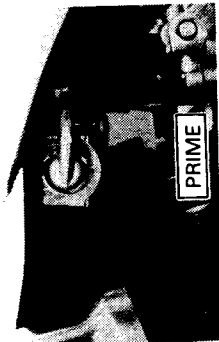
### "PRIME" POSITION

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

### CAUTION:

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

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

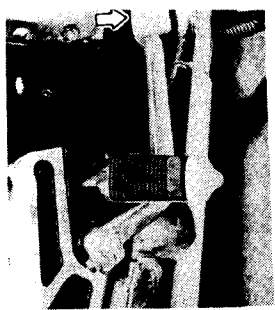


This motorcycle is equipped with a 5 speed constant mesh transmission which operates as shown in the figure. The shift lever is attached to a ratchet type mechanism in the transmission. Each time that a gear is selected, the gear shift lever will return to its normal position ready to select the next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

### CAUTION:

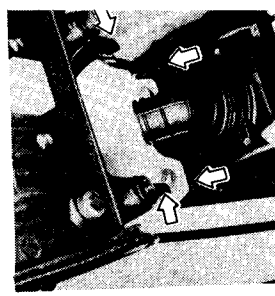
When the transmission is in neutral the green indicator light on the instrument panel will be lit. However, even though the light is illuminated, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

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

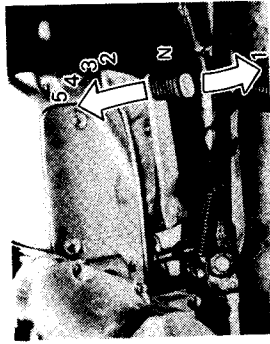


Depressing the rear brake pedal the rear disc brake. The brake light is illuminated when the rear brake is

## SEAT LOCK



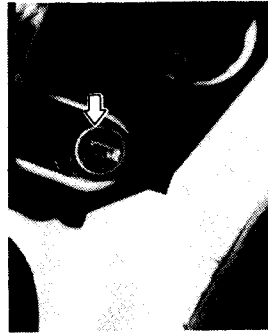
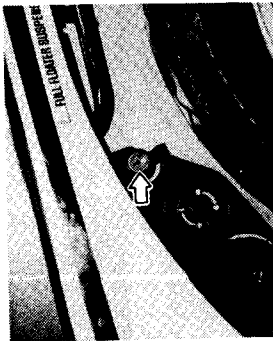
The seat lock is located under the seat. To remove the seat, in turn the key into the lock and until the lock is released. Raise the seat by hand and unhook the seat from the seat hooks from the seat holding brackets. To lock the seat, hook the seat holding brackets certain down the seat firmly until the seat snaps into the locked position.





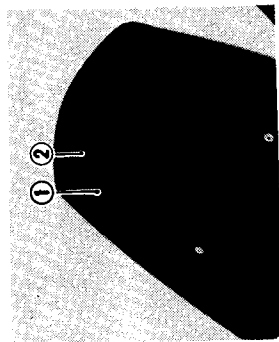
**WARNING:**  
After you have installed the seat, pull up on it firmly to be certain it is securely latched. If the seat is not latched securely, it may come loose and interfere with the driver's control.

### HELMET HOLDER



This motorcycle is equipped with two helmet holders. Use helmet holder in this manner. Insert the key, and twist it clockwise to open the latch, hook your helmet fastener ring to the latch and twist the key back to lock the holder.

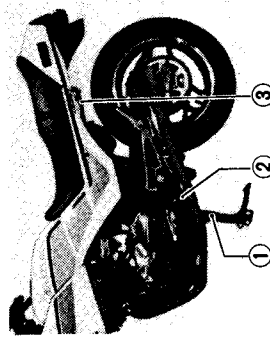
**WARNING:**  
Do not operate the motorcycle with a helmet fastened to the helmet holder. The helmet may be caught in the wheel causing loss of control, or interfere with the safe operation of the motorcycle.



- ① Lid
- ② Knob

To open the box lid, pull the knob as shown.

### STANDS



- ① Center stand
- ② Side stand
- ③ Lift bar

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.

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

## RECOMMENDATION

### FUEL

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

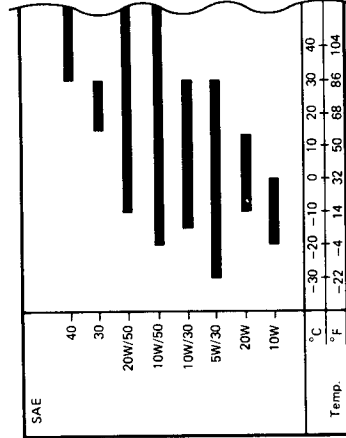
**NOTE:** *Unleaded and low-lead gasoline will extend spark plug life.*

### ENGINE OIL



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

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



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

### MAXIMUM ENGINE SPEED RECOMMENDATIONS

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

|                              |              |
|------------------------------|--------------|
| Initial 500 miles (800 km)   | Below 4,000  |
| Up to 1,000 miles (1,600 km) | Below 6,000  |
| Over 1,000 miles (1,600 km)  | Below 10,000 |

### VARY THE ENGINE SPEED

The engine speed should be varied at a constant speed. This helps parts to be "loaded" with pressure when unloaded, allowing the parts to mate properly. This aids the mating process of the engine. It is essential that some stress be placed on the engine components during the break-in process. Do not apply excessive load on the engine.

### AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to seize in. Allow the engine to accelerate through the gears, without exceeding recommended maximum limits. However, use full throttle for the first 1,600 miles (1,600 km).

### ALLOW THE ENGINE OIL TO CURE BEFORE RIDING

Allow sufficient idling time after cold engine start up before applying throttle to the engine. This allows the lubricating oil to reach all critical components.

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

**CAUTION:**  
The 600 miles (1,000 km) service should be performed as outlined in the "INSPECTION AND MAINTENANCE" section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

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

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

- WARNING:**
- 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.
  - One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and both feet securely on the footrests. Under no circumstances should both hands be removed from the handlebars.
  - Do not down shift in the midst of cornering. Slow down to a safe speed before negotiating a corner.
  - When the road surface is wet or slushy, there is a reduction in tyre traction. You should reduce speed whenever these conditions exist as braking and cornering ability are reduced.
  - At side winds which may be experienced at the exits of tunnels, when being overtaken by larger vehicles, you should reduce speed and ride alertly.
  - Obey the speed limit and traffic regulations at all times.

**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.

**WARNING:**  
Always start the engine with the transmission in neutral, the clutch lever pulled in to prevent the motorcycle from moving forward when the engine is started.

Turn the choke lever engaged position. Close the throttle completely. Push the electric starter button. The engine will start. Immediately after the engine starts, keep the engine revs at a maximum of 2,500 r/min by the choke lever position for throttle. Return the choke lever all the way to 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 1/8 to 1/4 and the electric starter button. Operation of the choke system is unnecessary when the engine is warm.

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

**CAUTION:**  
Do not let the engine run too long, or it will overheat and may damage internal engine components.

**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. As the clutch lever engages smoothly, the motorcycle will start moving forward. Shift to the next higher gear, and gently, then close the throttle and clutch lever in simultaneously. Lift the shift lever upward to select the next gear and release the clutch lever and of the throttle again. Select the gears in a manner until top gear is reached.

**WARNING:**  
Before starting off, always return the side stand to its full up position and not hanging down.

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

#### Shifting up schedule

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

#### Shifting down schedule

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

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

#### CAUTION:

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

#### RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When riding down a steep hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to over rev.

- yourself to close the throttle completely and at the same time.
- Apply the front and rear brakes and 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.

#### WARNING:

- As vehicle speed increases, stopping distance increases progressively. Be sure you have a safe stopping distance between you and the vehicle or object ahead of you.
- Inexperienced riders tend to use the rear brake only. This can lead to premature brake wear and excessive stopping distances.
- Using only the front or rear brake is dangerous and can cause skidding and loss of control. Apply the brakes lightly and with great care on a wet highway pavement or other slippery surfaces and at all corners. Any abrupt braking on slippery or irregular roads can cause loss of rider control.

- Park the motorcycle on a firm, flat surface.
- If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. 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.

# MAINTENANCE

or 1,000 miles is a MANDATORY maintenance check. Make your motorcycle reliable and gives full performance times. Be sure that this maintenance is performed thoroughly in accordance with the instructions in this manual.

#### NOTICE (to owner's in USA)

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

#### MAINTENANCE SCHEDULE

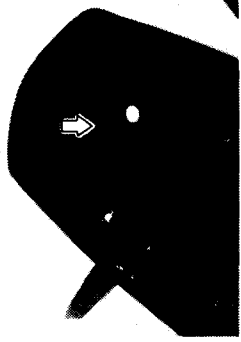
The chart indicates the intervals between periodic services in miles, kilometers and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated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

#### CAUTION:

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

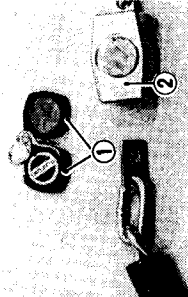
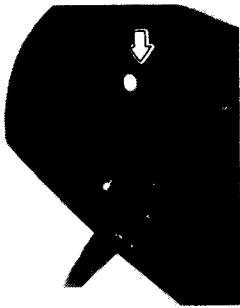
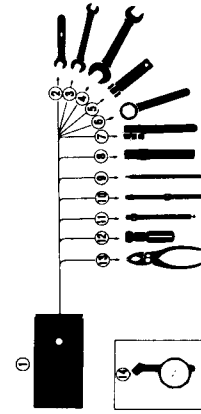
| INTERVAL: THIS INTERVAL SHOULD BE JUDGED BY ODOMETER READING OR MONTHS, WHICHEVER COMES FIRST. | miles |        | 600  |   | 4,000 |    | 7,500  |    | 11,000 |    | 15,000 |    |
|--|-------|--------|--|---|-------|----|--------|----|--------|----|--------|----|
|  | km    | months | 1,000  | 2 | 6,000 | 12 | 12,000 | 24 | 18,000 | 36 | 24,000 | 48 |
| Battery (Specific gravity of electrolyte)  |       |        |  |   |       |    |        |    |        |    |        |    |
| *Cylinder head nuts & exhaust pipe bolts   |       |        | T  |   | T     |    | T      |    | T      |    | T      |    |
| Air cleaner element  |       |        |  |   | C     |    | C      |    | C      |    | C      |    |
| *Valve clearances  |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
| Spark plugs  |       |        |  |   | C     |    | R      |    | C      |    | R      |    |
| *Fuel line   |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
|  |       |        | Replace every four years                       |   |       |    |        |    |        |    |        |    |
| *Vapor hose (California model only)  |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
|  |       |        | Replace every four 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      |    |
| Drive chain  |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
|  |       |        | Clean and lubricate every 600 miles (1,000 km) |   |       |    |        |    |        |    |        |    |
| *Brake hoses   |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
|  |       |        | Replace every four years                       |   |       |    |        |    |        |    |        |    |
| *Brake fluid   |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
| *Brakes  |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
| Tires  |       |        | I  |   | I     |    | I      |    | I      |    | I      |    |
| *Steering stem   |       |        |  |   |       |    |        |    |        |    |        |    |
| Front fork   |       |        |  |   |       |    |        |    |        |    |        |    |
| *Chassis bolts and nuts  |       |        | T  |   | T     |    | T      |    | T      |    | T      |    |
|  |       |        | Check air pressure every 6 months              |   |       |    |        |    |        |    |        |    |

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



To assist you in the performance of periodic maintenance, a tool kit is supplied. The tool kit consists of the following items.

| REF. No. | Item                       |
|----------|----------------------------|
| ①        | Tool Bag                   |
| ②        | 8 mm Open End Wrench       |
| ③        | 10 x 12 mm Open End Wrench |
| ④        | 14 x 17 mm Open End Wrench |
| ⑤        | Spark Plug Wrench          |
| ⑥        | 19 mm Ring Wrench          |
| ⑦        | Box Wrench                 |
| ⑧        | Ring Wrench Handle         |
| ⑨        | Spark Plug Wrench Handle   |
| ⑩        | Combination Screw Driver   |
| ⑪        | Cross Head Screw Driver    |
| ⑫        | Screw Driver Handle        |
| ⑬        | Pliers                     |
| ⑭        | Air Pressure Gauge         |

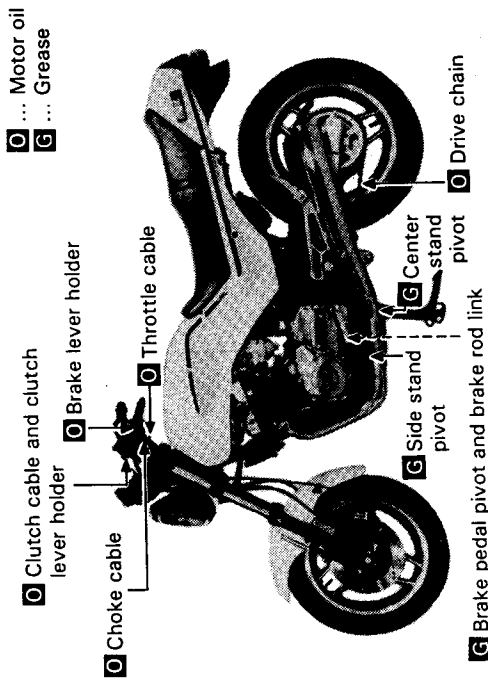


① Lock key ② Lock box

This chain is designed for lock motorcycle or fastening it to a fixed motorcycle. To lock the chain, insert one end of the chain into the lock key. To unlock the chain, fit the lock key pin into the lock body and turn it clockwise.

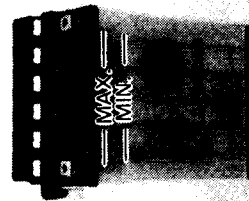
**WARNING:**  
Before starting off, make sure the motorcycle is unlocked.

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 rough ride and after getting it wet in the rain or after washing it. Major oiling points are indicated below.



O ... Motor oil  
G ... Grease

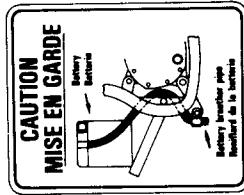
## BATTERY



The battery solution level may be inspected by opening the seat. The solution level must be kept between the MAX. and MIN. level lines at all times. If the solution level is below the MIN. level line, add ONLY distilled water up to the MAX. level line. NEVER use tap water.

### CAUTION:

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



FRONT

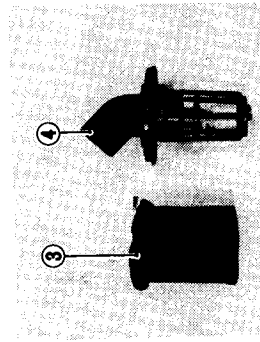
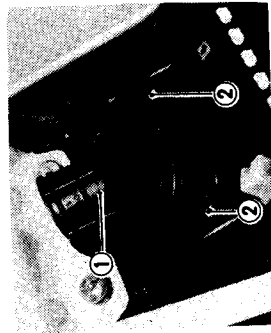
- Do not bend obstruct or change the routing of the air vent tube from the battery. Make certain that the vent tube is attached to the battery vent fitting and that the opposite end is always open. Route the battery vent tube and locate the battery exactly as shown.
- When attaching the wiring harness battery leads to the battery terminals, observe the correct polarity. The red lead must go to the (+) positive terminal and the black (or black with white tracer) lead must go to the (-) negative terminal. Reversing these connections will damage the charging system and the battery.

your dealer check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the six cells.

## AIR CLEANER

The air cleaner element used in this motorcycle is a polyurethane foam type. If the element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. Check and clean the cleaner every 2,000 miles (3,000 km) according to the following procedure.

**CAUTION:** If driving under dusty conditions, the air cleaner element must be cleaned more frequently than it is with periodic maintenance.

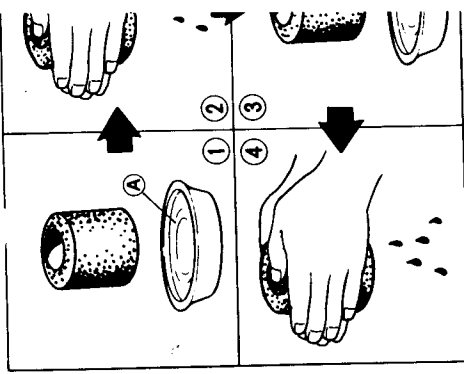


- Air cleaner case cover
- Screw
- Element
- Element frame

## REMOVAL OF THE ELEMENT

- Open the seat and remove the air cleaner case cover complete with element frame by loosening two screws.
- Remove the polyurethane foam element from the element frame.

Wash the element as follows:



- Non flammable cleaning solvent
- Motor oil

- Fill a washing pan of a proper non-flammable cleaning solvent. Immerse the element in the solvent and wash it clean.
- Squeeze the solvent off the element by pressing it between the palms of both hands. Do not wring the element, or it will cause fissures.
- Immerse the element in a pan of motor oil, and squeeze the oil off to make it slightly wet with motor oil.

### CAUTION:

Before and during the cleaning process, carefully examine the element for damage to the material. A torn element must be replaced with a new one.

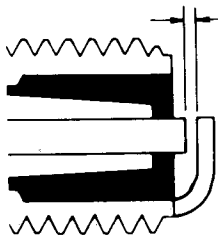
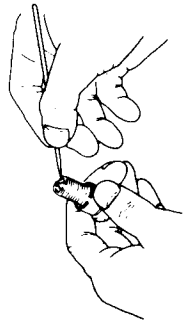
- Reinstall the cleaned element in the order of removal. Be sure that the element is securely fastened and is sealing properly.

### CAUTION:

NEVER OPERATE THE ENGINE WITH THE AIR CLEANER ELEMENT IN POSITION. Operating the engine without the air cleaner element will cause engine wear. Always wear eye protection when the cleaner element is in excellent condition at all times. The life of the element is limited.

depends largely on this single component.

## SPARK PLUGS



0.6-0.7 mm  
(0.024-0.028 in)

Remove the carbon deposits from the spark plug with a piece of hard wire or pin. Re-adjust the spark plug gap to 0.6-0.7 mm (0.024-0.028 in) by using a spark plug gap thickness gauge. The spark plug should be replaced every 7,500 miles (10,000 km).

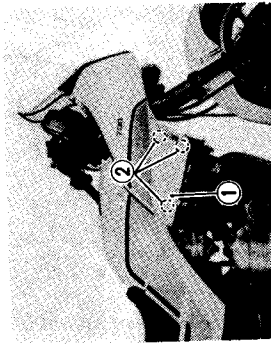
Whenever removing the carbon deposits, be sure to observe the operational color of each spark plug's porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. If the standard plug is wet appearing or very dark in color, the hotter spark plug may be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

Plug replacement guide

| NGK  | NIPPON DENSO | REMARKS  |
|------|--------------|--|
| D7EA | X22ES-U      | If the standard plug is apt to get wet, replace with this plug.  |
| D8EA | X24ES-U      | Standard   |
| D9EA | X27ES-U      | If the standard plug is apt to overheat, replace with this plug. |

### CAUTION:

- Do not overtorque or cross thread the spark plugs or the aluminum threads of the cylinder head will be damaged. Do not allow contaminants to enter the engine through the spark plug holes when the plugs are removed.
- The standard spark plug for this motorcycle 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 selecting an alternate plug or heat range. The selection of an improper spark plug can lead to severe engine damage.



### ES model:

Fairing lower piece ① must be removed when servicing the spark plugs. Pull out three snap fasteners ② to remove the side piece.

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.



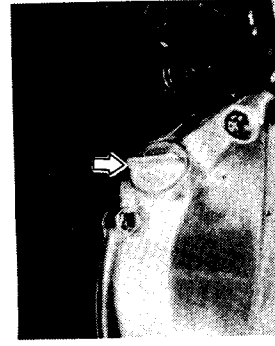
Engine oil inspection window

**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.

## ENGINE OIL AND FILTER CHANGE

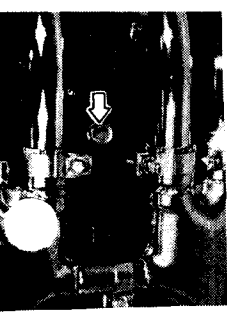
Change the engine oil and oil filter at the initial 600 miles (1,000 km) and at each maintenance interval. The oil should always be changed when the engine is hot so that the oil will drain thoroughly from the engine. The procedure is as follows:

- Place the motorcycle on the center stand.



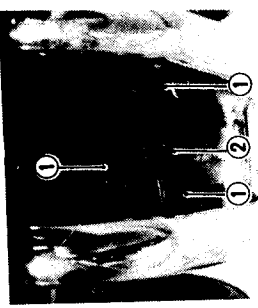
Oil filler cap

- Remove the oil filler cap.



Drain plug

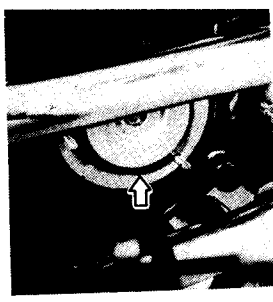
- Drain the engine oil by removing the drain plug from the bottom of the engine.



① Nut

② Filter

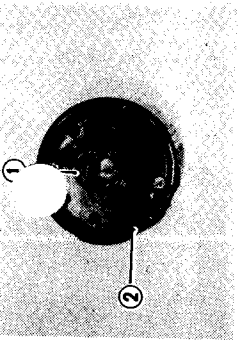
- Remove the three nuts holding the cap in place.



Oil filter

- Remove the filter cap, pull the element and replace with a new element.

**CAUTION:** Insert the filter with the open end to the engine and make sure that the filter is inserted properly.



- ① Spring
- ② "O" ring

(6) Before replacing the oil filter cover, check to be sure that the filter spring and the cap "O" ring are installed correctly.

**CAUTION:**  
Install a new "O" ring each time the filter element is replaced.

(7) Replace the oil filter cover and tighten the nuts securely but do not overtighten them.

(8) Replace the drain plug and tighten it securely. Pour fresh oil through the filler hole approximately 3,800 ml (4.0 US qt.) will be required.

**NOTE:** About 3,200 ml (3.4 US qt.) of oil will be required when changing oil without replacing the oil filter.

(9) Start the engine and allow it to idle for several seconds.

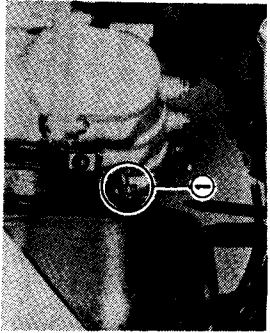
**CAUTION:**  
Check to see that no oil is leaking from the oil filter cover.

(10) Turn the engine off and wait approximately one minute, then recheck the oil level in the engine oil inspection window. The oil level should be at the "F" line. If the oil level is lower than the "F" line, add fresh oil until it reaches the "F" line.

**CAUTION:**  
Be sure to always use the specified engine oil described in FUEL AND OIL RECOMMENDATION section.

Undisturbed carburetion is the basis of the performance you ought to expect of your engine. The carburetor is factoryset for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: engine idle speed and throttle cable play. Adjust the engine idle speed and throttle cable play at initial 600 miles (1,000 km) and at each maintenance interval.

### ENGINE IDLE SPEED ADJUSTMENT

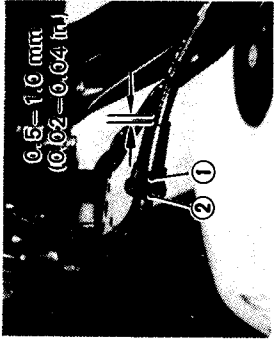


- ① Throttle stop screw

(1) Start up the engine and warm it up by running it at 2,500 r/min 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 in or out so that engine may run at 1,100-1,200 r/min.

**CAUTION:**  
The engine idle speed should be adjusted with the engine fully warm.

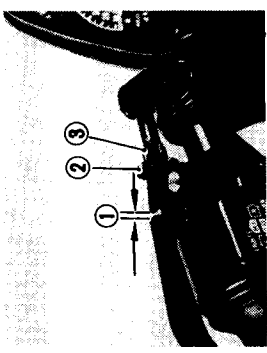


- ① Lock nut
- ② Cable adjuster

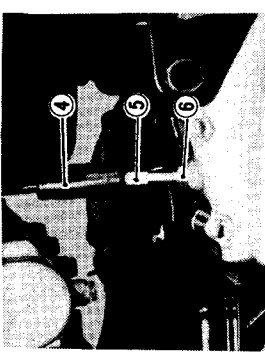
(1) Loosen the lock nut.  
(2) Adjust the cable slack by turning adjuster in or out to obtain the correct slack 0.5-1.0 mm (0.02-0.04 in).  
(3) After adjusting the slack, tighten the lock nut.

**WARNING:**  
After completing throttle cable adjustment, check that handlebar movement does not raise the engine idle speed and that the throttle grip returns smoothly and automatically.

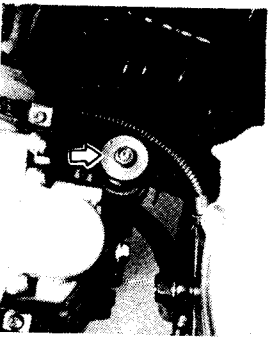
At initial 600 miles (1,000 km) and at maintenance intervals, adjust the clutch means of clutch cable adjuster. The play of the clutch cable should be 4 mm (0.16 in) measured at the clutch lever holder. If the clutch begins to disengage, if you adjust the play of the clutch incorrect, adjust the following way.



- ① Clutch cable play



Loosen lock nut ② and turn clutch lever adjuster ③ clockwise as far as it will. Loosen cable adjuster lock nut ④, and cable adjuster ⑤ to obtain approximately 4 mm (0.16 in) of free play at the clutch lever. Minor adjustments can be made with clutch lever adjuster ③. After adjustment is completed tighten both lock nuts ② and ④ and position rubber box



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.

drive chain. It is an endless type that does not use a master link. We recommend that you take your motorcycle to your authorized Suzuki dealer to have the drive chain replaced when it becomes worn. The drive chain is also constructed of special materials and has grease permanently sealed inside it by the use of special sealing "O" rings.

**WARNING:**

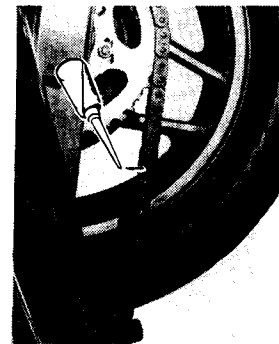
For maximum safety, the drive chain condition and adjustment should be checked prior to operating the motorcycle. Always follow the manufacturer's recommendations for replacement and for proper lubrication.

At the periodic inspections, performed at the initial 600 miles (1,000 km) and at each maintenance interval, the drive chain should be inspected for the following conditions:

- (1) Loose pins
- (2) Damaged rollers
- (3) Dry or rusted links
- (4) Kinked or binding links
- (5) Excessive wear
- (6) Improper chain adjustment

If the drive chain has any of these items wrong with it, then there is a strong possibility that the sprockets will have some damage to them also. Inspect the sprockets for the following:

- (1) Excessively worn teeth
- (2) Broken or damaged teeth
- (3) Loose sprocket mounting nut(s)



Grease is permanently sealed inside the rollers of this motorcycle chain by the use of special "O" rings. At intervals of 600 miles (1,000 miles) clean and oil the chain, as follows:

- (1) Clean the chain with kerosene is strongly recommended. If the chain tends to rust, the interval must be shortened. Kerosene is a petroleum product and will provide some lubrication as well as cleaning action.

**CAUTION:**

Do not use gasoline, trichloroethylene or other commercial cleaning solvents. These fluids have a strong dissolving power that could damage the "O" rings in the chain. This will allow the grease to run out of the chain and the chain would have to be replaced.

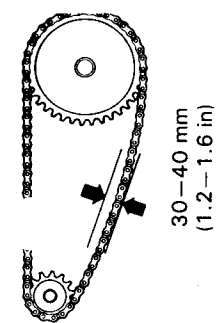
- (2) After thoroughly washing the chain and allowing it to dry, oil the rollers with a heavy weight motor oil of 40 or 50 weight.

**CAUTION:**

Do not use any oil sold commercially as drive chain oil. These oils contain solvents and additives which could damage the "O" rings in the chain.

**ADJUSTING DRIVE CHAIN**

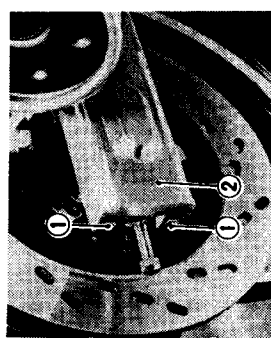
At the initial 600 miles (1,000 miles) and a minimum of every 4,000 miles (6,000 km) adjust the drive chain to the proper specification. The chain may require more frequent adjustments depending upon your riding conditions.



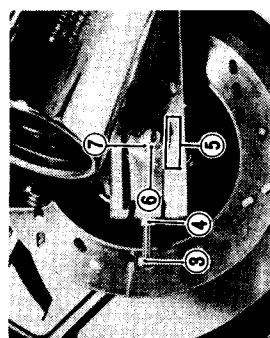
30-40 mm  
(1.2-1.6 in)

**WARNING:**

Excessive chain slack could cause chain to come off the sprockets result in an accident or serious engine damage. To adjust the drive chain, follow these directions.



- ① Screw
- ② Axle nut



- ③ Chain adjusting bolt
- ④ Lock nut
- ⑤ Reference mark
- ⑥ Axle nut
- ⑦ Cotter pin



- (2) Remove axle cap after loosening two screws.
- (3) Remove the cotter pin and loosen the axle nut.
- (4) Loosen the lock nuts.
- (5) Adjust the slack in the drive chain by turning the right and left chain adjuster bolts. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other. After aligning and adjusting the slack in the drive chain to 30-40 mm (1.2-1.6 in), retighten the axle nut securely. Tighten the chain adjuster lock nuts and perform a final inspection.

**CAUTION:**

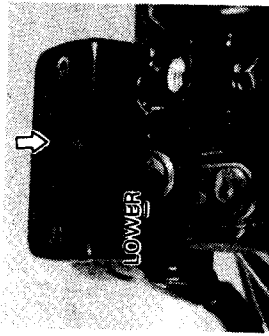
The drive chain for this motorcycle is made of the special material. The chain should be replaced with a TAKASAGO RK 50G0. Use of another chain may lead to premature chain failure.

*NOTE: The two sprockets should be inspected for wear when a new chain is installed and replace them if necessary.*

*NOTE: The chain is an endless type chain (no master link) for maximum strength. Chain replacement requires that the swingarm be removed. Trust this work only to a qualified technician. Do not install a master link type chain.*

This motorcycle utilizes front and rear disc brakes. Properly operating brake systems are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled. The brakes should be inspected at the initial 600 miles (1,000 km) inspection and at each maintenance interval, by your authorized Suzuki dealer.

**BRAKE FLUID**



Front reservoir



Rear reservoir

**WARNING:**

Brake fluid may be harmful if swallowed or if it comes in contact with skin or eyes. Contact your physician 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.

**CAUTION:**

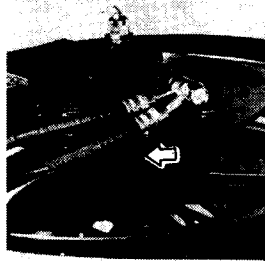
This motorcycle uses a glycol-based brake fluid. Do not use or mix different types of brake fluid such as silicone-based or petroleum-based fluid, otherwise serious damage will result to the brake system. Never use any brake fluid that has been stored in a used or unsealed container. Never reuse brake fluid left over from the last

sorbs 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.

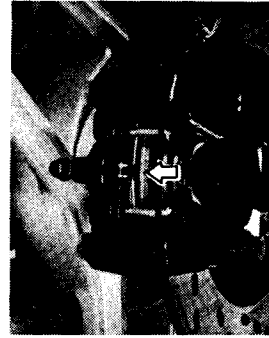
Be sure to check the brake fluid level in the front and rear reservoirs. If the level was found to be lower than the lower mark, replenish with the proper brake fluid that meets Suzuki's requirements. As the brake pads wear, the fluid level will drop to compensate for the new position of the brake pads.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

**BRAKE PAD**

Inspect the front and rear brake pads by noting whether or not the friction pads are worn down to the grooved limit line. If a pad is worn to the grooved limit line it must be replaced with a new one. It is necessary to remove the pad inspection cap.



Front brake pads



Rear brake pads

**BRAKE SYSTEM**

**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 proper tools and proper training to perform job in a safe and economical manner.

**CAUTION:**

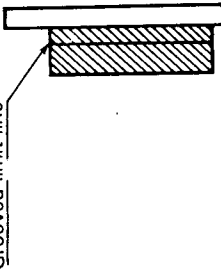
Disc brake systems operate under extremely high pressures. For safety, the brake hose and fluid should be changed at intervals longer than those scheduled in MAINTENANCE SCHEDULE section of this manual.

Inspect your brake system for the following items daily.

- (1) Inspect the front and rear brake hoses for signs of fluid leakage.
- (2) Inspect the brake hose for leaks or cracked appearance.
- (3) The brake lever and pedal should be in the proper stroke and be firm times.
- (4) Check the wear of the disc brake

**WARNING:**

After front or rear disc brake pad replacement, do not ride the motorcycle until the brake lever has been "pumped" several times to extend the pads and restore proper lever stroke and firm feel.



## 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.

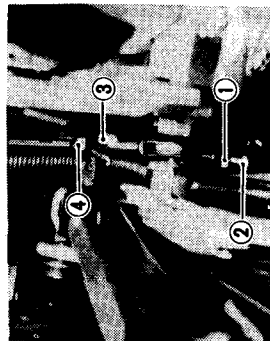
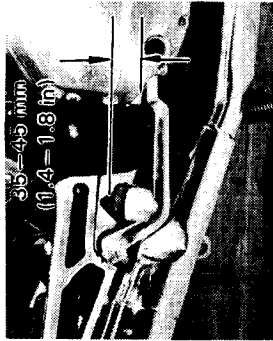
## REAR BRAKE LIGHT SWITCH



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.

## REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal position must be properly adjusted several times or the disc brake pads will bear against the disc causing damage to the pads and to the disc surface. Adjust the brake pedal position in the following manner:



- (1) Loosen lock nut ① and turn stopper bolt ② away from the stopper lug.
- (2) Loosen lock nut ③, and rotate push rod ④ to locate the pedal 35-45 mm (1.4-1.8 in) below the top face of the footrest.
- (3) Retighten lock nut ③ to secure push rod ④ in the proper position.
- (4) Adjust the clearance between the tip of return stopper bolt ② and the stopper lug so that the clearance is very little or none. Be sure to measure this clearance carefully.
- (5) Retighten lock nut ①.

## TIRES

This motorcycle is equipped with tubeless type tires. These tires have passed rigid factory testing on this motorcycle and their use will ensure handling and high speed stability.

Check the tire inflation pressure and tire tread condition at each maintenance interval. For maximum safety and good tire life, the tire pressures should be inspected more often than it is with periodic maintenance.

**WARNING:**  
The use of a tire other than original equipment can lead to serious stability problems and possible loss of control. Suzuki strongly recommends that you use only the specified 120/90-16 54H front tire and 120/90-17-64H rear tire due to our familiarity with their performance.

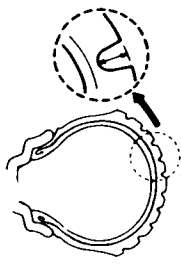
**NOTE:** Tubeless tires, unlike tube equipped tires, have some self sealing properties. If the tire pressure has dropped, inspect the tire very carefully for punctures, nails or a damaged rim.

## 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 overinflated 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.

## COLD INFLATION TIRE PRESSURE

|       | SOLO RIDING                                     | DUAL RIDING                                     |
|-------|---|---|
| FRONT | 2.00 kg/cm <sup>2</sup><br>200 kPa<br>28 P.S.I. | 2.25 kg/cm <sup>2</sup><br>225 kPa<br>32 P.S.I. |
| REAR  | 2.50 kg/cm <sup>2</sup><br>250 kPa<br>36 P.S.I. | 2.80 kg/cm <sup>2</sup><br>280 kPa<br>40 P.S.I. |



100/90-16 54H

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

## WARNING:

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

Tubeless type tires require that precautions be taken when changing or repairing flats.

- Tubeless tires depend upon the tire bead and the wheel to retain air. Damage to the tire face or the inner wheel rim surface or the inner wheel rim surface result in air leak. For this reason care must be taken when removing the tire from the wheel to prevent damage to the tire iron and rim protectors or the tire mounting machine are repaired to prevent damage.
- Punctures in tubeless tires should be repaired by dismounting the tire and applying an internal patch.
- The use of tubeless tire plugs (repair) to repair punctures is not recommended, as the cornering generated by a motorcycle may cause them to work loose.
- If the puncture is in the sidewall the hole is greater than 6 mm (3/16 in) diameter, the tire must be replaced.

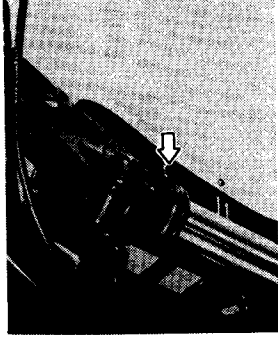
The rear tire is directional as indicated by the arrow on the walls. If the tire has been removed from the wheel, insure that it is reinstalled so that the arrow indicates proper wheel rotation. Installing a tire with the arrow reversed can affect the life of tire.

After reinstalling a repaired tire, you should not exceed 80 km/h (50 mph) for at least 24 hours, because repair failure and tire deflation may result. Never exceed 130 km/h (80mph) with a repaired tire.

Proper wheel balancing is necessary for safe and stable handling of the motorcycle. You should not remove or change the wheel balance weights. After tire replacement or repair, the wheel must be rebalanced. Trust this work only to someone with the proper tools and equipment. Due to the importance of tire repair and replacement, we recommend that you consult an authorized Suzuki dealer to perform these services. If an authorized Suzuki dealer is not available, go to an authorized tire repair station with tubeless tire on alloy wheel experience.

This motorcycle 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.

### CHECKING THE AIR PRESSURE



This motorcycle is serviced at the factory with 0.2 kg/cm<sup>2</sup> (2.8 psi) of air pressure in the front forks. To check the front fork air pressure, the motorcycle should be on its center stand and all weight removed from the front end by placing a jack under the front of the chassis or engine. Remove the air valve protection cap, and use the air pressure gauge to check the front fork air pressure. Use a hand pump to increase the air pressure. To lower the pressure, bleed the air out from the valve.

#### CAUTION:

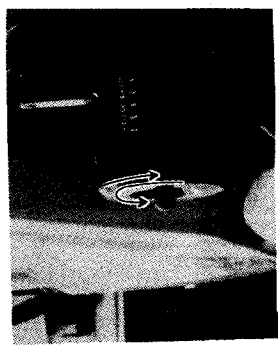
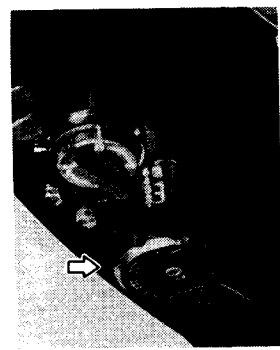
- A hand type pump must be used so that no damage will occur to the fork assembly. Never use any air containing inflammable gases. When pumping air in, never increase the pressure beyond 2.5 kg/cm<sup>2</sup> (35 psi). This is the maximum permissible pressure to avoid fork oil seal and valve damage.
- 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.

pressure, should be checked periodically, especially after periods of non-use. When checking the pressure, use the gauge supplied with the motorcycle or a similar low pressure gauge. Apply the pressure gauge square 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/cm<sup>2</sup>. Take this loss of air pressure into consideration when adjusting for your final air pressure.

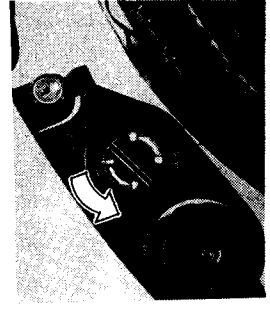
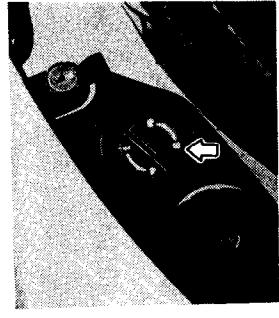
### REAR SUSPENSION

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



### DAMPING ADJUSTMENT



**NOTE:** The adjusting dial can turn clockwise only.

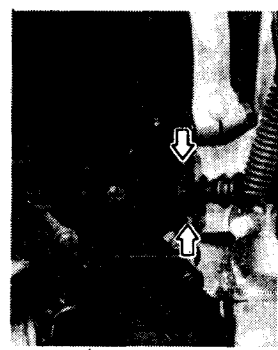
To increase or decrease the damping turn this adjusting dial as shown in photo. Damping adjustments are made by the numbers 1 thru 4 engraved on the dial base. As you turn the dial you will notice a click as you reach the number position. When changing damping, always be sure that the adjusting stops with the indicating line in the number position. That a click is noticed as it were sitting in a detent Position 1 (softest) provides for amount of damping force, and (stiffest) for the greatest amount

(1) Place the motorcycle on the center stand.

| GS700E/ES   | Front        |   | Rear   |         |
|-------------|--------------|---|--------|---------|
|             | Air pressure | Spring                                      | Spring | Damping |
| Solo riding | Soft         | *1  | *1     | *1      |
|             | Hard         | 0.3-0.4 kg/cm <sup>2</sup><br>(4.3-5.7 psi) | 3      | 3       |
| Dual riding | Soft         | 0.3-0.4 kg/cm <sup>2</sup><br>(4.3-5.7 psi) | 4      | 3       |
|             | Hard         | 0.4-0.5 kg/cm <sup>2</sup><br>(5.7-7.1 psi) | 5      | 4       |

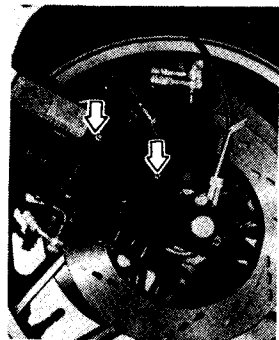
This motorcycle is delivered from the factory with its suspension adjusted to the "Soft" setting (\*) as shown in the table.

### SIDE STAND CHECK LIGHT SWITCH



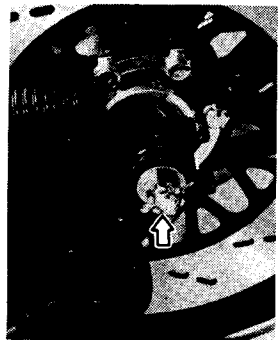
To adjust side stand check light switch, loosen two screws and move the switch up or down so that the check light in the check panel will turn off when the side stand is returned to its full up position.

**CAUTION:**  
Be careful not to touch the exhaust pipe when it is hot; a hot exhaust pipe can burn.

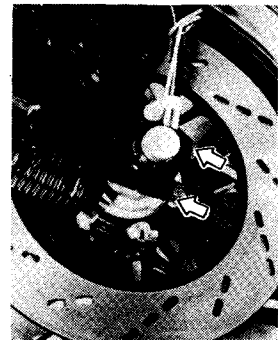


(2) Remove either one of two calipers, left or right, from the fork by unfastening its two mounting bolts.

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



(3) Remove the cotter pin that locks the axle nut into positions, then loosen the axle nut.



(4) Loosen the axle holder nuts on both right and left fork legs.

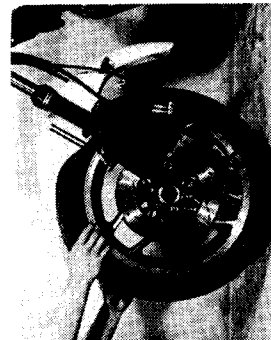
If the front wheel has to be removed, it is very important to have the coned nuts and bolts torqued to proper specifications. We suggest you have this performed by an authorized Suzuki Dealer.

Do not ride the motorcycle until the front brake lever has been "pumped" several times to extend the pads; restore the proper lever stroke firm feel.



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

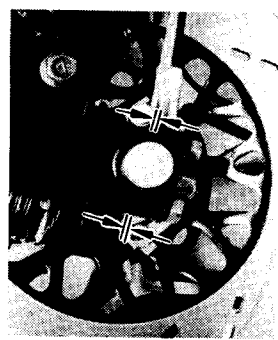
(6) Draw out the axle shaft.



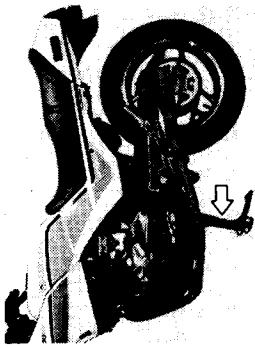
(7) Slide the front wheel forward.

(8) To reinstall the wheel assembly reverse the sequence as described.

(9) After installing the wheel, apply the brake several times to restore the proper lever stroke.



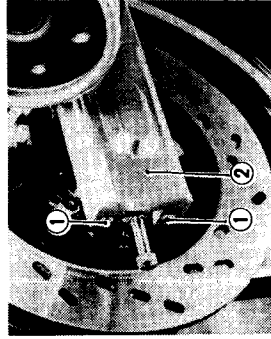
**CAUTION:**  
Before tightening the axle holders in place, locate the speedometer drive gear box so that the cable is routed smoothly without an excessive bent. To secure the axle properly, the axle holders should be tightened down so that the gap on each side of the axle holder is equal.



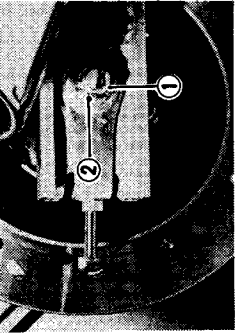
- (1) Place the motorcycle on the center stand.



- (2) Remove the two chain guard bolts and then remove the chain guard.

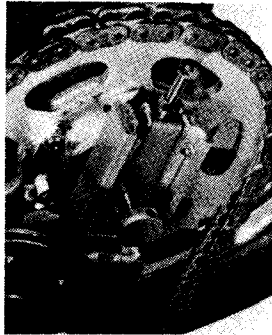


- (3) Remove the axle cap after loosening the two screws.

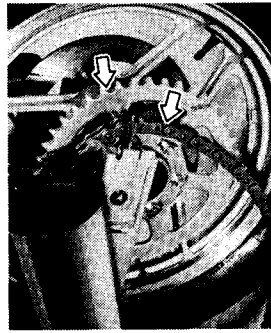


- (1) Axle nut
- (2) Cotter pin

- (4) Remove the cotter pin that locks the axle nut into position, then loosen the axle nut.



- (5) Draw out the axle shaft.



- (6) With the wheel moved forward, remove the chain from the sprocket.
- (7) Pull the rear wheel assembly rearward.

**CAUTION:** Never depress the rear brake pedal with the rear wheel removed. It is very difficult to force the pads back into the caliper assembly.

- (8) To replace the wheel reverse the complete sequence listed.
- (9) After installing the wheel, apply the

the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

**WARNING:**

- If you have found it necessary to remove the rear wheel, it is very important that the nuts and bolts be torqued to the proper specification. We strongly recommend that you have these bolts checked and retorqued by your authorized Suzuki dealer.
- Do not ride the motorcycle until the brake pedal has been "pumped" several times to extend the pads and restore the proper pedal travel and firm feel.

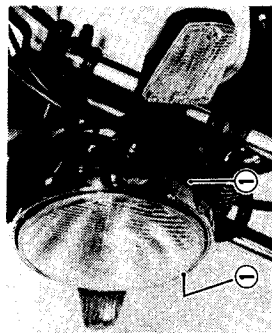
**CAUTION:**

- When reinstalling the rear wheel, be sure to follow the procedure outlined in the drive chain adjustment section. Double check all nuts and bolts after reinstalling the rear wheel.
- While removing the caliper from the mounting bracket it is possible for the brake hose to touch the muffler. If the muffler is still hot, the hose could be damaged. Protect the hose with a cloth or wait until the muffler cools.
- When reinstalling the rear caliper, be careful not to twist the brake hose or route it improperly.

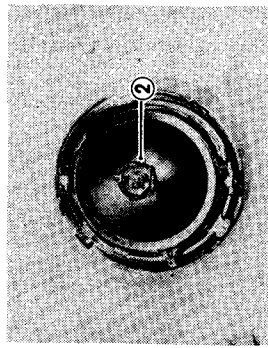
The wattage rating of each bulb is shown on the chart below. When replacing a bulb, always use the exact wattage rating. Using other than the specified rating can result in overload electrical system or premature failure of bulb.

|                     |            |
|---------------------|------------|
| Headlight           | 12V 60/55W |
| Tail/Brake light    | 12V 8/23W  |
| Turn signal light   | 12V 23W    |
| License plate light | 12V 8W     |

**HEADLIGHT (GS700E)**

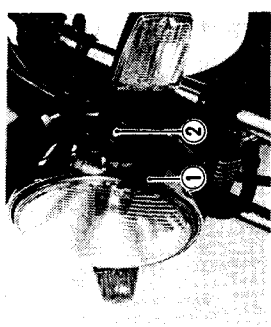


- (1) Remove two screws (1); take of headlight assembly.



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

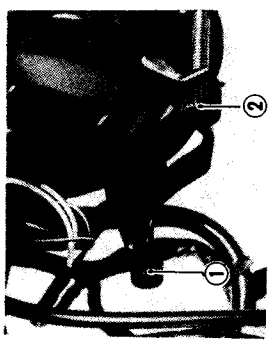
**GS700E**



**To adjust the beam horizontally:**  
Turn cross head screw ① located on side of the headlight unit clockwise.

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

**GS700ES**



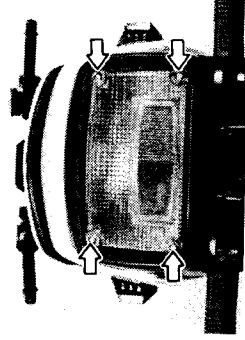
**To adjust the beam horizontally:**  
Turn knob ① located on the left side of the headlight unit clockwise or counter-clockwise.

**To adjust the beam vertically:**  
Turn knob ② located on the right side of the headlight unit clockwise or counter-clockwise.

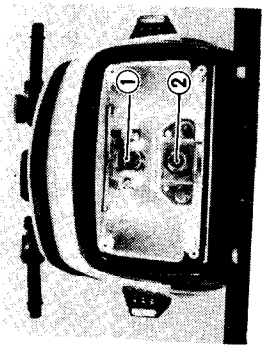
When replacing the headlight bulb, be careful not to touch the glass bulb, or the life of the bulb will be shortened.

**TAIL/BRAKE LIGHT AND LICENSE PLATE LIGHT**

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



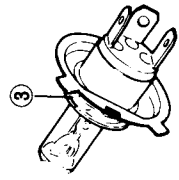
(1) Remove the four screws and take off the lens.



- ① Tail/Brake light
- ② License plate light

(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.

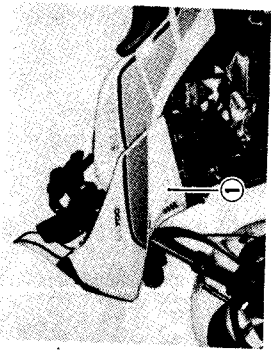
**CAUTION:**  
When replacing the lens, do not overtighten the four securing screws.



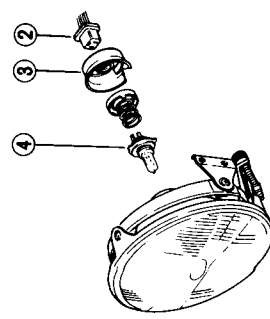
(2) Roll up the rubber cap and unhook bulb holder spring ②, and you can pull out bulb ③.

**CAUTION:**  
This motorcycle uses a halogen headlight bulb. When replacing the headlight bulb, be careful not to touch the glass bulb, or the life of the bulb will be shortened.

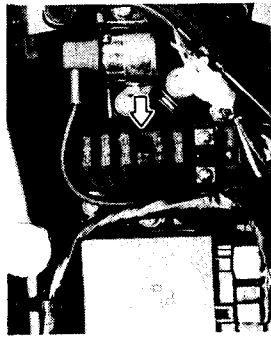
**HEADLIGHT (GS700ES)**



(1) Remove fairing lower piece ①.



- (2) Disconnect socket ② from the headlight and roll up rubber cap ①.
- (3) Push the bulb holder in, twisting it to the left until the engagement pins are disconnected and remove the bulb holder.
- (4) Remove bulb ④.



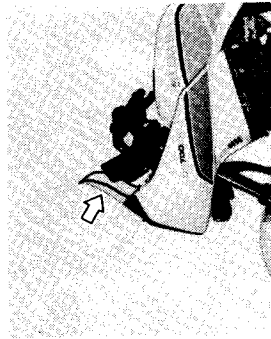
The fuse box/output terminal is located inside the right hand frame cover. There are five fuses. If the engine suddenly stops while running or any electrical system fails to operate then the fuses must be checked. In case one or more of the fuses blow there are two spare fuses, a 15A and a 10A fuse, located in the fuse box cover. Output terminals are provided for attaching electrical accessories. To attach an electrical accessory to this output terminal, first remove terminal cover. Then, connect the wires to the terminals being certain to connect the positive wire of the accessory to the positive (+) output terminal and the negative wire of the accessory to the negative (-) output terminal. After that, replace the terminal cover.

**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.
- This output terminal is provided only for electric accessories. Any other usages are forbidden. In actual use for any electric accessory, please consult Suzuki dealer.
- Never use other than specified 10A fuse for the output terminal.

2. 10A HD LAMP fuse protects headlight, 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.

**WINDSHIELD (GS700ES)**



Clean the windshield with a soft cloth and warm water with a mild detergent. Minor scratches may be removed by polishing with a commercially available plastic polish. Never use a polish containing abrasive or polishing compound, as it may cause permanent scratches. Replace windshield if it becomes scratched or discolored so as to obstruct view. When replacing windshield, use Suzuki replacement windshield.

**WARNING:**

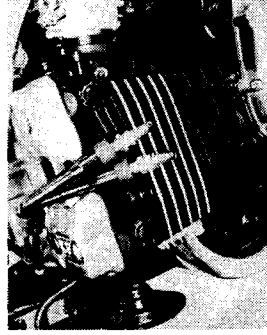
Do not ride the motorcycle with a severely scratched or cracked windshield.

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. Do not allow any fuel to come in contact with the hot engine or exhaust system. Extinguish any smoking materials before performing this check, and stay away from any other fire or heat source.



- (1) Remove four spark plugs and re-attach it to the spark plug leads.
- (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.

Do not hold the spark plug close to the open spark hole in the cylinder as gasoline vapor inside the cylinder could be ignited, creating a fire hazard. To reduce the chance of electrical shock, anyone with a heart condition should avoid this check.

**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.

**CAUTION:**

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

...of the battery with a mild detergent and remove any corrosion from the terminals and wiring harness connections.

- Store the battery in a room above freezing.

**TIRE**

- Inflate the tires to the normal specifications.

**EXTERNAL**

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

**PROCEDURE DURING STORAGE**

- Once a month, recharge the battery with a charging rate (Ampere) of 1/10 of its capacity (Ah) as shown in the specifications page.

**PROCEDURE FOR RETURNING TO SERVICE**

- Clean the entire motorcycle.
- Remove the spark plugs. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstall the spark plugs.
- Drain the engine oil thoroughly. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
- Reinstall the battery.

**CAUTION:**

**Make sure that the battery vent hose is routed properly.**

- Lubricate all places as instructed in this manual.
- Do the "Inspection Before Riding" as listed in this manual.

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

**MOTORCYCLE**

- Place the motorcycle on its center stand and thoroughly clean the entire motorcycle.

**FUEL**

- Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
- Drain the carburetors or run the engine for a few minutes until the stabilized gasoline fills the carburetors.

**CAUTION:**

**Make sure that the fuel is shut off at the fuelcock, otherwise the fuel may leak into the engine.**

**ENGINE**

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

**BATTERY**

- Remove the battery from the motorcycle.

**CAUTION:**

**Be sure to remove the negative terminal first, then remove the positive terminal.**

**DIMENSIONS AND MASS**

- Overall length.....2,135 mm (84.1 in)
- Overall width.....735 mm (28.9 in)...E
- Overall height.....760 mm (29.9 in)...ES
- Wheelbase.....1,130 mm (44.5 in)...E
- Ground clearance.....1,170 mm (46.1 in)...ES
- Dry mass.....1,500 mm (59.1 in)
- .....140 mm (5.5 in)
- .....214 kg (472 lbs)...E
- .....215 kg (478 lbs)...E (California model)
- .....217 kg (481 lbs)...ES
- .....218 kg (481 lbs)...ES (California model)

**ENGINE**

- Type.....Four-strokecycle, air-cooled, DOHC, TSSC
- Valve lash.....0.09-0.13 mm (0.004-0.005 in)
- Number of cylinder.....4
- Bore.....67.0 mm (2.638 in)
- Stroke.....49.6 mm (1.953 in)
- Piston displacement.....699 cm<sup>3</sup> (42.6 cu. in)
- Compression ratio.....9.6 : 1
- Carburetor.....MIKUNI BS32SS, four
- Air cleaner.....Polyurethane foam element
- Lubrication system.....Wet sump

**TRANSMISSION**

- Clutch.....Wet multi-plate type
- Transmission.....5-speed constant mesh
- Gearshift pattern.....1-down, 4-up
- Primary reduction.....1.895 (91/48)
- Final reduction.....3.214 (45/14)
- Gear ratios, Low.....2.500 (35/14)
- 2nd.....1.750 (28/16)
- 3rd.....1.368 (26/19)
- 4th.....1.130 (26/23)
- Top.....0.956 (22/23)

Drive chain.....TAKASAGO RK50G0, 114 links

**CHASSIS**

- Front suspension.....Telescopic, pneumatic/coil spring, oil damped with ANTI-DIVE
- Rear suspension.....Full-floating suspension system, damper 4-way/sprung 5-way adjustable
- Steering angle.....37° (right & left)
- Caster.....62° 10'
- Trail.....105 mm (4.13 in)
- Turning radius.....2.8 m (9.2 ft)
- Front brake.....Disc brake, twin
- Rear brake.....Disc brake
- Front tire size.....100/90-16 54H (Tubeless)
- Rear tire size.....120/90-17 64H (Tubeless)

**ELECTRICAL**

- Ignition type.....Transistorized
- Ignition timing.....13° B.T.D.C. below 1,500 rpm and 35° B.T.D.C. above 2,350 r/min
- Spark plug.....NGK DBEA or NIPPON DENSO X24ES-U
- Battery.....12V 50.4kC(14Ah)/10 Hours
- 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
- Speedometer light.....12V 3.4W
- Tachometer light.....12V 3.4W
- Neutral indicator light.....12V 3W
- High beam indicator light.....12V 3W
- Turn signal indicator light.....12V 3W
- Oil pressure indicator light.....12V 3W
- Side stand check light.....12V 3W

**CAPACITIES**

- Fuel tank including reserve.....17.5 L (4.6 US gal)
- .....14.4 L (3.8 US gal)...California model
- Engine oil.....4.0 L (4.2 US qt)
- .....3.2 L (3.4 US qt)



B/W.....Blue with White tracer  
 G/W.....Green with White tracer  
 O/G.....Orange with Green tracer  
 O/R.....Orange with Red tracer  
 O/W.....Orange with White tracer  
 Y/B.....Yellow with Black tracer  
 Y/G.....Yellow with Green tracer  
 Y/W.....Yellow with White tracer  
 B/W.....Black with White tracer  
 B/Y.....Black with Yellow tracer  
 B/G.....Black with Green tracer  
 B/L.....Black with Light blue tracer  
 B/B.....Black with Blue tracer  
 Y.....Yellow  
 W.....White  
 R.....Red  
 P.....Pink  
 O.....Orange  
 B.....Black  
 BI.....Blue  
 B.....Brown  
 G.....Green  
 GR.....Gray  
 LB.....Light blue  
 Lg.....Light green  
 O.....Orange  
 P.....Pink  
 R.....Red  
 W.....White  
 Y.....Yellow  
 B/W.....Black with White tracer  
 B/Y.....Black with Yellow tracer  
 B/G.....Black with Green tracer  
 B/L.....Black with Light blue tracer  
 B/B.....Black with Blue tracer  
 Y.....Yellow  
 W.....White  
 R.....Red  
 P.....Pink  
 O.....Orange

WIRE COLOR  
 O.....Orange  
 P.....Pink  
 R.....Red  
 W.....White  
 Y.....Yellow  
 B/W.....Black with White tracer  
 B/Y.....Black with Yellow tracer  
 B/G.....Black with Green tracer  
 B/L.....Black with Light blue tracer  
 Lg.....Light green

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