

SUZUKI

VLR 1800

SERVICE MANUAL

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FOREWORD

This manual contains an introductory description on the SUZUKI VLR1800 and procedures for its inspection/service and overhaul of its main components.

Other information considered as generally known is not included.

Read the GENERAL INFORMATION section to familiarize yourself with the motorcycle and its maintenance. Use this section as well as other sections to use as a guide for proper inspection and service.

This manual will help you know the motorcycle better so that you can assure your customers of fast and reliable service.

** This manual has been prepared on the basis of the latest specifications at the time of publication. If modifications have been made since then, differences may exist between the content of this manual and the actual motorcycle.*

** Illustrations in this manual are used to show the basic principles of operation and work procedures. They may not represent the actual motorcycle exactly in detail.*

** This manual is written for persons who have enough knowledge, skills and tools, including special tools, for servicing SUZUKI motorcycles. If you do not have the proper knowledge and tools, ask your authorized SUZUKI motorcycle dealer to help you.*

▲ WARNING

Inexperienced mechanics or mechanics without the proper tools and equipment may not be able to properly perform the services described in this manual.

Improper repair may result in injury to the mechanic and may render the motorcycle unsafe for the rider and passenger.

SUZUKI MOTOR CORPORATION

TABLE OF CONTENTS

Precautions	00-i
Precautions	00-1
General Information	0-i
General Information	0A-1
Maintenance and Lubrication	0B-1
Service Data.....	0C-1
Engine	1-i
Precautions	1-1
Engine General Information and Diagnosis	1A-1
Emission Control Devices	1B-1
Engine Electrical Devices.....	1C-1
Engine Mechanical.....	1D-1
Engine Lubrication System	1E-1
Engine Cooling System.....	1F-1
Fuel System	1G-1
Ignition System.....	1H-1
Starting System.....	1I-1
Charging System.....	1J-1
Exhaust System	1K-1
Suspension	2-i
Precautions	2-1
Suspension General Diagnosis.....	2A-1
Front Suspension.....	2B-1
Rear Suspension.....	2C-1
Wheels and Tires	2D-1
Driveline / Axle	3-i
Precautions	3-1
Drive Chain / Drive Train / Drive Shaft.....	3A-1
Brake	4-i
Precautions	4-1
Brake Control System and Diagnosis	4A-1
Front Brakes.....	4B-1
Rear Brakes	4C-1
Transmission / Transaxle	5-i
Precautions	5-1
Manual Transmission	5B-1
Clutch.....	5C-1
Steering	6-i
Precautions	6-1
Steering General Diagnosis	6A-1
Steering / Handlebar	6B-1
Body and Accessories	9-i
Precautions	9-1
Wiring Systems	9A-1
Lighting Systems.....	9B-1
Combination Meter / Fuel Meter / Horn.....	9C-1
Exterior Parts	9D-1
Body Structure	9E-1

Section 00

Precautions

CONTENTS

Precautions	00-1	General Precautions	00-1
Precautions	00-1	Precautions for Electrical Circuit Service	00-2
Warning / Caution / Note.....	00-1		

Precautions

Precautions

Warning / Caution / Note

B822H1000001

Please read this manual and follow its instructions carefully. To emphasize special information, the symbol and the words WARNING, CAUTION and NOTE have special meanings. Pay special attention to the messages highlighted by these signal words.

⚠ WARNING

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

⚠ CAUTION

Indicates a potential hazard that could result in motorcycle damage.

NOTE

Indicates special information to make maintenance easier or instructions clearer.

Please note, however, that the warnings and cautions contained in this manual cannot possibly cover all potential hazards relating to the servicing, or lack of servicing, of the motorcycle. In addition to the WARNINGS and CAUTIONS stated, you must use good judgement and basic mechanical safety principles. If you are unsure about how to perform a particular service operation, ask a more experienced mechanic for advice.

General Precautions

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⚠ WARNING

- Proper service and repair procedures are important for the safety of the service mechanic and the safety and reliability of the motorcycle.
- When 2 or more persons work together, pay attention to the safety of each other.
- When it is necessary to run the engine indoors, make sure that exhaust gas is forced outdoors.
- When working with toxic or flammable materials, make sure that the area you work in is well ventilated and that you follow all of the material manufacturer's instructions.
- Never use gasoline as a cleaning solvent.
- To avoid getting burned, do not touch the engine, engine oil, radiator and exhaust system until they have cooled.

- After servicing the fuel, oil, water, exhaust or brake systems, check all lines and fittings related to the system for leaks.

⚠ CAUTION

- If parts replacement is necessary, replace the parts with Suzuki Genuine Parts or their equivalent.
- When removing parts that are to be reused, keep them arranged in an orderly manner so that they may be reinstalled in the proper order and orientation.
- Be sure to use special tools when instructed.
- Make sure that all parts used in reassembly are clean. Lubricate them when specified.
- Use the specified lubricant, bond, or sealant.
- When removing the battery, disconnect the negative (–) cable first and then the positive (+) cable.
- When reconnecting the battery, connect the positive (+) cable first and then the negative (–) cable, and replace the terminal cover on the positive (+) terminal.
- When performing service to electrical parts, if the service procedures do not require use of battery power, disconnect the negative (–) cable from the battery.
- When tightening the cylinder head or case bolts and nuts, tighten the larger sizes first. Always tighten the bolts and nuts diagonally from the inside toward outside and to the specified tightening torque.
- Whenever you remove oil seals, gaskets, packing, O-rings, locking washers, self-locking nuts, cotter pins, circlips and certain other parts as specified, be sure to replace them with new ones. Also, before installing these new parts, be sure to remove any left over material from the mating surfaces.
- Never reuse a circlip. When installing a new circlip, take care not to expand the end gap larger than required to slip the circlip over the shaft. After installing a circlip, always ensure that it is completely seated in its groove and securely fitted.

- Use a torque wrench to tighten fasteners to the specified torque. Wipe off grease and oil if a thread is smeared with them.
- After reassembling, check parts for tightness and proper operation.
- To protect the environment, do not unlawfully dispose of used motor oil, engine coolant and other fluids: batteries, and tires.
- To protect Earth's natural resources, properly dispose of used motorcycle and parts.

Precautions for Electrical Circuit Service

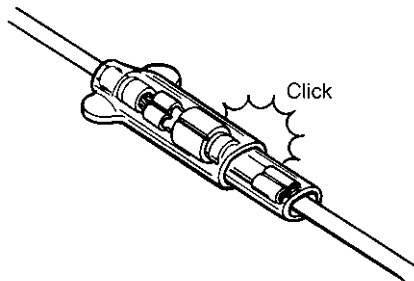
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When handling the electrical parts or servicing the FI system, observe the following points for the safety of the system.

Electrical Parts

Connector / Coupler

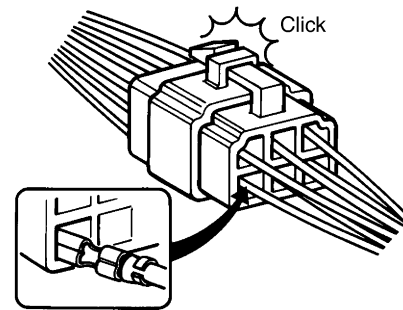
- Faulty FI system is often related to poor electrical contact of connector/coupler. Before servicing individual electronic part, check electrical contact of the connector/coupler.
- When connecting a connector, be sure to push it in until a click is felt.



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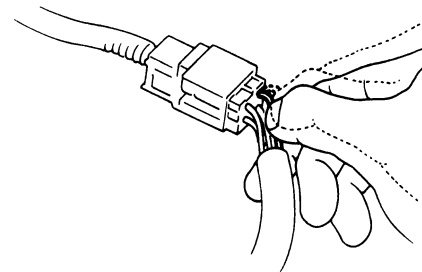
- With a lock type coupler, be sure to release the lock when disconnecting, and push it in fully to engage the lock when connecting.
- When disconnecting the coupler, be sure to hold the coupler body and do not pull the lead wires.
- Inspect each terminal on the connector/coupler for looseness or bending.
- Push in the coupler straightly. An angled or skewed insertion may cause the terminal to be deformed, possibly resulting in poor electrical contact.

- Inspect each terminal for corrosion and contamination. The terminals must be clean and free of any foreign material which could impede proper terminal contact.
- Before refitting the sealed coupler, make sure its seal rubber is positioned properly. The seal rubber may possibly come off the position during disconnecting work and if the coupler is refitted with the seal rubber improperly positioned, it may result in poor water sealing.



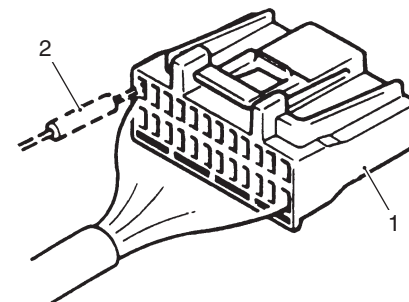
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- Inspect each lead wire circuit for poor connection by shaking it by hand lightly. If any abnormal condition is found, repair or replace.



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- When taking measurements at electrical connectors using a tester probe, be sure to insert the probe from the wire harness side (rear) of the connector/coupler.

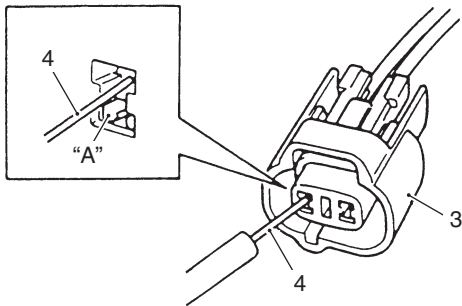


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1. Coupler	2. Probe
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00-3 Precautions:

- When connecting meter probe from the terminal side of the coupler (where connection from harness side not being possible), use extra care not to force and cause the male terminal to bend or the female terminal to open. Connect the probe as shown to avoid opening of female terminal. Never push in the probe where male terminal is supposed to fit.
- Check the male connector for bend and female connector for excessive opening. Also check the coupler for locking (looseness), corrosion, dust, etc.



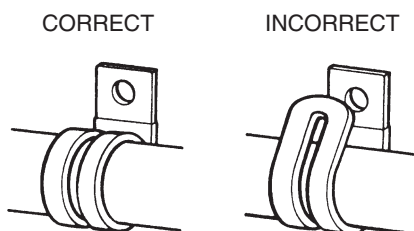
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3. Coupler	4. Probe	"A": Where male terminal fits
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- Avoid applying grease or other similar material to connector/coupler terminals to prevent electric trouble.

Clamp

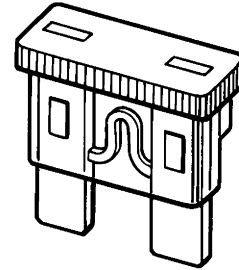
- Clamp the wire harness at such positions as indicated in "Wiring Harness Routing Diagram in Section 9A (Page 9A-7)".
- Bend the clamp properly so that the wire harness is clamped securely.
- In clamping the wire harness, use care not to allow it to hang down.
- Do not use wire or any other substitute for the band type clamp.



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Fuse

- When a fuse is blown, always investigate the cause to correct it and then replace the fuse.
- Do not use a fuse of different capacity.
- Do not use wire or any other substitute for the fuse.



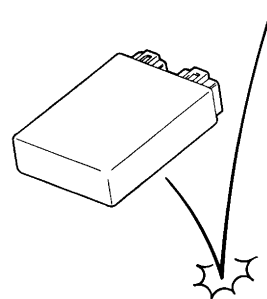
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Switch

Never apply grease material to switch contact points to prevent damage.

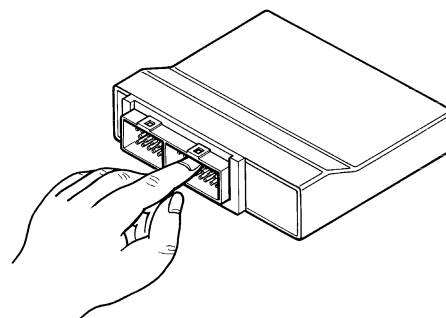
ECM / Various sensors

- Since each component is a high-precision part, great care should be taken not to apply any severe impacts during removal and installation.



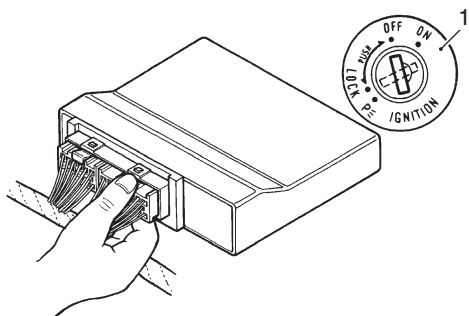
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- Be careful not to touch the electrical terminals of the electronic parts (ECM, etc.). The static electricity from your body may damage them.



I310G1000008-01

- When disconnecting and connecting the coupler, make sure to turn OFF the ignition switch, or electronic parts may get damaged.

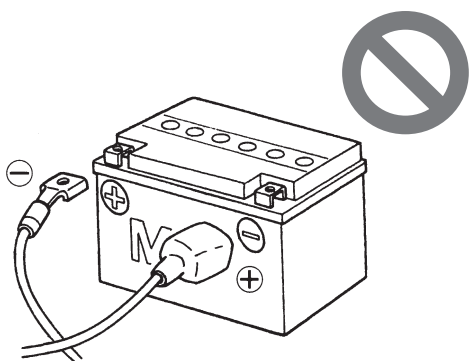


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1. Ignition switch

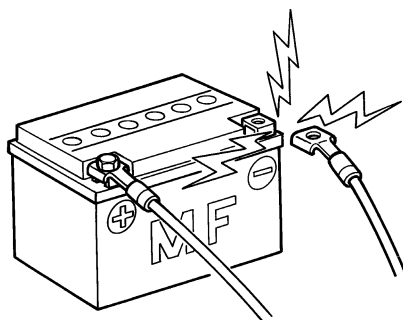
Battery

- Battery connection in reverse polarity is strictly prohibited. Such a wrong connection will damage the components of the FI system instantly when reverse power is applied.



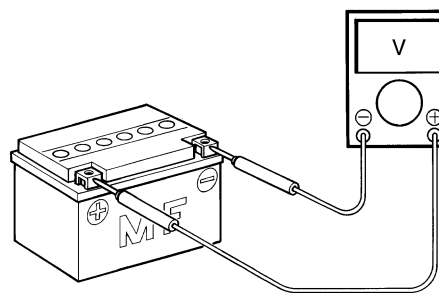
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- Removing any battery terminal of a running engine is strictly prohibited. The moment such removal is made, damaging counter electromotive force will be applied to the electronic unit which may result in serious damage.



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- Before measuring voltage at each terminal, check to make sure that battery voltage is 11 V or higher. Terminal voltage check with a low battery voltage will lead to erroneous diagnosis.



I310G1000012-02

- Never connect any tester (voltmeter, ohmmeter, or whatever) to the electronic unit when its coupler is disconnected. Otherwise, damage to electronic unit may result.
- Never connect an ohmmeter to the electronic unit with its coupler connected. If attempted, damage to ECM or sensors may result.
- Be sure to use a specified voltmeter/ohmmeter. Otherwise, accurate measurements may not be obtained and personal injury may result.

Electrical Circuit Inspection Procedure

While there are various methods for electrical circuit inspection, described here is a general method to check for open and short circuit using an ohmmeter and a voltmeter.

Open circuit check

Possible causes for the open circuit are as follows. As the cause can exist in the connector/coupler or terminal, they need to be checked carefully.

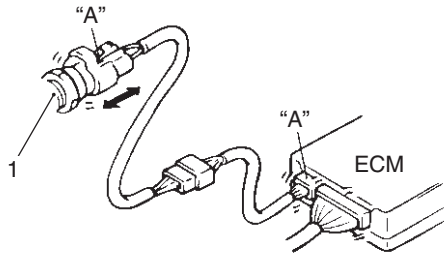
- Loose connection of connector/coupler
- Poor contact of terminal (due to dirt, corrosion or rust, poor contact tension, entry of foreign object etc.)
- Wire harness being open.
- Poor terminal-to-wire connection.

When checking system circuits including an electronic control unit such as ECM, etc., it is important to perform careful check, starting with items which are easier to check.

- 1) Disconnect the negative (-) cable from the battery.

00-5 Precautions:

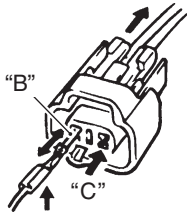
- 2) Check each connector/coupler at both ends of the circuit being checked for loose connection. Also check for condition of the coupler lock if equipped.



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1. Sensor	"A": Check for loose connection
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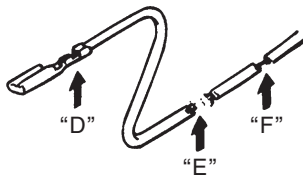
- 3) Using a test male terminal, check the female terminals of the circuit being checked for contact tension. Check each terminal visually for poor contact (possibly caused by dirt, corrosion, rust, entry of foreign object, etc.). At the same time, check to make sure that each terminal is fully inserted in the coupler and locked. If contact tension is not enough, rectify the contact to increase tension or replace. The terminals must be clean and free of any foreign material which could impede proper terminal contact.



I649G1000027-02

"B": Check contact tension by inserting and removing.
"C": Check each terminal for bend and proper alignment.

- 4) Using continuity inspect or voltage check procedure as described below, inspect the wire harness terminals for open circuit and poor connection. Locate abnormality, if any.

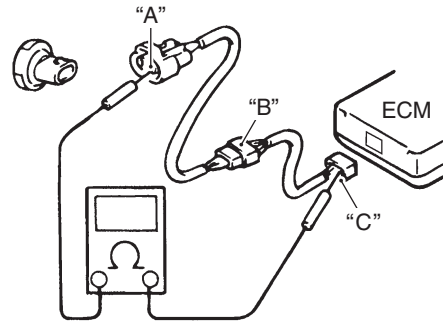


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"D": Looseness of crimping
"E": Open
"F": Thin wire (A few strands left)

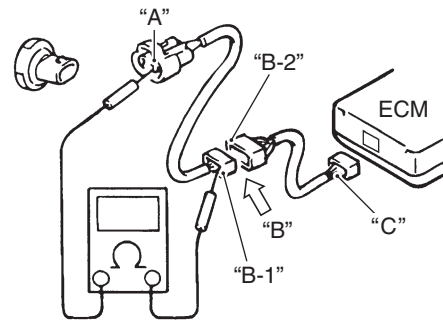
Continuity check

- 1) Measure resistance across coupler "B" (between "A" and "C" in the figure). If no continuity is indicated (infinity or over limit), the circuit is open between terminals "A" and "C".



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- 2) Disconnect the coupler "B" and measure resistance between couplers "A" and "B-1". If no continuity is indicated, the circuit is open between couplers "A" and "B-1". If continuity is indicated, there is an open circuit between couplers "B-2" and "C" or an abnormality in coupler "B-2" or coupler "C".



I705H1000010-02

Voltage check

If voltage is supplied to the circuit being checked, voltage check can be used as circuit check.

- 1) With all connectors/couplers connected and voltage applied to the circuit being checked, measure voltage between each terminal and body ground.
- 2) If measurements were taken as shown in the figure and results were listed in the following, it means that the circuit is open between terminals "A" and "B".

Voltage between

"A" and body ground: Approx. 5 V

"B" and body ground: Approx. 5 V

"C" and body ground: 0 V

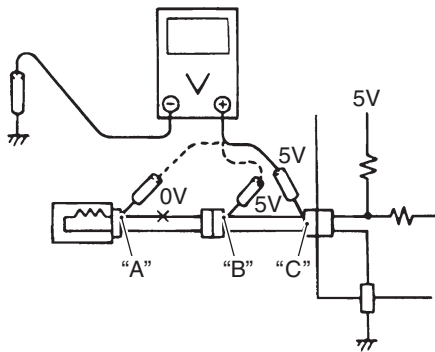
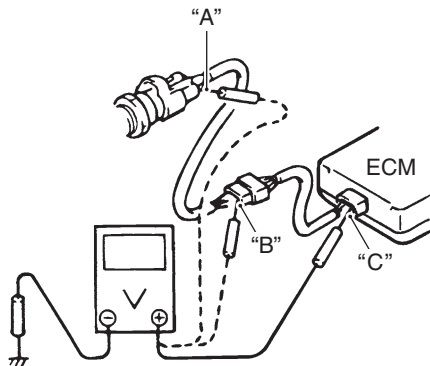
- 3) Also, if measured values are as listed following, a resistance (abnormality) exists which causes the voltage drop in the circuit between terminals "A" and "B".

Voltage between

"A" and body ground: Approx. 5 V

"B" and body ground: Approx. 5 V – 2 V voltage drop

"C" and body ground: 3 V – 2 V voltage drop



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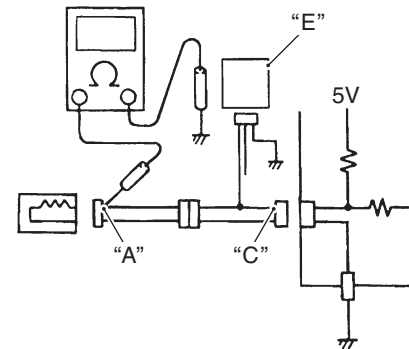
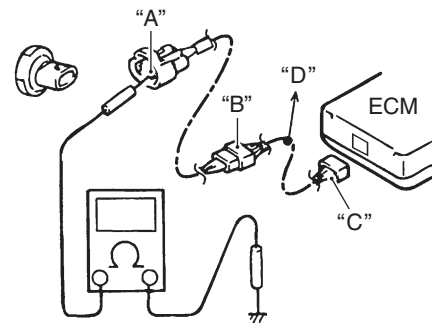
Short circuit check (Wire harness to ground)

- 1) Disconnect the negative (-) cable from the battery.
- 2) Disconnect the connectors/couplers at both ends of the circuit to be checked.

NOTE

If the circuit to be checked branches to other parts as shown, disconnect all connectors/couplers of those parts. Otherwise, diagnosis will be wrong.

- 3) Measure resistance between terminal at one end of circuit ("A" terminal in the figure) and body ground. If continuity is indicated, there is a short circuit to ground between terminals "A" and "C".

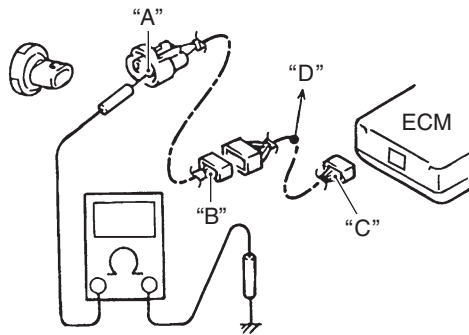


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"D": To other parts	"E": Other parts
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00-7 Precautions:

- 4) Disconnect the connector/coupler included in circuit (coupler "B") and measure resistance between terminal "A" and body ground. If continuity is indicated, the circuit is shorted to the ground between terminals "A" and "B".




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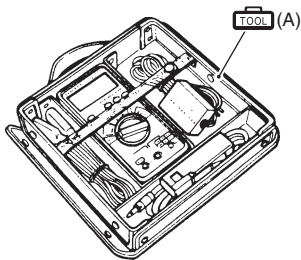
"D": To other parts

Using The Multi-Circuit Testers

- Use the Suzuki multi-circuit tester set.
- Use well-charged batteries in the tester.
- Be sure to set the tester to the correct testing range.

Special tool

 (A): 09900-25008 (Multi-circuit tester set)



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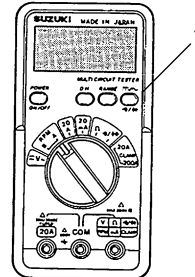
Using the testers

- Incorrectly connecting the (+) and (-) probes may cause the inside of the tester to be burned.
- If the voltage and current are not known, make measurements using the highest range.
- When measuring the resistance with the multi-circuit tester (1), ∞ will be shown as 10.00 M Ω and "1" flashes in the display.

- Check that no voltage is applied before making the measurement. If voltage is applied the tester may be damaged.
- After using the tester, turn the power off.

Special tool

 : 09900-25008 (Multi-circuit tester set)



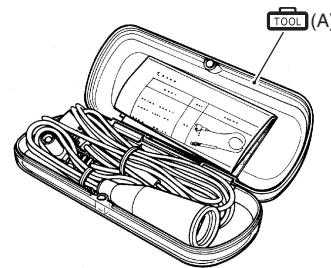
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NOTE

- When connecting the multi-circuit tester, use the needle pointed probe to the back side of the lead wire coupler and connect the probes of tester to them.
- Use the needle pointed probe to prevent the rubber of the water proof coupler from damage.
- When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent the terminal damage or terminal bend.

Special tool

 (A): 09900-25009 (Needle pointed probe set)



1649G1000025-03

Section 0

General Information

CONTENTS

General Information	0A-1	Valve Clearance Inspection and Adjustment	0B-5
General Description	0A-1	Spark Plug Replacement	0B-10
Symbols	0A-1	Spark Plug Inspection and Cleaning	0B-10
Abbreviations	0A-1	Fuel Line Inspection	0B-11
Vehicle Side View	0A-2	Evaporative Emission Control System	
Vehicle Identification Number	0A-3	Inspection (E-33 Only)	0B-11
Fuel and Oil Recommendation	0A-3	Engine Oil and Filter Replacement	0B-11
Engine Coolant Recommendation	0A-4	Final Gear Oil Replacement	0B-14
BREAK-IN Procedures	0A-4	Throttle Cable Play Inspection and	
Cylinder Identification	0A-4	Adjustment	0B-14
Country and Area Codes	0A-5	PAIR System Inspection	0B-15
Wire Color Symbols	0A-5	Throttle Valve Synchronization	0B-15
Warning, Caution and Information Labels		Cooling System Inspection	0B-15
Location	0A-6	Clutch Cable Play Inspection and Adjustment ..	0B-17
Component Location	0A-7	Brake System Inspection	0B-18
Electrical Components Location	0A-7	Tire Inspection	0B-21
Specifications	0A-9	Steering System Inspection	0B-22
Specifications	0A-9	Front Fork Inspection	0B-22
Special Tools and Equipment	0A-11	Rear Suspension Inspection	0B-22
Special Tool	0A-11	Chassis Bolt and Nut Inspection	0B-23
Maintenance and Lubrication	0B-1	Compression Pressure Check	0B-24
Precautions	0B-1	Oil Pressure Check	0B-24
Precautions for Maintenance	0B-1	SDS Check	0B-24
General Description	0B-1	Specifications	0B-25
Recommended Fluids and Lubricants	0B-1	Tightening Torque Specifications	0B-25
Scheduled Maintenance	0B-1	Special Tools and Equipment	0B-25
Periodic Maintenance Schedule Chart	0B-1	Recommended Service Material	0B-25
Lubrication Points	0B-2	Special Tool	0B-25
Repair Instructions	0B-3	Service Data	0C-1
Air Cleaner Element Replacement	0B-3	Specifications	0C-1
Air Cleaner Element Inspection and Cleaning	0B-3	Service Data	0C-1
Exhaust Pipe Bolt and Muffler Bolt Inspection	0B-4	Tightening Torque List	0C-8
Exhaust Control Valve Inspection	0B-4		


















General Information

General Description

Symbols

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Listed in the table below are the symbols indicating instructions and other information necessary for servicing.
The meaning of each symbol is also included in the table.

Symbol	Definition
	Torque control required. Data beside it indicate specified torque.
	Apply oil. Use engine oil unless otherwise specified.
	Apply molybdenum oil solution. (Mixture of engine oil and SUZUKI MOLY PASTE in a ratio of 1 : 1).
	Apply SUZUKI SUPER GREASE "A" or equivalent. 99000-25010
	Apply SUZUKI MOLY PASTE or equivalent. 99000-25140
	Apply SUZUKI SILICONE GREASE or equivalent. 99000-25100
	Apply SUZUKI BOND "1207B" or equivalent. 99000-31140
	Apply SUZUKI BOND "1215" or equivalent. 99000-31110
	Apply THREAD LOCK SUPER "1303" or equivalent. 99000-32030
	Apply THREAD LOCK SUPER "1322" or equivalent. 99000-32110
	Apply THREAD LOCK SUPER "1360" or equivalent. 99000-32130
	Use engine coolant or equivalent. 99000-99032-11X
	Use fork oil or equivalent. 99000-99044-10G
	Apply or use brake fluid.
	Use special tool.
	Do not reuse.
	Note on reassembly.

Abbreviations

B822H10101002

A:
ABDC: After Bottom Dead Center
AC: Alternating Current
ACL: Air Cleaner, Air Cleaner Box
API: American Petroleum Institute
ATDC: After Top Dead Center
A/F: Air Fuel Mixture
B:
BBDC: Before Bottom Dead Center
BTDC: Before Top Dead Center
B+: Battery Positive Voltage
C:
CKP Sensor: Crankshaft Position Sensor (CKPS)
CKT: Circuit
CLP Switch: Clutch Lever Position Switch (Clutch Switch)
CO: Carbon Monoxide

CPU: Central Processing Unit**D:****DC:** Direct Current**DMC:** Dealer Mode Coupler**DOHC:** Double Over Head Camshaft**DRL:** Daytime Running Light**DTC:** Diagnostic Trouble code**E:****ECM:** Engine Control Module Engine Control Unit (ECU) (FI Control Unit)**ECT Sensor:** Engine Coolant Temperature Sensor (ECTS)

Water Temp. Sensor (WTS)

EVAP: Evaporative Emission**EXC System:** Exhaust Control System (EXCS)**EXC Valve:** Exhaust Control Valve (EXCV)**EXCV Actuator:** Exhaust Control Valve Actuator (EXCVA)

F:
FI: Fuel Injection, Fuel Injector
FP: Fuel pump
FPR: Fuel Pressure Regulator
FP Relay: Fuel Pump Relay
G:
GEN: Generator
GND: Ground
GP Switch: Gear Position Switch
H:
HC: Hydrocarbons
I:
IAP Sensor: Intake Air Pressure Sensor (IAPS)
IAT Sensor: Intake Air Temperature Sensor (IATS)
IG: Ignition
ISC Valve: Idle Speed Control Valve (ISCV)
J:
JASO: Japanese Automobile Standards Organization
L:
LCD: Liquid Crystal Display
LED: Light Emitting Diode (Malfunction Indicator Lamp)
LH: Left Hand
M:
MAL-CODE: Malfunction Code (Diagnostic Code)
Max: Maximum
MIL: Malfunction Indicator Lamp (LED)
Min: Minimum
N:
NOx: Nitrogen Oxides
O:
OHC: Over Head Camshaft
OPS: Oil Pressure Switch
O2 Sensor: Oxygen Sensor (O2S)
P:
PAIR: Pulsed Secondary Air Injection
PCV: Positive Crankcase Ventilation (Crankcase Breather)
R:
RH: Right Hand
ROM: Read Only Memory
S:
SAE: Society of Automotive Engineers
SDS: Suzuki Diagnosis System
STC System: Secondary Throttle Control System (STCS)
STP Sensor: Secondary Throttle Position Sensor (STPS)
ST Valve: Secondary Throttle Valve (STV)
STV Actuator: Secondary Throttle Valve Actuator (STVA)
T:
TO Sensor: Tip-over Sensor (TOS)
TP Sensor: Throttle Position Sensor (TPS)

Vehicle Side View

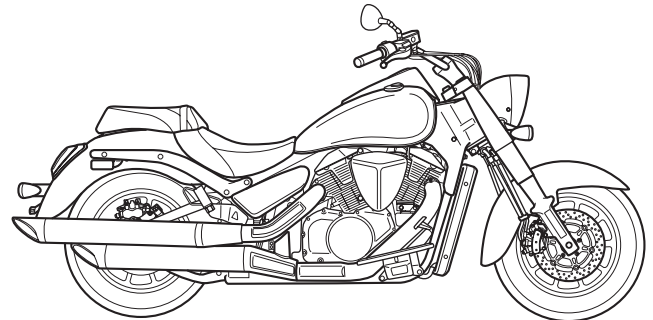
B822H10101004

NOTE

Difference between illustration and actual motorcycles may exist depending on the markets.

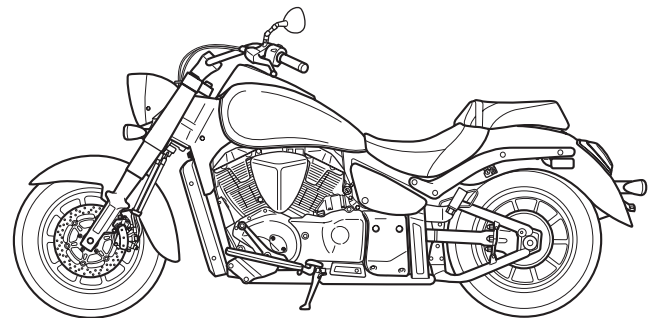
SUZUKI VLR1800 (2008-model)

Right Side



I822H1010001-01

Left Side

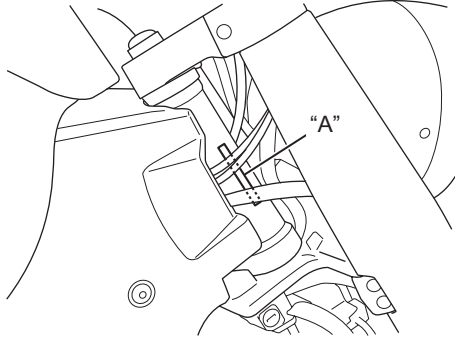


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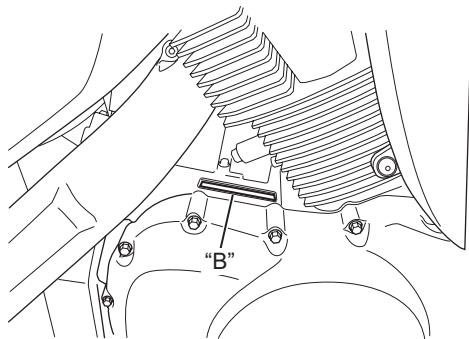
Vehicle Identification Number

B822H10101005

The frame serial number or V.I.N. (Vehicle Identification Number) "A" is stamped on the right side of the steering head pipe. The engine serial number "B" is located on the right side of the crankcase. These numbers are required especially for registering the machine and ordering spare parts.



I822H1010003-01



I822H1010004-01

Fuel and Oil Recommendation

B822H10101006

Fuel (For USA and Canada)

Use only unleaded gasoline of at least 90 pump octane (R/2 + M/2). Gasoline containing MTBE (Methyl Tertiary Butyl Ether), less than 10% ethanol, or less than 5% methanol with appropriate cosolvents and corrosion inhibitor is permissible.

Fuel (For Other Countries)

Gasoline used should be graded 95 octane (Research Method) or higher. Unleaded gasoline is recommended.

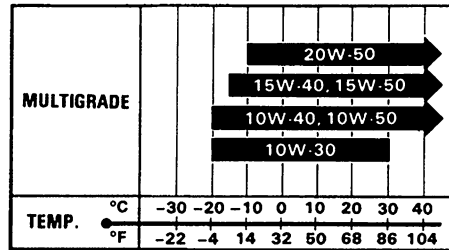
Engine Oil (For USA)

Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil.

Suzuki recommends the use of SUZUKI PERFORMANCE 4 MOTOR OIL or equivalent engine oil. Use of SF/SG or SH/SJ in API with MA in JASO. Suzuki recommends the use of SAE 10W-40 engine oil. If SAE 10W-40 engine oil is not available, select an alternative according to the chart.

Engine Oil (For Other Countries)

Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil. Use of SF/SG or SH/SJ in API with MA in JASO. Suzuki recommends the use of SAE 10W-40 engine oil. If SAE 10W-40 engine oil is not available, select an alternative according to the chart.



I310G1010005-01

Brake Fluid

Specification and classification: DOT 4

⚠ WARNING

Since the brake system of this motorcycle is filled with a glycol-based brake fluid by the manufacturer, do not use or mix different types of fluid such as silicone-based and petroleum-based fluid for refilling the system, otherwise serious damage will result.

Do not use any brake fluid taken from old or used or unsealed containers.

Never reuse brake fluid left over from a previous servicing, which has been stored for a long period.

Front Fork Oil

Use fork oil G-10 or an equivalent fork oil.

Engine Coolant Recommendation

B822H10101007

Engine Coolant

Use an anti-freeze/engine coolant compatible with an aluminum radiator, mixed with distilled water only.

Water for mixing

Use distilled water only. Water other than distilled water can corrode and clog the aluminum radiator.

Anti-freeze/Engine coolant

The engine coolant perform as a corrosion and rust inhibitor as well as anti-freeze. Therefore, the engine coolant should be used at all times even though the atmospheric temperature in your area does not go down to freezing point.

Suzuki recommends the use of SUZUKI COOLANT anti-freeze/engine coolant. If this is not available, use an equivalent which is compatible with an aluminum radiator.

Liquid amount of water/Engine coolant

Solution capacity (total)

2 650 ml (2.8/2.3 US/lmp qt)

For engine coolant mixture information, refer to "Engine Coolant Description in Section 1F (Page 1F-1)".

⚠ CAUTION

Mixing of anti-freeze/engine coolant should be limited to 60%. Mixing beyond it would reduce its efficiency. If the anti-freeze/engine coolant mixing ratio is below 50%, rust inhabiting performance is greatly reduced. Be sure to mix it above 50% even though the atmospheric temperature does not go down to the freezing point.

BREAK-IN Procedures

B822H10101008

During manufacture only the best possible materials are used and all machined parts are finished to a very high standard but it is still necessary to allow the moving parts to "BREAK-IN" before subjecting the engine to maximum stresses. The future performance and reliability of the engine depends on the care and restraint exercised during its early life. The general rules are as follows.

1) Keep to these break-in engine speed limits:

Speed limits

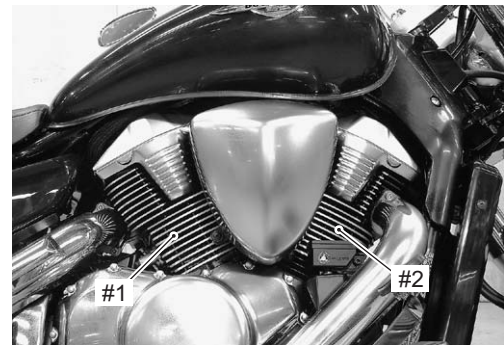
**Initial 800 km (500 miles): Less than 1/2 throttle
Up to 1 600 km (1 000 miles): Less than 3/4 throttle**

2) Upon reaching an odometer reading of 1 600 km (1 000 miles) you can subject the motorcycle to full throttle operation. However, do not exceed 9 500 r/min at any time.

Cylinder Identification

B822H10101009

The cylinders of this engine are identified as #1 and #2 cylinder, as counted from rear to front (as viewed by the rider on the seat).



I822H1010005-01

0A-5 General Information:**Country and Area Codes**

B822H101010

The following codes stand for the applicable country(-ies) and area(-s).

Code	Country or Area	Effective Frame No.
VLR1800 K8 (E-02)	U.K.	JS1CT111200100001 –
VLR1800 K8 (E-19)	E.U.	JS1CT111100100001 –
VLR1800 K8 (E-03)	U.S.A (Except for California)	JS1VY54A 82100001 –
VLR1800 K8 (E-24)	Australia	JS1CT111300100001 –
VLR1800 K8 (E-28)	Canada	JS1VY54A 82100001 –
VLR1800 K8 (E-33)	California (U.S.A)	JS1VY54A 82100001 –

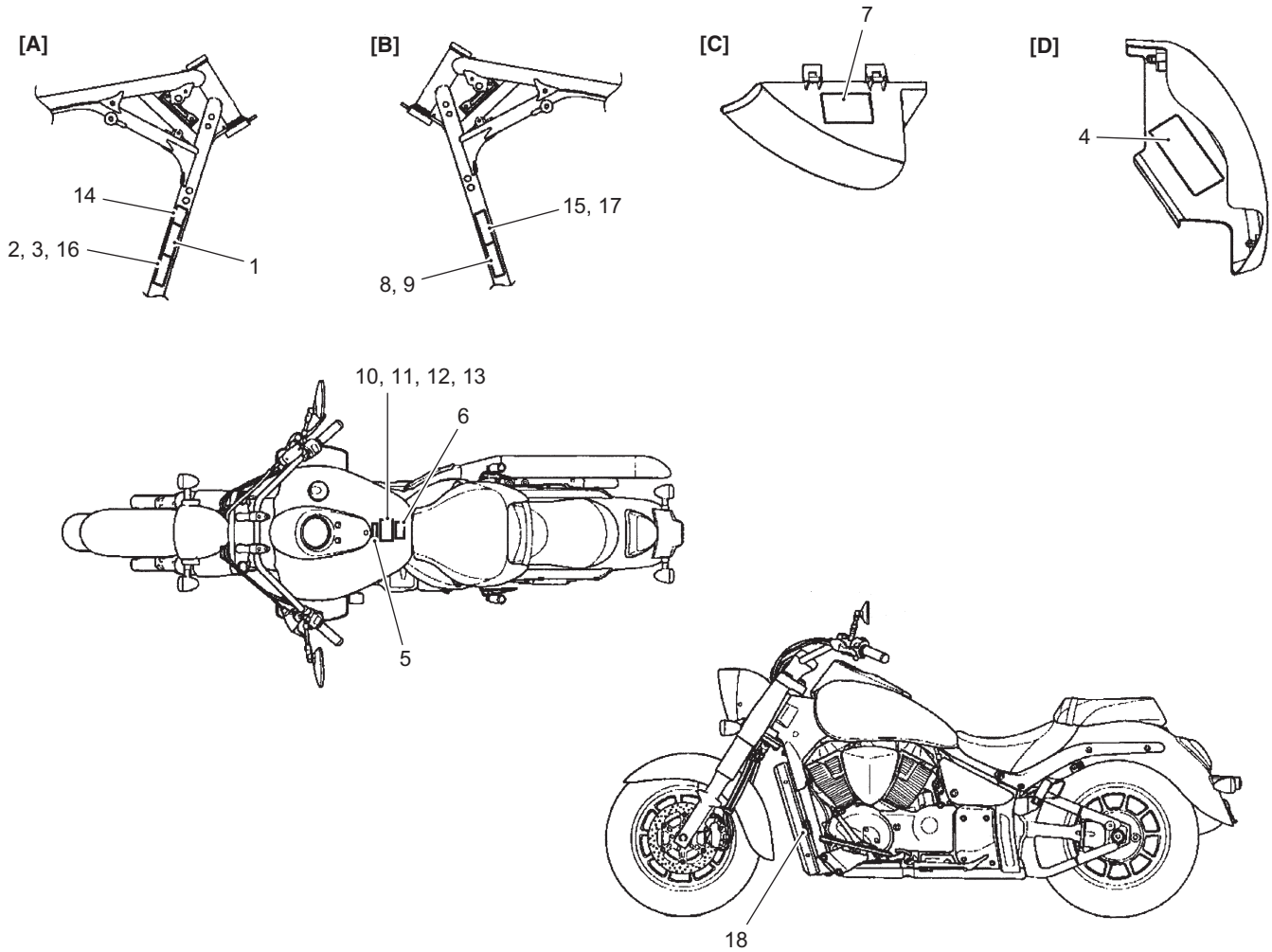
Wire Color Symbols

B822H10101011

Symbol	Wire Color	Symbol	Wire Color
B	Black	Bl/Y	Blue with Yellow tracer
Bl	Blue	Br/B	Brown with Black tracer
Br	Brown	G/B	Green with Black tracer
Dbr	Dark brown	G/Y	Green with Yellow tracer
Dg	Dark green	Gr/B	Gray with Black tracer
G	Green	Gr/R	Gray with Red tracer
Gr	Gray	Gr/W	Gray with White tracer
Lbl	Light blue	Gr/Y	Gray with Yellow tracer
Lg	Light green	O/G	Orange with Green tracer
O	Orange	O/R	Orange with Red tracer
P	Pink	O/W	Orange with White tracer
R	Red	O/Y	Orange with Yellow tracer
W	White	P/B	Pink with Black tracer
Y	Yellow	P/W	Pink with White tracer
B/Bl	Black with Blue tracer	R/B	Red with Black tracer
B/Br	Black with Brown tracer	R/Bl	Red with Blue tracer
B/G	Black with Green tracer	W/B	White with Black tracer
B/Lg	Black with Light green tracer	W/Bl	White with Blue tracer
B/O	Black with Orange tracer	W/G	White with Green tracer
B/R	Black with Red tracer	W/R	White with Red tracer
B/W	Black with White tracer	W/Y	White with Yellow tracer
B/Y	Black with Yellow tracer	Y/B	Yellow with Black tracer
Bl/B	Blue with Black tracer	Y/Bl	Yellow with Blue tracer
Bl/G	Blue with Green tracer	Y/R	Yellow with Red tracer
Bl/W	Blue with White tracer	Y/W	Yellow with White tracer

Warning, Caution and Information Labels Location

B822H10101012



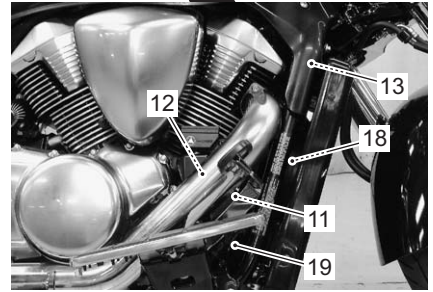
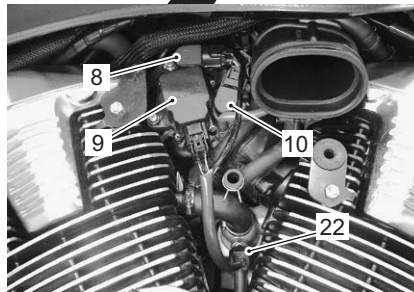
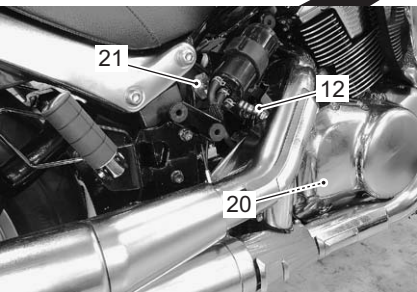
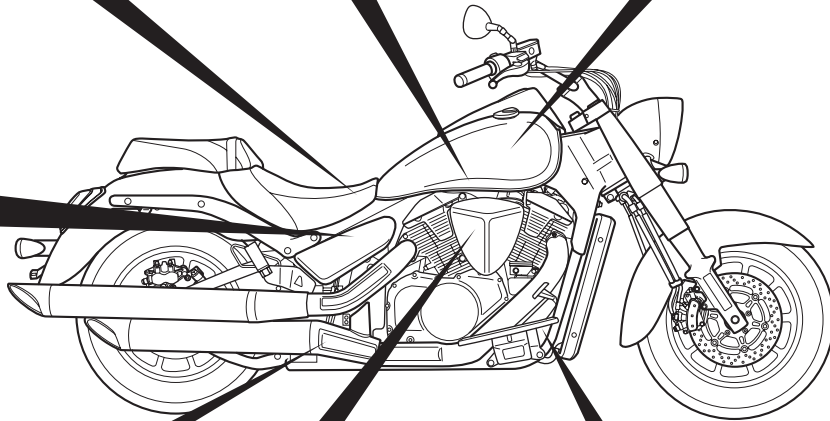
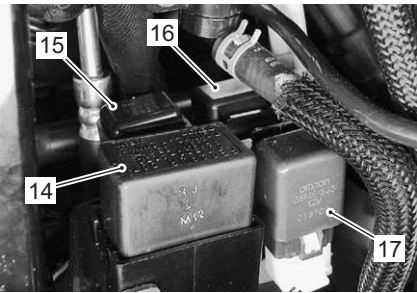
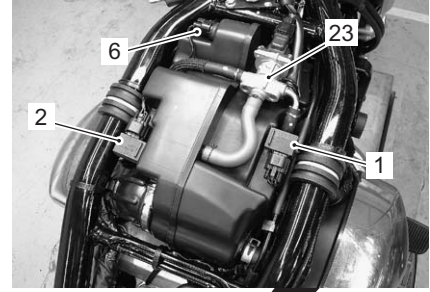
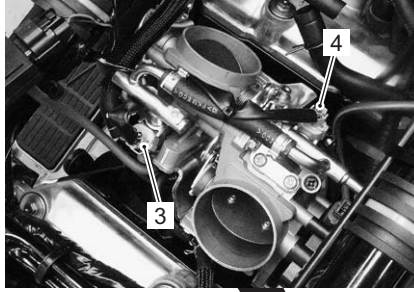
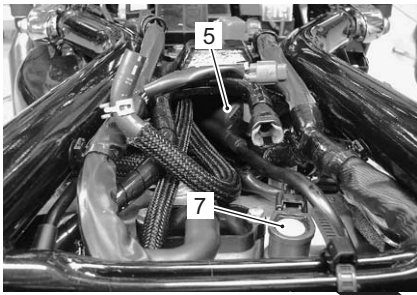
I822H1010006-02

1. Noise label (For E-03, 33)	12. General warning label (English/French) (For E-28)
2. Noise label (For E-24)	13. General warning label (French/German/Italian/Swedish) (For E-19)
3. Information label (For E-03, 28, 33)	14. ICES Canada label (For E-28)
4. Vacuum hose routing label (For E-33)	15. I.D. plate (For E-02, 19, 24)
5. Fuel caution label (For E-24)	16. I.D. label (For VLR1800UF E-19)
6. Fuel information label	17. Safety plate (For E-03, 28, 33)
7. Manual notice label (For E-03, 33)	18. Gearshift label
8. Tire information label (English) (For E-03, 33)	[A]: Frame head (Right side)
9. Tire information label (French/German/English) (For E-02, 19, 24, 28, VLR1800UF E-19)	[B]: Frame head (Left side)
10. General warning label (English) (For E-02, 03, 24, 33)	[C]: Luggage box lid
11. General warning label (French) (For VLR1800UF E-19)	[D]: Side cover (Left side)

Component Location

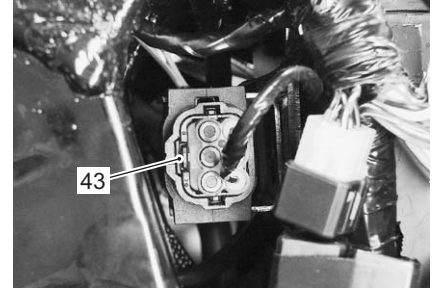
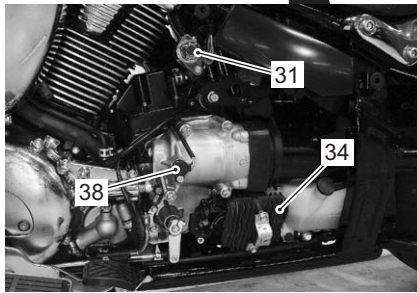
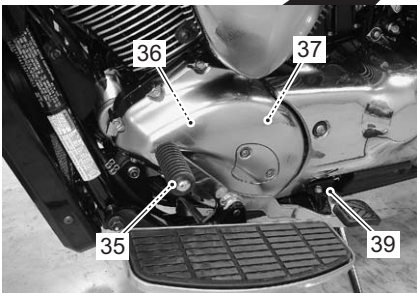
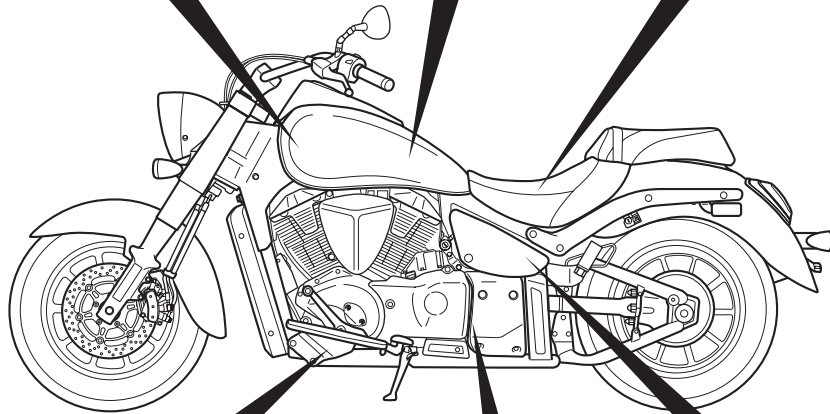
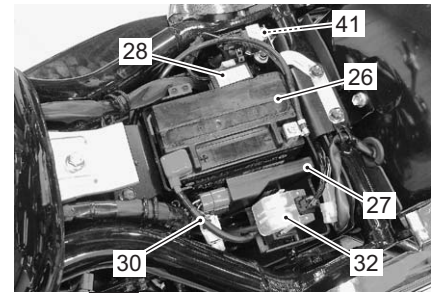
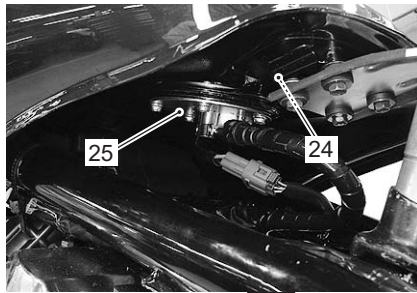
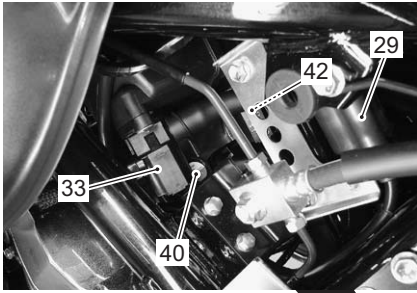
Electrical Components Location

B822H10103001



I822H1010007-03

1. IAP sensor (#2)	10. TP sensor	19. Rear brake switch
2. IAP sensor (#1)	11. Starter motor	20. GP switch
3. Fuel injector (#1)	12. O2 sensor (For E-02, 19, 24, 33)	21. EXCV actuator
4. Fuel injector (#2)	13. Horn	22. ECT sensor
5. Ignition coil (#1)	14. Turn signal/Side-stand relay	23. ISC valve
6. IAT sensor	15. Fuel pump relay	
7. Ignition coil/Plug cap (#1)	16. Headlight relay	
8. STP sensor	17. Cooling fan relay	
9. STV actuator	18. Cooling fan	



I822H1010008-05

24. Fuel level gauge	34. Regulator/Rectifier
25. Fuel pump	35. Oil pressure switch
26. Battery	36. Generator
27. ECM (Engine Control Module)	37. CKP sensor
28. Fuse box	38. Speedometer sensor
29. Ignition coil (#2)	39. Side-stand switch
30. Mode selection switch coupler	40. Ignition coil/Plug cap (#2)
31. Ignition switch	41. EVAP system purge control solenoid valve (For E-33)
32. Starter relay/Main fuse	42. PAIR control solenoid valve
33. PAIR control solenoid valve (For E-02, 19, 24, 33)	43. TO sensor

Specifications

Specifications

B822H10107001

NOTE

These specifications are subject to change without notice.

Dimensions and dry mass

Item	Specification	Remark
Overall length	2 580 mm (101.6 in)	
Overall width	985 mm (38.8 in)	
Overall height	1 150 mm (45.3 in)	
Wheelbase	1 755 mm (69.1 in)	
Ground clearance	135 mm (5.3 in)	
Seat height	705 mm (27.8 in)	
Dry mass	357 kg (787 lbs)	

Engine

Item	Specification	Remark
Type	4-stroke, liquid-cooled, DOHC, 54-degree, V-twin	
Number of cylinders	2	
Bore	112.0 mm (4.409 in)	
Stroke	90.5 mm (3.563 in)	
Displacement	1 783 cm ³ (108.8 cu. in)	
Compression ratio	10.5 : 1	
Fuel system	Fuel injection	
Air cleaner	Non-woven fabric element	
Starter system	Electric	
Lubrication system	Semi-Dry sump	
Idle speed	900 ± 100 r/min	

Drive train

Item	Specification	Remark
Clutch	Wet multi-plate type	
Transmission	5-speed constant mesh	
Gearshift pattern	1-down, 4-up	
Primary reduction ratio	1.647 (56/34)	E-02, 19, 24
	1.757 (58/33)	E-03, 28, 33
Gear ratios	Low	2.187 (35/16)
	2nd	1.400 (28/20)
	3rd	1.038 (27/26)
	4th	0.827 (24/29)
	Top	0.685 (24/35)
Final reduction ratio	2.823 (18/17 x 32/12)	
Drive system	Shaft drive	

Chassis

Item	Specification	Remark
Front suspension	Telescopic, coil spring, oil damped	
Rear suspension	Link type, coil spring, oil damped	
Front fork stroke	130 mm (5.1 in)	
Rear wheel travel	118 mm (4.6 in)	
Steering angle	37° (right & left)	
Caster	58° 10'	
Tail	131 mm (5.16 in)	
Turning radius	3.4 m (11.2 ft)	
Front brake	Disc brake, twin	
Rear brake	Disc brake	
Front tire size	150/80R 16M/C 71V, tubeless	
Rear tire size	240/55R 16M/C 86V, tubeless	

Electrical

Item	Specification	Remark
Ignition type	Electronic ignition (Transistorized)	
Ignition timing	5° B.T.D.C. at 900 r/min	
Spark plug	NGK CR7EK or DENSO U22ETR	
Battery	12 V 64.8 kC (18 Ah)/10 HR	
Generator	Three-phase A.C. generator	
Main fuse	30 A	
Fuse	10/10/10/10/10/15/15 A	
Headlight	12 V 60/55 W (H4)	
Position light	12 V 5 W	E-02, 19, 24
Front turn signal light	12 V 21 W	E-02, 19, 24
Front turn signal light/Position light	12 V 21/5 W	E-03, 28, 33
Rear turn signal light	12 V 21 W	
Brake light/Taillight	LED	
License plate light	12 V 5 W	
Speedometer light	LED	
Neutral indicator light	LED	
High beam indicator light	LED	
Turn signal indicator light	LED	
Coolant temperature/Oil pressure indicator light	LED	
Fuel level indicator light	LED	
Fuel indicator light	LED	

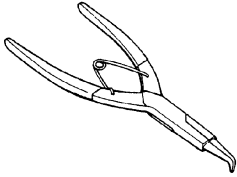
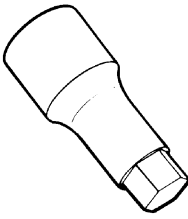
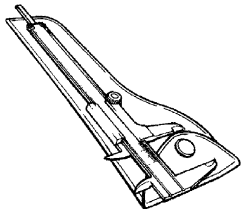
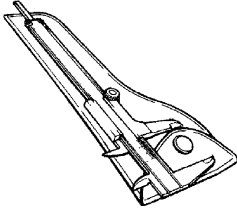



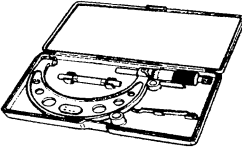
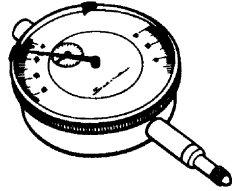
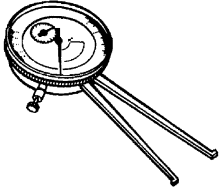
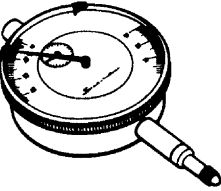
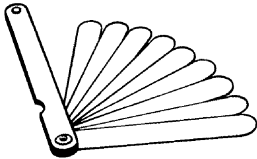
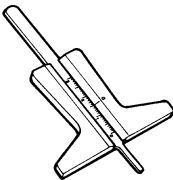
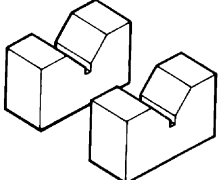
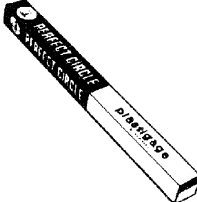
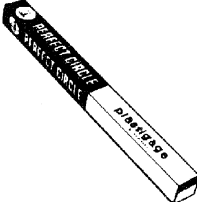
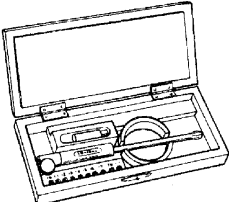
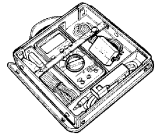
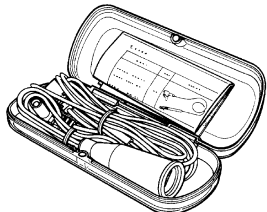
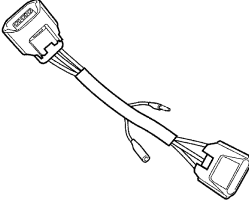
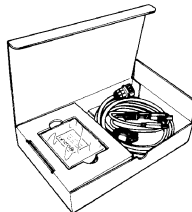
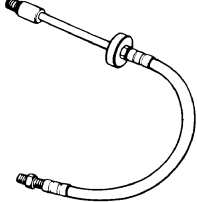
Capacities

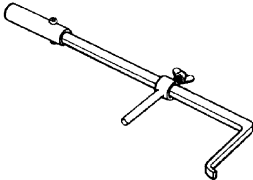
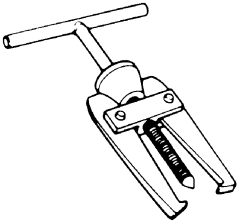
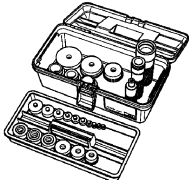
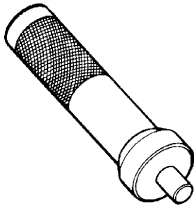
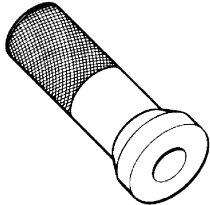
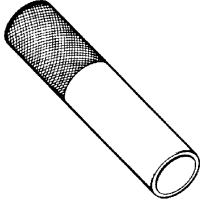
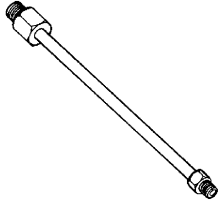

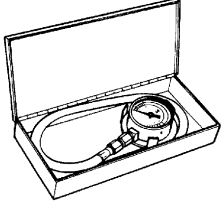


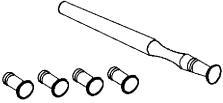
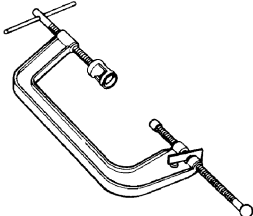
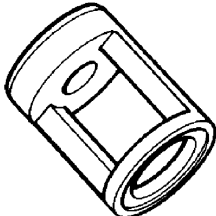
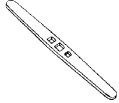
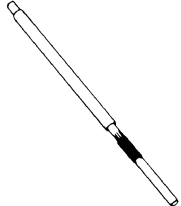
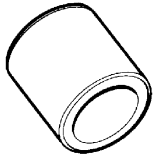

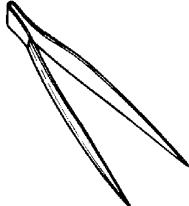
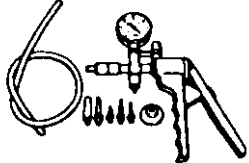
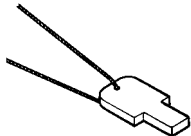

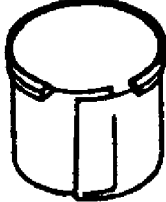
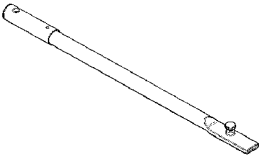
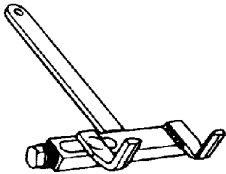
Item	Specification	Remark
Fuel tank	19 L (5.0/4.2 US/Imp gal)	
Engine oil	Oil change	3 400 ml (3.6/3.0 US/Imp qt)
	With filter change	3 600 ml (3.8/3.2 US/Imp qt)
	Overhaul	5 000 ml (5.3/4.4 US/Imp qt)
Coolant	2.65 L (2.8/2.3 US/Imp gal)	
Final gear oil	200 – 220 ml (6.8/7.0 – 7.4/7.7 US/Imp gal)	

Special Tools and Equipment

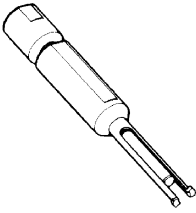
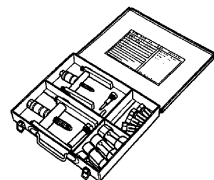

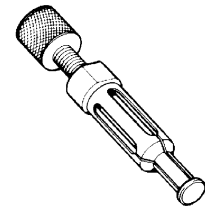
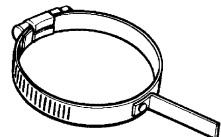
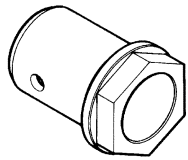
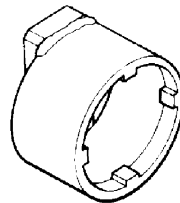
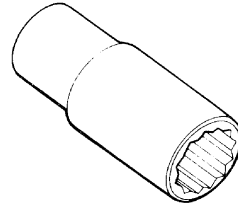
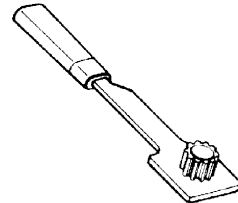
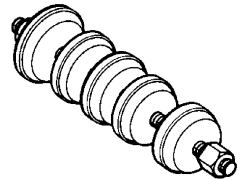
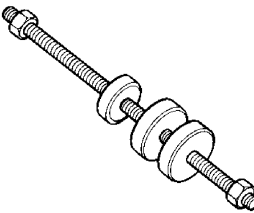
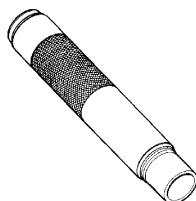
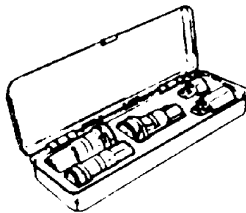
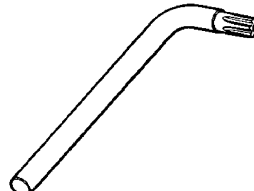
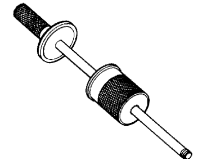
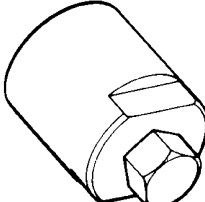
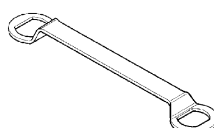
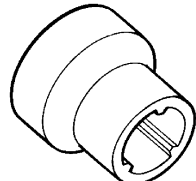
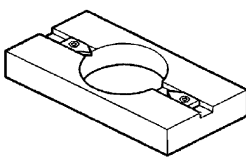

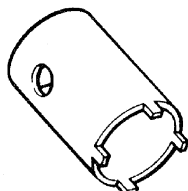
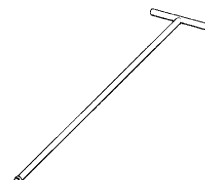
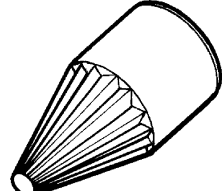
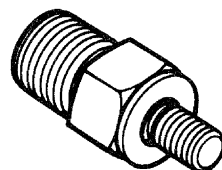
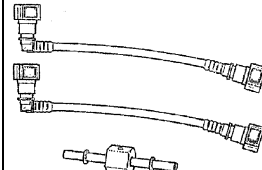
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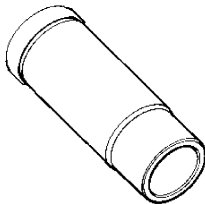
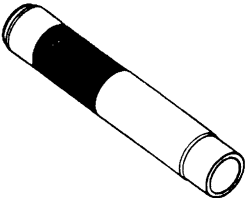
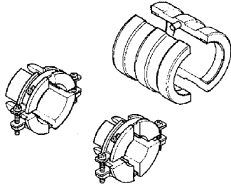

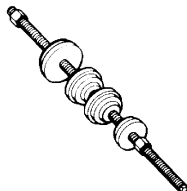
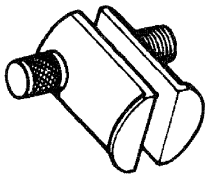


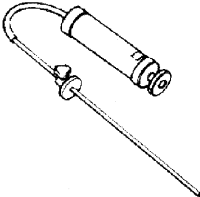
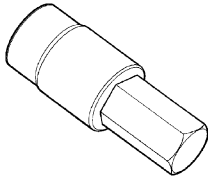
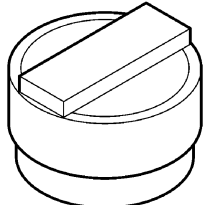
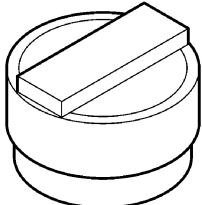
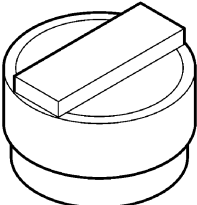
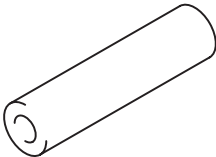
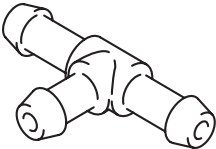
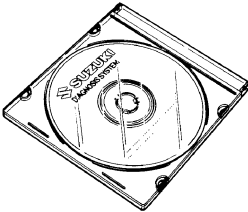
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 <p>09900-06104 Snap ring pliers</p>	 <p>09900-06107 Snap ring pliers</p>	 <p>09900-06108 Snap ring pliers</p>	 <p>09900-18740 Hexagon socket (24 mm)</p>	 <p>09900-20101 Vernier calipers (1/15 mm, 150 mm)</p>
 <p>09900-20102 Vernier calipers (1/20 mm, 200 mm)</p>	 <p>09900-20202 Micrometer (1/100 mm, 25 – 50 mm)</p>	 <p>09900-20203 Micrometer (1/100 mm, 50 – 75 mm)</p>	 <p>09900-20205 Micrometer (0 – 25 mm)</p>	 <p>09900-20210 Micrometer (100 – 125 mm)</p>
 <p>09900-20602 Dial gauge (1/1000 mm, 1 mm)</p>	 <p>09900-20605 Dial calipers (1/100 mm, 10 – 34 mm)</p>	 <p>09900-20607 Dial gauge (1/100 mm, 10 mm)</p>	 <p>09900-20701 Magnetic stand</p>	 <p>09900-20803 Thickness gauge</p>
 <p>09900-20805 Tire depth gauge</p>	 <p>09900-21304 V-block (100 mm)</p>	 <p>09900-22301 Plastigauge (0.025 – 0.076 mm)</p>	 <p>09900-22302 Plastigauge (0.051 – 0.152 mm)</p>	 <p>09900-22403 Small bore gauge (18 – 35 mm)</p>
 <p>09900-25008 Multi-circuit tester set</p>	 <p>09900-25009 Needle pointed probe set</p>	 <p>09900-28630 TPS test wire harness</p>	 <p>09904-41010 SDS set</p>	 <p>09913-10750 Compression gauge adapter</p>

 <p>09913-50121 Oil seal remover</p>	 <p>09913-60910 Bearing remover</p>	 <p>09913-70210 Bearing installer set</p>	 <p>09913-75821 Bearing installer</p>	 <p>09913-76010 Bearing installer</p>
 <p>09913-84510 Bearing installer</p>	 <p>09915-17410 Oil pressure gauge attachment</p>	 <p>09915-40610 Oil filter wrench</p>	 <p>09915-64512 Compression gauge</p>	 <p>09915-74521 Oil pressure gauge hose</p>
 <p>09915-77331 Meter (for high pressure)</p>	 <p>09916-10911 Valve lapper set</p>	 <p>09916-14510 Valve spring compressor</p>	 <p>09916-14910 Valve spring compressor attachment</p>	 <p>09916-34542 Reamer handle</p>
 <p>09916-37810 Valve guide reamer (5.8/6.0 mm)</p>	 <p>09916-44940 Attachment</p>	 <p>09916-46020 Valve guide remover/installer</p>	 <p>09916-84511 Tweezers</p>	 <p>09917-47011 Vacuum pump gauge</p>
 <p>09917-62420 Chain tensioner locking tool</p>	 <p>09918-53810 Chain tensioner lock tool</p>	 <p>09919-28610 Sleeve protector</p>	 <p>09920-31020 Extension handle</p>	 <p>09920-53740 Clutch sleeve hub holder</p>

0A-13 General Information:

 <p>09921-20210 Bearing remover</p>	 <p>09921-20240 Bearing remover set</p>	 <p>09923-73210 Bearing remover</p>	 <p>09923-74511 Bearing remover</p>	 <p>09924-34510 Backlash measuring tool (φ27 – 50)</p>
 <p>09924-41830 Bearing retainer wrench</p>	 <p>09924-62410 Final drive gear bearing holder wrench</p>	 <p>09924-62430 Long socket (22 mm)</p>	 <p>09924-64510 Final driving gear coupling holder</p>	 <p>09924-84510 Bearing installer set</p>
 <p>09924-84521 Bearing installer set</p>	 <p>09925-18011 Steering bearing installer</p>	 <p>09930-10121 Spark plug wrench set</p>	 <p>09930-11950 Torx wrench</p>	 <p>09930-30104 Rotor remover slide shaft</p>
 <p>09930-34970 Rotor remover set</p>	 <p>09930-44541 Rotor holder</p>	 <p>09930-73140 Starter torque limiter socket</p>	 <p>09930-73170 Starter torque limiter holder</p>	 <p>09930-82720 Mode select switch</p>
 <p>09940-14911 Steering stem nut wrench</p>	 <p>09940-34520 T handle</p>	 <p>09940-34531 Attachment A</p>	 <p>09940-40211 Fuel pressure gauge adapter</p>	 <p>09940-40220 Fuel pressure gauge hose attachment</p>

 <p>09940-51410 Bearing installer</p>	 <p>09940-51710 Bearing installer</p>	 <p>09940-52861 Front fork oil seal installer</p>	 <p>09940-92720 Spring scale</p>	 <p>09941-34513 Steering race installer</p>
 <p>09941-54911 Bearing outer race remover</p>	 <p>09941-64511 Bearing remover</p>	 <p>09941-74911 Steering bearing installer</p>	 <p>09943-74111 Fork oil level gauge</p>	 <p>09944-28320 Hexagon socket (19 mm)</p>
 <p>09951-16080 Bearing installer</p>	 <p>09951-16310 Bearing installer</p>	 <p>09951-17010 Bearing installer</p>	 <p>13681-39F00-225 Hose</p>	 <p>13685-02FA0 Three way joint</p>
 <p>99565-01010-014 CD-ROM Ver.14</p>				

Maintenance and Lubrication

Precautions

Precautions for Maintenance

B822H1020001

The "Periodic Maintenance Schedule Chart" lists the recommended intervals for all the required periodic service work necessary to keep the motorcycle operating at peak performance and economy. Maintenance intervals are expressed in terms of kilometers, miles and months for your convenience.

NOTE

More frequent servicing may be required on motorcycles that are used under severe conditions.

General Description

Recommended Fluids and Lubricants

B822H10201001

Refer to "Fuel and Oil Recommendation in Section 0A (Page 0A-3)" and "Engine Coolant Recommendation in Section 0A (Page 0A-4)".

Scheduled Maintenance

Periodic Maintenance Schedule Chart

B822H10205001

NOTE

I = Inspect and clean, adjust, replace or lubricate as necessary.

R = Replace.

T = Tighten.

Item	Interval					
	km	1 000	6 000	12 000	18 000	24 000
	miles	600	4 000	7 500	11 000	14 500
	months	2	12	24	36	48
Air cleaner element	—	I	I	I	R	I
Exhaust pipe bolts and muffler bolts	T	—	T	—	—	T
Exhaust control valve	I	—	I	—	—	I
Valve clearance	—	—	—	—	—	I
Spark plugs	—	I	R	I	I	R
Fuel line	—	I	I	I	I	I
Evaporative emission control system (E-33 only)	—	—	I	—	—	I
Engine oil	R	R	R	R	R	R
Engine oil filter	R	—	—	—	R	—
Final gear oil	R	—	I	—	—	I
Throttle cable play	I	I	I	I	I	I
PAIR (air supply) system	—	—	I	—	—	I
Throttle valve synchronization	I (E-33 only)	—	I	—	—	I
Engine coolant	Replace every 2 years.					
Radiator hose	—	I	I	I	I	I
Clutch cable play	—	I	I	I	I	I
Brakes	I	I	I	I	I	I
Brake hose	—	I	I	I	I	I
	Replace every 4 years.					
Brake fluid	—	I	I	I	I	I
	Replace every 2 years.					
Tires	—	I	I	I	I	I
Steering	I	—	I	—	—	I

Item	Interval					
	km	1 000	6 000	12 000	18 000	24 000
	miles	600	4 000	7 500	11 000	14 500
months	2	12	24	36	48	
Front fork	—	—		—		—
Rear suspension	—	—		—		—
Chassis bolts and nuts	T	T	T	T	T	T

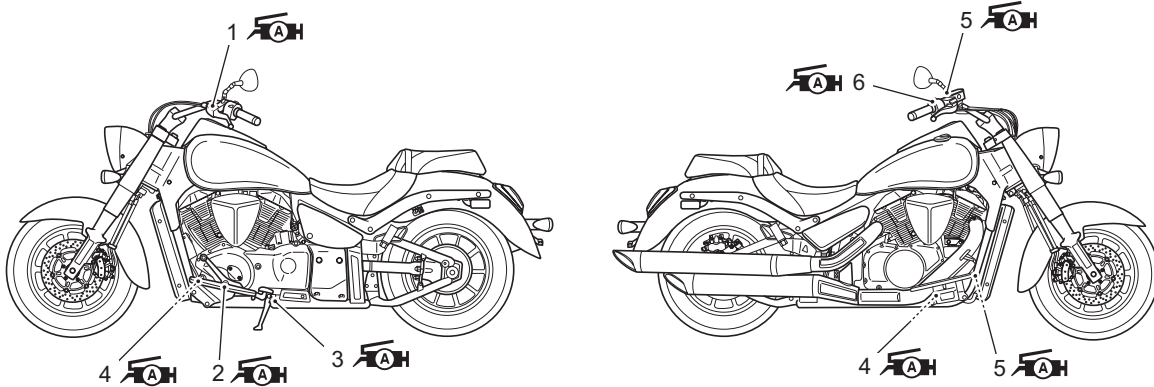
Lubrication Points

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Proper lubrication is important for smooth operation and long life of each working part of the motorcycle. Major lubrication points are indicated as follows.

NOTE

- Before lubricating each part, clean off any rusty spots and wipe off any grease, oil, dirt or grime.
- Lubricate exposed parts which are subject to rust, with a rust preventative spray whenever the motorcycle has been operated under wet or rainy conditions.



I822H1020008-05

1. Clutch lever holder	5. Brake lever holder
2. Gearshift lever pivot	6. Throttle cable
3. Side-stand pivot and spring hook	: Apply grease.
4. Footrest pivot	

Repair Instructions

Air Cleaner Element Replacement

B822H10206001

Replace air cleaner element

Every 18 000 km (11 000 miles, 36 months)

Refer to “Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)”.

Air Cleaner Element Inspection and Cleaning

B822H10206002

Inspect air cleaner element

Every 6 000 km (4 000 miles, 12 months)

Inspection

- 1) Remove the air cleaner element. Refer to “Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)”.
- 2) Inspect the air cleaner element for clogging. If it is clogged with dirt, clean or replace it with a new one.

⚠ CAUTION

If driving under dusty conditions, clean the air cleaner element more frequently. Make sure that the air cleaner is in good condition at all times. Life of the engine depends largely on this component.



I822H1020001-01

- 3) After finishing the air cleaner element inspection, reinstall the removed parts.

Cleaning

- 1) Remove the air cleaner element. Refer to “Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)”.
- 2) Carefully use compressed air to clean the air cleaner element.

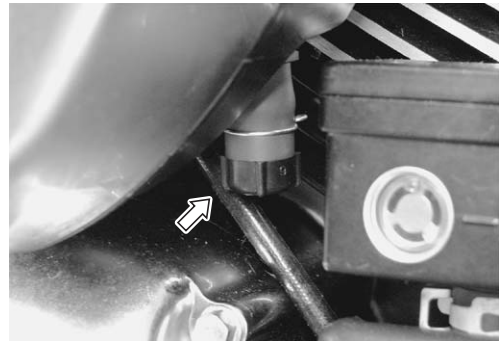
⚠ CAUTION

Always apply compressed air to the inside of the air cleaner element. If compressed air is applied to the outside, dirt will be forced into the pores of the air cleaner element, restricting air flow through the air cleaner element.



I822H1020002-01

- 3) After cleaning the air cleaner element, reinstall the removed parts.
- 4) Drain water from the air cleaner by removing the drain plug.



I822H1020003-01

- 5) Reinstall the drain plug.

Exhaust Pipe Bolt and Muffler Bolt Inspection

B822H10206003

Tighten exhaust pipe bolts, muffler bolt and nut
Initially at 1 000 km (600 miles, 2 months) and every 12 000 km (7 500 miles, 24 months) thereafter

Check the exhaust pipe bolts, muffler bolts and nut to the specified torque.

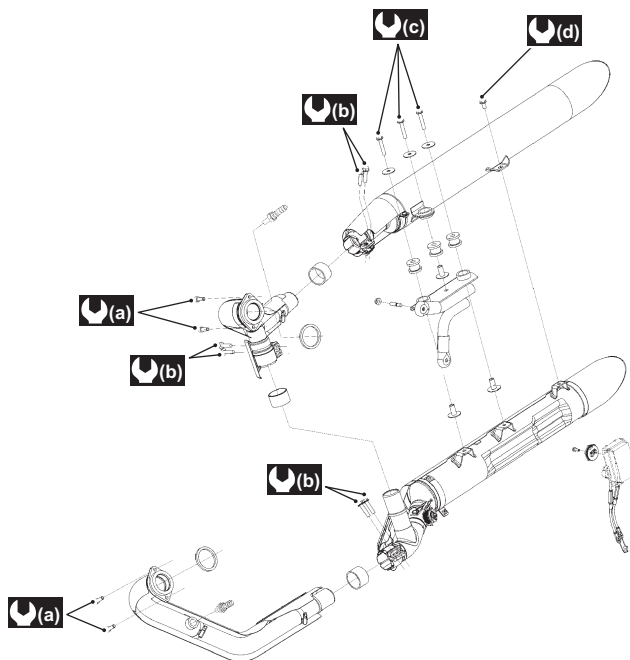
Tightening torque

Exhaust pipe bolt (a): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

Muffler connecting bolt (b): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

Muffler mounting bolt (c): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

Muffler joint bolt (d): 23 N·m (2.3 kgf-m, 16.5 lb-ft)



I822H1020004-05

Exhaust Control Valve Inspection

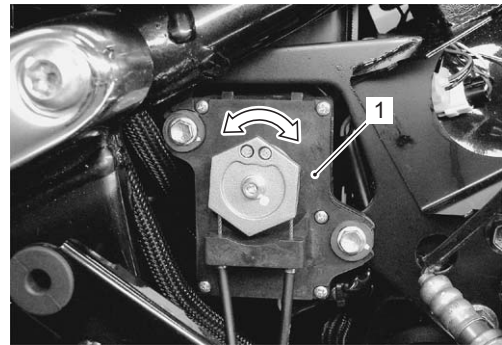
B822H10206028

Inspect exhaust control valve

Initially at 1 000 km (600 miles, 2 months) and every 12 000 km (7 500 miles, 24 months) thereafter

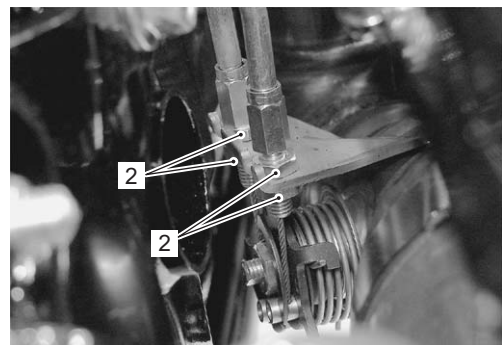
Inspect exhaust control valve as follows:

- 1) Remove the right frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Check the exhaust control valve actuator (1) for its smooth movement when the ignition switch is turned on. If the exhaust valve actuator does not move smoothly, check exhaust valve actuator electrical circuit and exhaust valve carbon sticking. Refer to “EXCV Inspection in Section 1K (Page 1K-12)”.



I822H1020006-01

- 3) Check the lock-nuts (2) for tightness. If the lock-nuts (2) are loose, tighten them after adjusting the cable length. Refer to “EXCVA / EXCV Cable Removal and Installation in Section 1K (Page 1K-4)”.



I822H1020007-01

Valve Clearance Inspection and Adjustment

B822H10206006

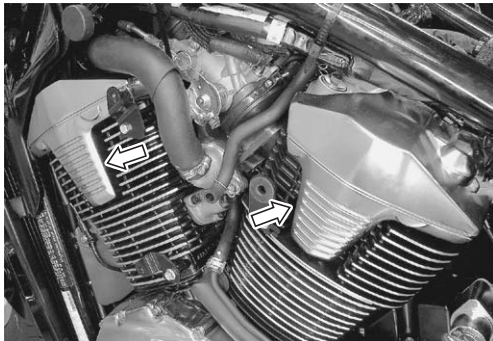
Inspect valve clearance

Every 24 000 km (14 500 miles, 48 months) thereafter

Inspection

Valve clearance adjustment must be checked and adjusted, a) at the time of periodic inspection, b) when the valve mechanism is serviced, and c) when the camshafts are removed for servicing.

- 1) Remove the frame side covers. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 3) Remove the frame head covers. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 4) Remove the air cleaner chamber. Refer to "Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)".
- 5) Remove the spark plugs. Refer to "Spark Plug Removal and Installation in Section 1H (Page 1H-6)".
- 6) Remove the cylinder head covers and brackets.



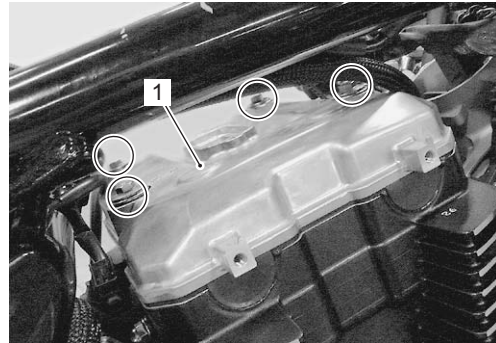
I822H102009-01



I822H1020011-01

- 7) Remove the PAIR reed valves. Refer to "PAIR Reed Valve Removal and Installation in Section 1B (Page 1B-10)".
- 8) Remove the cylinder head covers (1) and (2).

#1 Cylinder



I822H1020012-02

#2 Cylinder



I822H1020013-02

NOTE

The valve clearance specification is different for both intake and exhaust valves.

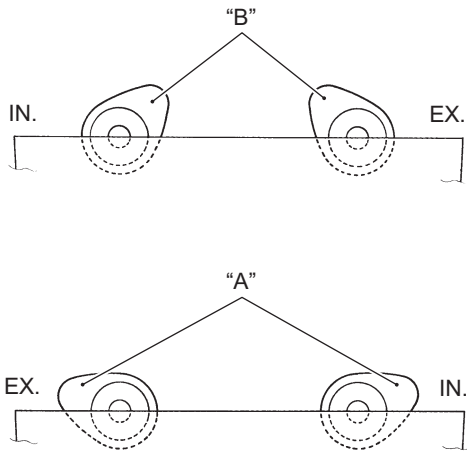
Valve clearance (When cold)

IN.: 0.09 – 0.16 mm (0.004 – 0.006 in)

EX.: 0.20 – 0.30 mm (0.008 – 0.012 in)

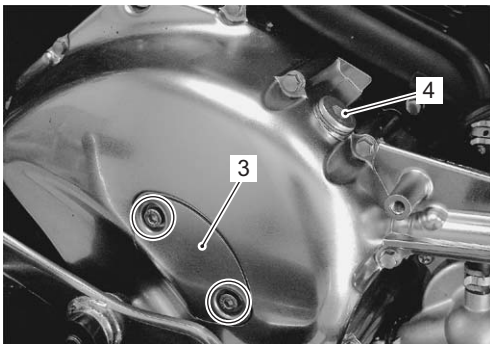
NOTE

- The tappet clearance should be taken when each cylinder is at Top Dead Center (TDC) of compression stroke.
- The cams (IN. & EX.) on the front cylinder at position "A" show the front cylinder at TDC of compression stroke.
- The cams (IN. & EX.) on the front cylinder at position "B" show the rear cylinder at TDC of compression stroke.
- The clearance specification is for COLD state.
- To turn the crankshaft for clearance checking, be sure to use a wrench, and rotate in the normal running direction. All spark plugs should be removed.



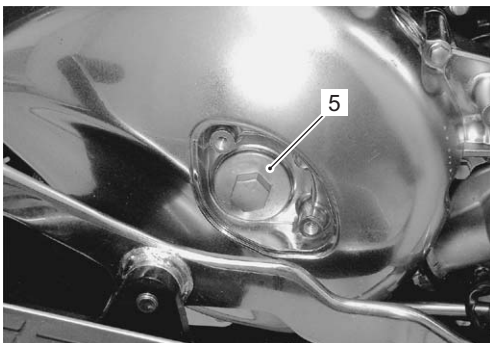
I822H1020021-03

- 9) Remove the secondary gear case cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 10) Remove the generator cover cap (3) and valve timing inspection plug (4).



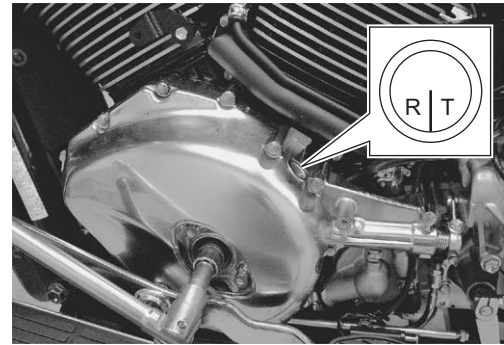
I822H1020015-01

- 11) Remove the generator cover cap (5).

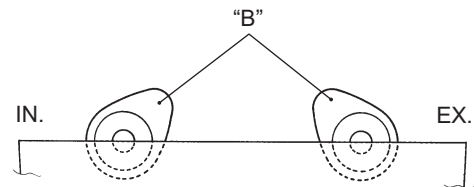


I822H1020016-01

- 12) Turn the crankshaft to set the #1 (Rear) cylinder at TDC of compression stroke. (Align the "R | T" line on the generator rotor to the center of valve timing inspection hole and also bring the camshafts to the position "B" as shown.




I822H1020017-01

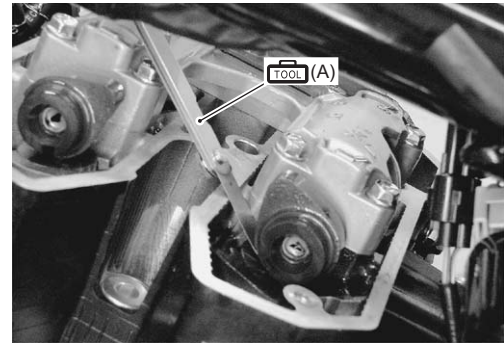


I822H1020022-01

- 13) To inspect the #1 (Rear) cylinder tappet clearance, use a thickness gauge between the tappet and the cam. If the clearance is out of specification, adjust it into the specified range.

Special tool

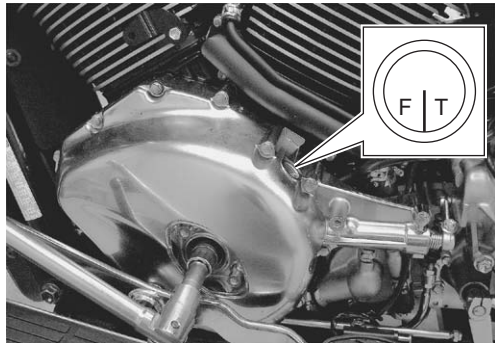
 (A): 09900-20803 (Thickness gauge)



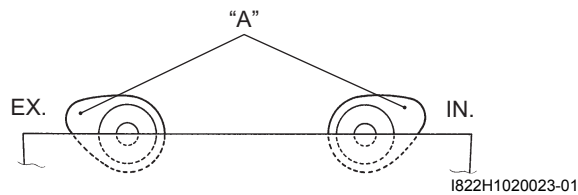
I822H1020019-01

0B-7 Maintenance and Lubrication:

- 14) Turn the crankshaft 486 degrees (1-1/3 turns) to set the #2 (Front) cylinder at TDC of compression stroke. (Align the "F | T" line on the generator rotor to the center of valve timing inspection hole and also bring the camshafts to the position as shown.)



I822H1020020-01

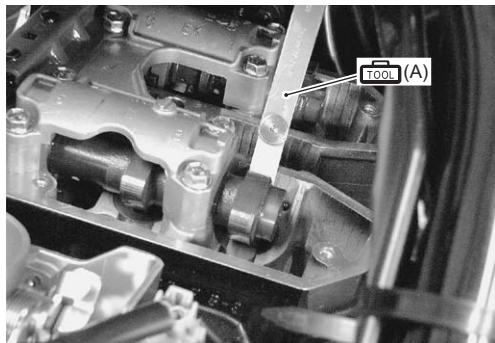


I822H1020023-01

- 15) Inspect the #2 (Front) cylinder tappet clearance as the same manner of #1 (Rear) cylinder and adjust the clearance if necessary.

Special tool

 (A): 09900-20803 (Thickness gauge)



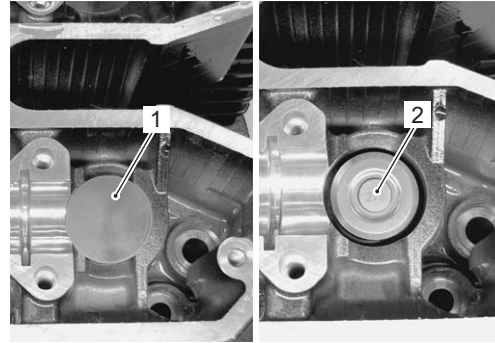
I822H1020014-02

Adjustment

The clearance is adjusted by replacing the existing tappet shim with a thicker or thinner shim.

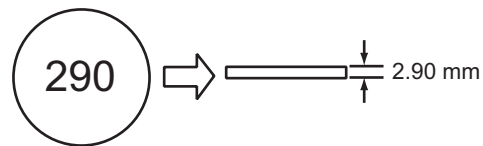
- 1) Remove the intake or exhaust camshafts. Refer to "Engine Top Side Disassembly in Section 1D (Page 1D-25)".

- 2) Remove the tappet (1) and shim (2) by fingers or magnetic hand.



I822H1020018-02

- 3) Check the figures printed on the shim. These figures indicate the thickness of the shim, as illustrated.



I822H1020024-01

- 4) Select a replacement shim that will provide a clearance within the specified range. For the purpose of this adjustment, a total of 25 sizes of tappet shim are available ranging from 2.30 to 3.50 mm in steps of 0.05 mm.

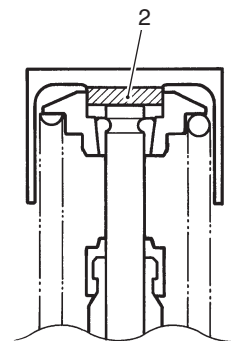
⚠ CAUTION

Both the right and left valve clearances should be as closely as possible.

- 5) Fit the selected shim (2) to the valve stem end, with numbers toward tappet. Be sure to check shim size with micrometer to ensure its size.

NOTE

- Be sure to apply engine oil to tappet shim top and bottom faces.
- When seating the tappet shim, be sure the figure printed surface faces the tappet.



I718H1020002-02

(INTAKE SIDE)

TAPPET SHIM SELECTION TABLE [INTAKE]
TAPPET SHIM NO. (12892-41C00-XXX)

MEASURED VALVE CLEARANCE (mm)	OPTION															TAPPET SHIM SET (12800-41810)														
	SUFFIX NO.	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350				
0.00 - 0.04	2.30	2.30	2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45				
0.05 - 0.08	2.30	2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50				
0.09 - 0.16	2.30	2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50				
0.17 - 0.21	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50						
0.22 - 0.26	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50							
0.27 - 0.31	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50								
0.32 - 0.36	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50									
0.37 - 0.41	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50										
0.42 - 0.46	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50											
0.47 - 0.51	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50												
0.52 - 0.56	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50													
0.57 - 0.61	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50														
0.62 - 0.66	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50															
0.67 - 0.71	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																
0.72 - 0.76	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																	
0.77 - 0.81	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																		
0.82 - 0.86	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																			
0.87 - 0.91	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																				
0.92 - 0.96	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																					
0.97 - 1.01	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																						
1.02 - 1.06	3.20	3.25	3.30	3.35	3.40	3.45	3.50																							
1.07 - 1.11	3.25	3.30	3.35	3.40	3.45	3.50																								
1.12 - 1.16	3.30	3.35	3.40	3.45	3.50																									
1.17 - 1.21	3.35	3.40	3.45	3.50																										
1.22 - 1.26	3.40	3.45	3.50																											
1.27 - 1.31	3.45	3.50																												
1.32 - 1.36	3.50																													

SPECIFIED CLEARANCE/NO ADJUSTMENT REQUIRED

HOW TO USE THIS CHART:

- I. Measure valve clearance. "ENGINE IS COLD"
 - II. Measure present shim size.
 - III. Match clearance in vertical column with present shim size in horizontal column.
- EXAMPLE**
 Valve clearance is 0.23 mm
 Present shim size 2.70 mm
 Shim size to be used 2.80 mm

(EXHAUST SIDE)

TAPPET SHIM SELECTION TABLE [EXHAUST]
TAPPET SHIM NO. (12892-41C00-XXX)

MEASURED VALVE CLEARANCE (mm)	OPTION																TAPPET SHIM SET (12800-41810)															
	SUFFIX NO.	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350						
0.00 - 0.04						2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50		
0.05 - 0.09					2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50			
0.10 - 0.14			2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50					
0.15 - 0.19		2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50						
0.20 - 0.30		2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50								
0.31 - 0.35		2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50									
0.36 - 0.40		2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50										
0.41 - 0.45		2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50											
0.46 - 0.50		2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50												
0.51 - 0.55		2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50													
0.56 - 0.60		2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50														
0.61 - 0.65		2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50															
0.66 - 0.70		2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																
0.71 - 0.75		2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																	
0.76 - 0.80		2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																		
0.81 - 0.85		2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																			
0.86 - 0.90		3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																				
0.91 - 0.95		3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																					
0.96 - 1.00		3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																						
1.01 - 1.05		3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																							
1.06 - 1.10		3.20	3.25	3.30	3.35	3.40	3.45	3.50																								
1.11 - 1.15		3.25	3.30	3.35	3.40	3.45	3.50																									
1.16 - 1.20		3.30	3.35	3.40	3.45	3.50																										
1.21 - 1.25		3.35	3.40	3.45	3.50																											
1.26 - 1.30		3.40	3.45	3.50																												
1.31 - 1.35		3.45	3.50																													
1.36 - 1.40		3.50																														
1.41 - 1.45		3.50	3.50																													
1.46 - 1.50		3.50																														

SPECIFIED CLEARANCE/NO ADJUSTMENT REQUIRED

HOW TO USE THIS CHART:

- I. Measure valve clearance. "ENGINE IS COLD"
 - II. Measure present shim size.
 - III. Match clearance in vertical column with present shim size in horizontal column.
- EXAMPLE**
 Valve clearance is 0.38 mm
 Present shim size 2.90 mm
 Shim size to be used 3.05 mm

Spark Plug Replacement

B822H10206004

Replace spark plug

Every 12 000 km (7 500 miles, 24 months)

Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation in Section 1H (Page 1H-4)".

Spark Plug Inspection and Cleaning

B822H10206005

Inspect spark plug

Every 6 000 km (4 000 miles, 12 months)

Heat Range

- 1) Remove the spark plugs. Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation in Section 1H (Page 1H-4)".
- 2) Check spark plug heat range by observing electrode color.
If it appears white or glazed, replace the spark plug with colder type one.

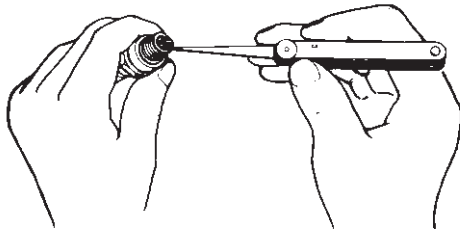
Heat range

	Standard	Cold type
NGK	CR7EK	CR8EK
DENSO	U22ETR	U24ETR

- 3) After finishing the spark plug inspection, reinstall the removed parts.

Carbon Deposits

- 1) Remove the spark plugs. Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation in Section 1H (Page 1H-4)".
- 2) Check carbon deposits on the spark plug.
If carbon is deposited, remove it using a spark plug cleaner machine or carefully use a tool with a pointed end.



I649G1020010-02

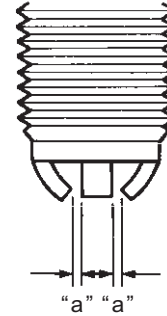
- 3) After finishing the spark plug inspection, reinstall the removed parts.

Spark Plug Gap

- 1) Remove the spark plugs. Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation in Section 1H (Page 1H-4)".
- 2) Measure the spark plug gap using a thickness gauge.
Adjust the spark plug gap if necessary.

Spark plug gap "a"

0.6 – 0.7 mm (0.024 – 0.028 in)



I822H1020005-02

- 3) After finishing the spark plug inspection, reinstall the removed parts.

Electrodes Condition

- 1) Remove the spark plugs. Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation in Section 1H (Page 1H-4)".
- 2) Check to see the worn or burnt condition of the electrodes.
If it is extremely worn or burnt, replace the plug. And also replace the plug if it has a broken insulator, or damaged thread.

⚠ CAUTION

Confirm the thread size and reach when replacing the plug. If the reach is too short, carbon will be deposited on the screw portion of the plug hole and engine damage may result.

- 3) After finishing the spark plug inspection, reinstall the removed parts.

Fuel Line Inspection

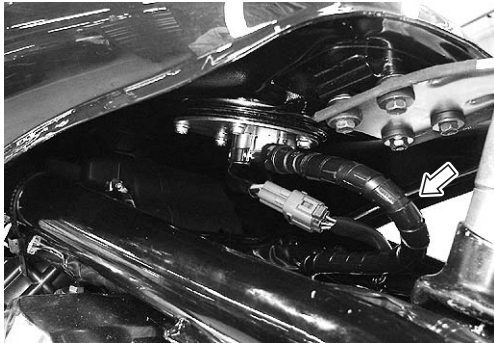
B822H10206007

Inspect fuel line

Every 6 000 km (4 000 miles, 12 months)

Inspect the fuel line in the following procedures:

- 1) Remove the seat. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Remove the fuel tank mounting bolts. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.
- 3) Lift up the fuel tank.
- 4) Inspect the fuel feed hose for damage and fuel leakage. If any defects are found, the fuel feed hose must be replaced.



I822H1020010-03

- 5) After finishing the fuel feed hose inspection, reinstall the removed parts.

Evaporative Emission Control System Inspection (E-33 Only)

B822H10206008

Inspect evaporative emission control system

Every 12 000 km (7 500 miles, 24 months)

Inspect the evaporative emission control system periodically (E-33 only).

Engine Oil and Filter Replacement

B822H10206009

Replace engine oil

Initially at 1 000 km (600 miles, 2 months) and every 6 000 km (4 000 miles, 12 months) thereafter

Replace oil filter

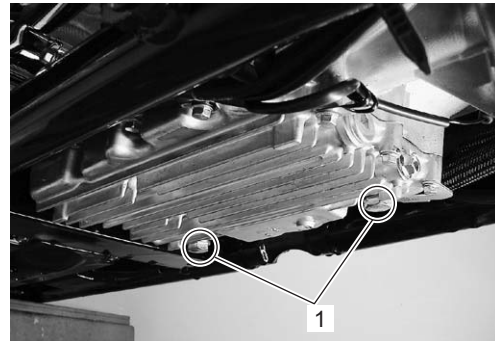
Initially at 1 000 km (600 miles, 2 months) and every 18 000 km (11 000 miles, 36 months) thereafter

Oil should be changed while the engine is warm. Oil filter replacement at the above intervals, should be done together with the engine oil change.

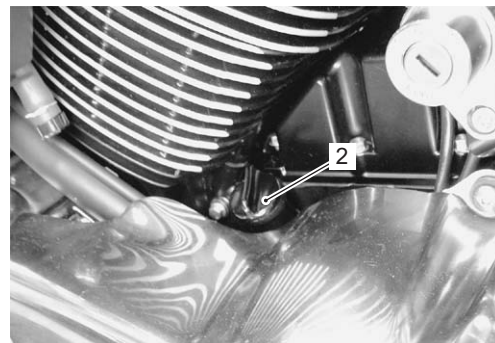
Engine Oil Replacement

Motorcycle on the upright position

- 1) Keep the motorcycle upright with a jack or wooden block.
- 2) Place an oil pan below the engine, and drain engine oil by removing the oil drain plugs (1) and filler cap (2).



I822H1020027-02



I822H1020028-01

- 3) Tighten the oil drain plugs (1) to the specified torque.

⚠ CAUTION

Replace the gasket washers with new ones.

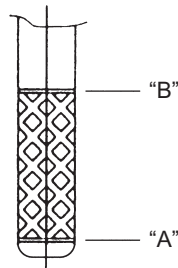
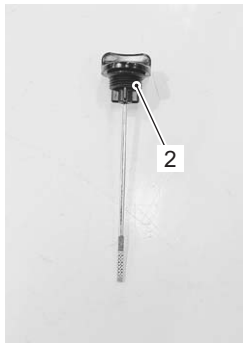
Tightening torque

Oil drain plug (a): 23 N·m (2.3 kgf·m, 16.5 lb-ft)



I822H1020029-02

- 4) Pour new oil through the oil filler hole. When performing an oil change (without oil filter replacement), the engine will hold about 3.4 L (3.6/3.0 US/Imp qt) of oil. Use of SF/SG or SH/SJ in API with MA in JASO.
- 5) Start up the engine and allow it to run for about 15 minutes at idling speed.
- 6) Turn off the engine and wait about three minutes, then check the oil level on the dipstick (2). The oil level should be between the low level line "A" and full level line "B". If the oil level is lower than the low level line "A", add oil to the full level line "B".



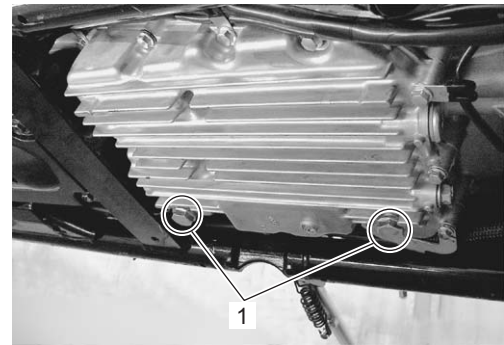
I822H1020030-01

NOTE

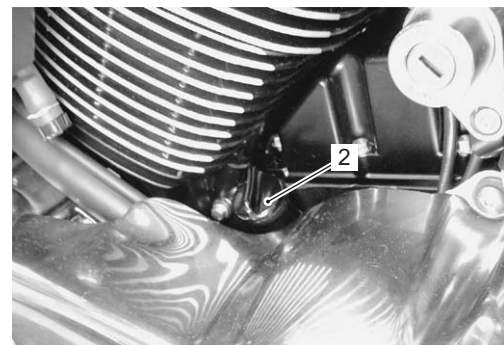
Engine oil level cannot be measured correctly when the engine is not warmed up sufficiently.

Motorcycle on the side-stand position

- 1) Place an oil pan below the engine, and drain engine oil by removing the oil drain plugs (1) and filler cap (2).



I822H1020031-01



I822H1020032-01

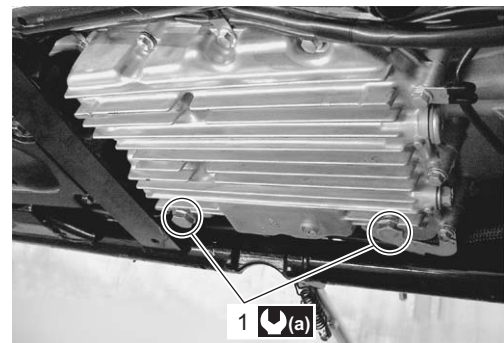
- 2) Tighten the oil drain plugs (1) to the specified torque.

⚠ CAUTION

Replace the gasket washers with new ones.

Tightening torque

Oil drain plug (a): 23 N·m (2.3 kgf·m, 16.5 lb-ft)

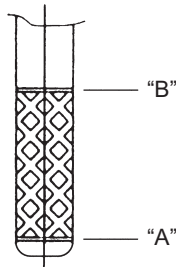
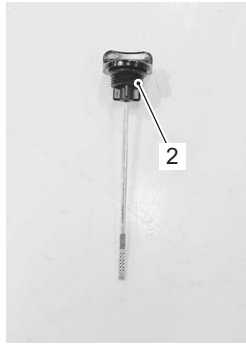


I822H1020033-01

- 3) Pour fresh oil 3.0 L.
- 4) Start up the engine and allow it to run for several minutes at idle speed.
- 5) Remove the filler cap (2).
- 6) Pour fresh oil 0.4 L.
- 7) Tighten the filler cap (2).

Oil Level Inspection

- Start up the engine and allow it to run about 15 minutes at idling speed.
- Keep the motorcycle upright.
- Turn off the engine and wait about three minutes, then check the oil level by removing the filler cap (2). If the level is below level line "A", add oil to full level line "B". (Do not screw the filler cap.) If the level is above full level line "B", drain oil to full level line "B".



I822H1020034-01


Oil Filter Replacement

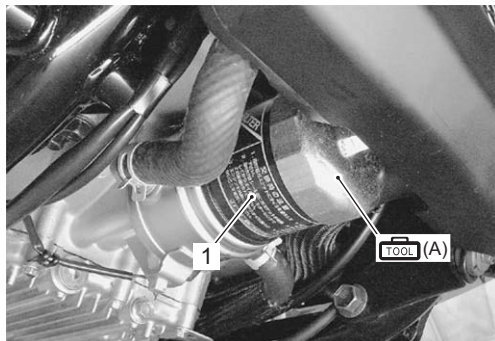
- 1) Drain engine oil as described in the engine oil replacement procedure.
- 2) Move the radiator forward by hand.
- 3) Remove the oil filter (1) using the special tool.

NOTE

- Remove the oil filter wrench once the oil filter has come loose.
- Remove the oil filter from the left side of the vehicle. Push the radiator hose aside if it interferes with the removal operation.

Special tool

 (A): 09915-40610 (Oil filter wrench)



I822H1020035-02

- 4) Apply engine oil lightly to the O-ring of new oil filter, before installation.

⚠ CAUTION

ONLY USE A GENUINE SUZUKI MOTORCYCLE OIL FILTER.


Other manufacturer's oil filters may differ in thread specifications (thread diameter and pitch), filtering performance and durability which may lead to engine damage or oil leaks. Also, do not use a genuine Suzuki automobile oil filter on this motorcycle.

- 5) Install a new oil filter. Turn it by hand until you feel that the oil filter O-ring contacts the oil filter mounting surface. Then, tighten the oil filter two full turns (or to specified torque) using the special tool.

NOTE

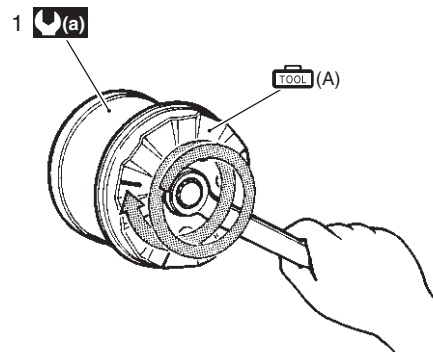
To properly tighten the oil filter, use the special tool. Never tighten the oil filter by hand only.

Special tool

 (A): 09915-40610 (Oil filter wrench)

Tightening torque

Oil filter (a): 20 N·m (2.0 kgf-m, 14.5 lb-ft)



I718H1020026-01

- 6) Add new engine oil and check the oil level is as described in the engine oil replacement procedure.

Necessary amount of engine oil

Oil change: 3 400 ml (3.6/3.0 US/Imp qt)

Oil and filter change: 3 600 ml (3.8/3.2 US/Imp qt)

Engine overhaul: 5 000 ml (5.3/4.4 US/Imp qt)

Final Gear Oil Replacement

B822H10206029

Inspect final gear oil

Every 12 000 km (7 500 miles, 24 months)

Replace final gear oil

Initially at 1 000 km (600 miles, 2 months)

Replace initially at 1 000 km (600 miles, 2 months) and inspect every 12 000 km (7 500 miles, 24 months) thereafter.

- 1) Keep the motorcycle upright.
- 2) Place an oil pan under the final gear case.
- 3) Remove the filler cap (1) and drain plug (2) to drain oil.
- 4) Tighten the drain plug (2) to the specified torque. Pour the specified oil (SAE 90 hypoid gear oil with GL-5 under API classification) through the filler hole until the oil level reaches the filler hole.

Tightening torque

Final gear oil drain plug: 23 N·m (2.3 kgf·m, 16.5 lb·ft)

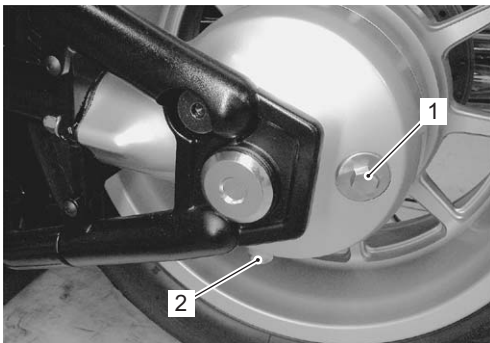
Final gear oil capacity

200 – 220 ml (6.8/7.0 – 7.4/7.7 US/Imp oz)

- 5) Tighten the filler cap (1).

⚠ CAUTION

Use a new O-ring to prevent oil leakage.



I822H1020036-01

Throttle Cable Play Inspection and Adjustment

B822H10206010

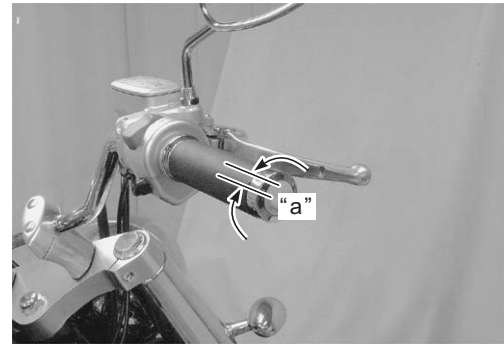
Inspect throttle cable play

Initially at 1 000 km (6 000 miles, 2 months) and every 6 000 km (4 000 miles, 12 months) thereafter

Inspect and adjust the throttle cable play "a" as follows.

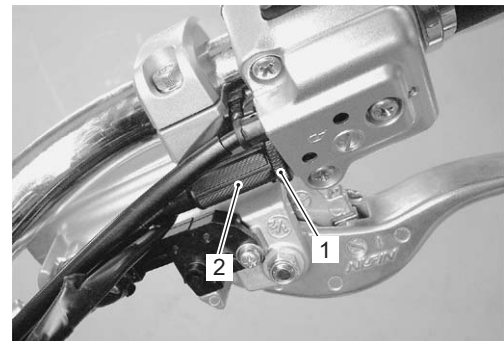
Throttle cable play "a"

2.0 – 4.0 mm (0.08 – 0.16 in)



I822H1020037-01

- 1) Loosen the lock-nut (1) of the throttle pulling cable.
- 2) Turn the adjuster (2) in or out until the throttle cable play "a" (at the throttle grip) is between 2.0 – 4.0 mm (0.08 – 0.16 in).
- 3) Tighten the lock-nut (1) while holding the adjuster (2).



I822H1020038-02

⚠ WARNING

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

PAIR System Inspection

B822H10206012

Inspect PAIR system

Every 12 000 km (7 500 miles, 24 months)

Inspect the PAIR (air supply) system periodically. Refer to "PAIR System Inspection in Section 1B (Page 1B-11)".

Throttle Valve Synchronization

B822H10206011

Inspect throttle valve synchronization

Initially 1 000 km (600 miles, 2 months) (E-33 only) and every 12 000 km (7 500 miles, 24 months)

Inspect the throttle valve synchronization periodically. Refer to "Throttle Valve Synchronization in Section 1D (Page 1D-16)".

Cooling System Inspection

B822H10206013

Inspect cooling system

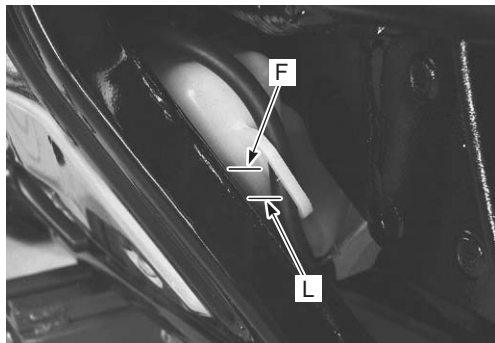
Every 6 000 km (4 000 miles, 6 months)

Replace engine coolant

Every 2 years

Engine Coolant Level Inspection

- 1) Keep the motorcycle upright.
- 2) Check the engine coolant level by observing the full and lower lines on the engine coolant reservoir tank. If the level is below the lower line, add engine coolant to the full line from the engine coolant reservoir tank filler.



I822H1020039-03

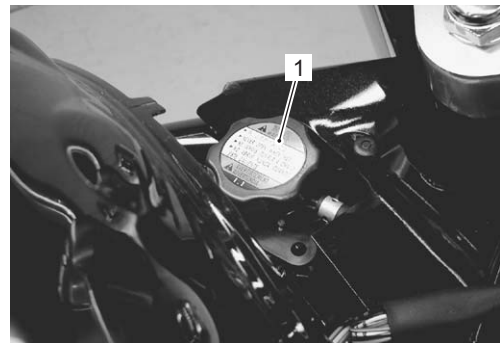
Engine Coolant Change

Refer to "Engine Coolant Description in Section 1F (Page 1F-1)".

▲ WARNING

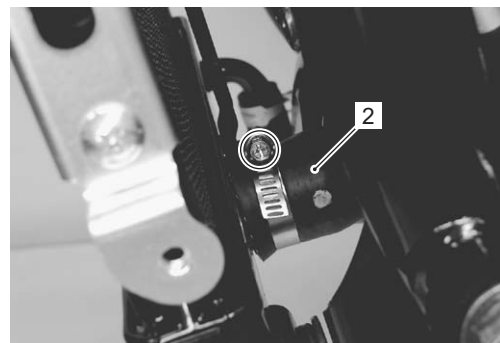
Do not open the radiator cap when the engine is hot, as you may be injured by escaping hot liquid or vapor. Engine coolant may be harmful if swallowed or if it comes in contact with skin or eyes. If engine coolant gets into the eyes or in contact with the skin, flush thoroughly with plenty of water. If swallowed, induce vomiting and call physician immediately.

- 1) Move the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Remove the radiator cap (1).



I822H1020040-01

- 3) Drain engine coolant by disconnecting the radiator outlet hose (2).



I822H1020041-01

- 4) Flush the radiator with fresh water if necessary.
- 5) Reconnect the water pump outlet hose.
- 6) Pour the specified engine coolant up to the thermostat connector inlet.

Engine coolant capacity (excluding reservoir)
2 400 ml (2.5/2.1 US/Imp qt)

- 7) Bleed air from the cooling circuit.
- 8) After changing engine coolant, reinstall the removed parts.

Air Bleeding From the Cooling Circuit

- 1) Support the motorcycle upright with a jack.
- 2) Move the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 3) Place a rag under the radiator inlet.
- 4) Pour engine coolant up to the radiator inlet.



I822H1020077-01

- 5) Slowly swing the motorcycle, right and left, to bleed the air trapped in the cooling circuit.
- 6) Add engine coolant up to the radiator inlet.
- 7) Start up the engine and bleed air from the radiator inlet completely.
- 8) Add engine coolant up to the radiator inlet.
- 9) Repeat the 6), 7) procedures until no air bleeds from the radiator inlet.
- 10) Close the radiator cap securely.
- 11) After warming up and cooling down the engine several times, add the engine coolant up to the full level of the reservoir.

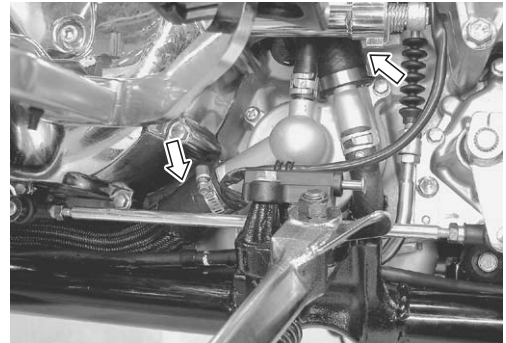
⚠ CAUTION

Make sure that the radiator is filled with engine coolant up to the reservoir full level.

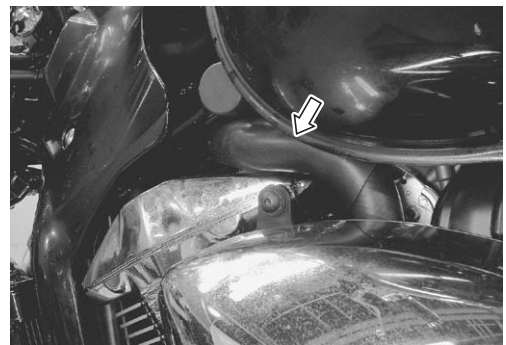
- 12) Reinstall the removed parts.

Radiator Hose Inspection

Check the radiator hoses for crack, damage or engine coolant leakage. If any defect is found, replace the radiator hose with a new one.



I822H1020042-01



I822H1020043-01

Clutch Cable Play Inspection and Adjustment

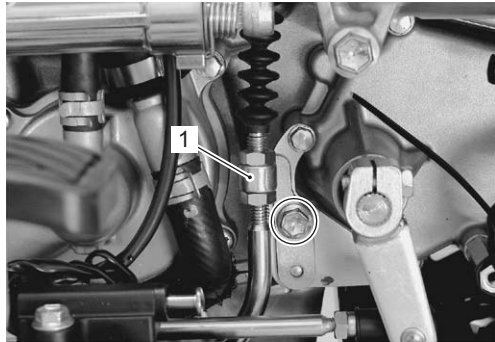
B822H10206030

Inspect clutch cable play

Every 6 000 km (4 000 miles, 12 months)

Inspect and adjustment the clutch cable play “a” as follows:

- 1) Remove the secondary gear case cover and frame side lower cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Remove the clutch cable holder (1) with the clutch cable.



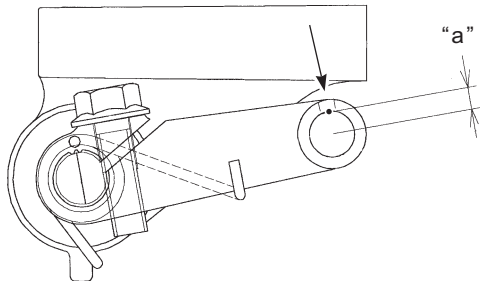
1822H1020046-03

- 3) Inspect the clutch release arm play “a”.

Clutch release arm play “a”

STD: 8.0 mm (0.31 in)

Limit: 4.0 mm (0.16 in)



1822H1020047-02

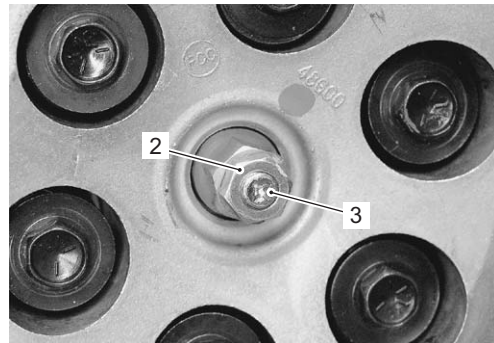
- 4) If the clutch release arm play “a” less than the service limit, adjust the clutch release screw as follows.

- a) Drain engine oil. Refer to “Engine Oil and Filter Replacement (Page 0B-11)”.
- b) Remove the exhaust pipes and mufflers. Refer to “Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)”.
- c) Remove the clutch cover. Refer to “Clutch Removal in Section 5C (Page 5C-4)”.
- d) Loosen the lock-nut (2) and turn in the release screw (3) to feel resistance.

- e) From that position, turn out the release screw (3) 1 turn and tighten the lock-nut (2) securely by holding the release screw (3).

Clutch release screw

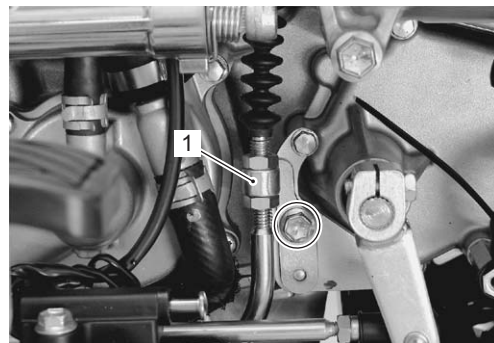
1 turn back



1822H1020048-02

- f) Install the clutch cover and muffler. Refer to “Clutch Installation in Section 5C (Page 5C-6)” and “Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)”.
- g) Pour engine oil. Refer to “Engine Oil and Filter Replacement (Page 0B-11)”.

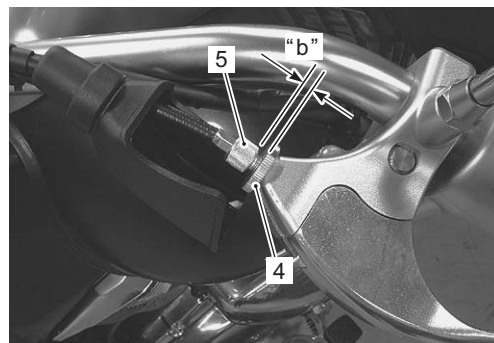
- 5) Install the clutch cable holder (1).



1822H1020046-03

- 6) Loosen the lock-nut (4).

- 7) Turn in the adjuster (5) until 3 - 5 mm (0.1 - 0.2 in) “b” as shown in the figure.

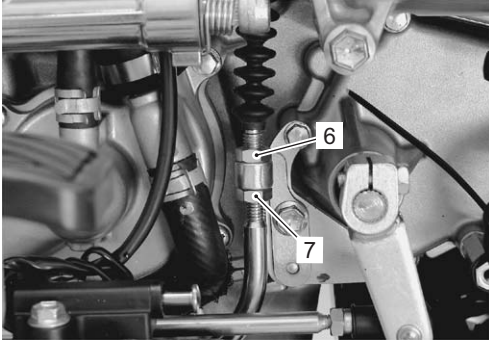


1822H1020049-03

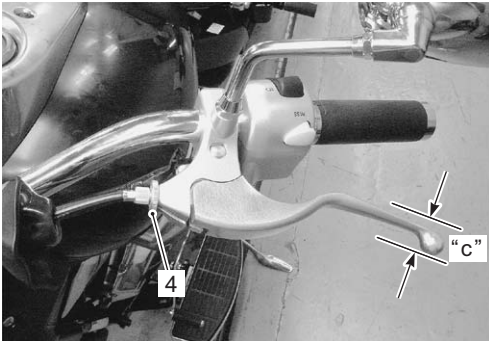
“b”: 3 – 5 mm (0.1 – 0.2 in)

- 8) Loosen the lock-nut (6), and turn the cable adjuster (7) to obtain 10 – 15 mm (0.4 – 0.6 in) of free play “c” at the clutch lever end.
- 9) Tighten the lock-nuts (4) and (6).

Clutch cable play “c”
10 – 15 mm (0.4 – 0.6 in)



I822H1020050-03



I822H1020051-05

- 10) Install the secondary gear case cover and frame side lower cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.

Brake System Inspection

B822H10206019

Inspect brake system

Initially at 1 000 km (600 miles, 2 months) and every 6 000 km (4 000 miles, 12 months) thereafter

Inspect brake hose and brake fluid

Every 6 000 km (4 000 miles, 12 months)

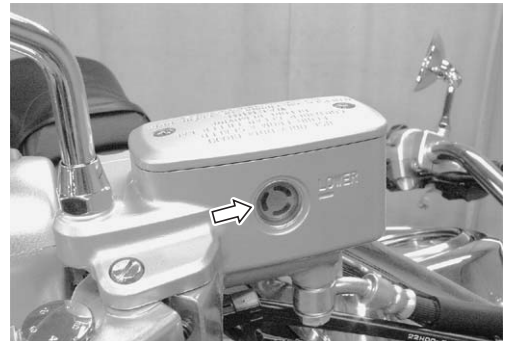
⚠ WARNING

- The brake system of this motorcycle is filled with a glycol-based brake fluid. Do not use or mix different types of fluid such as silicone-based and petroleum-based fluids. Do not use any brake fluid taken from old, used or unsealed containers. Never reuse brake fluid left over from the last servicing or stored for a long period of time.
- Brake fluid, if it leaks, will interfere with safe running and immediately discolor painted surfaces. Check the brake hoses and hose joints for cracks and oil leakage before riding.

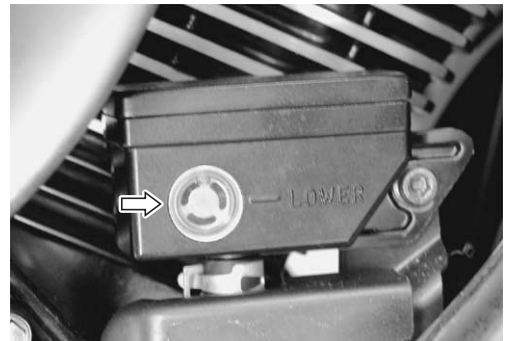
Brake Fluid Level Check

- 1) Keep the motorcycle upright and place the handlebars straight.
- 2) Check the brake fluid level by observing the lower limit lines on the front and rear brake fluid reservoirs. When the brake fluid level is below the lower limit line, replenish with brake fluid that meets the following specification.

BF: Brake fluid (DOT 4)



I822H1020052-01



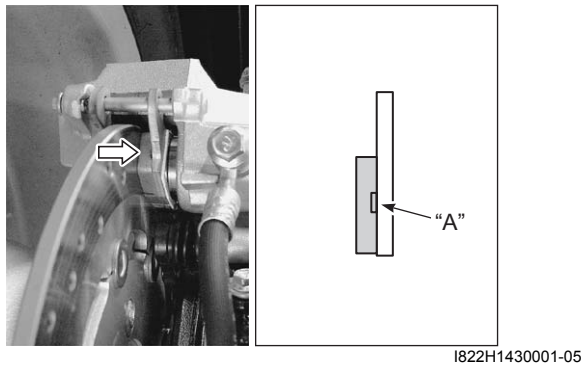
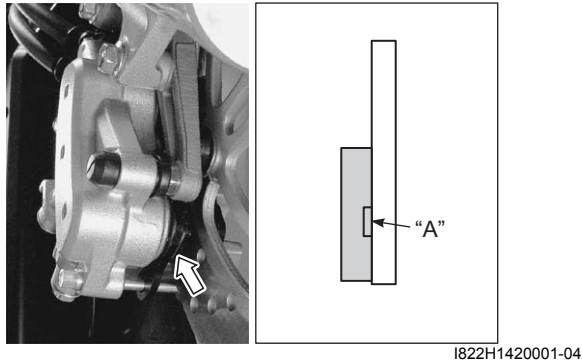
I822H1020053-01

Brake Pads Check

The extent of brake pad wear can be checked by observing the grooved limit line “A” on the pad. When the wear exceeds the grooved limit line, replace the pads with new ones. Refer to “Front Brake Pad Replacement in Section 4B (Page 4B-2)” and “Rear Brake Pad Replacement in Section 4C (Page 4C-2)”.

⚠ CAUTION

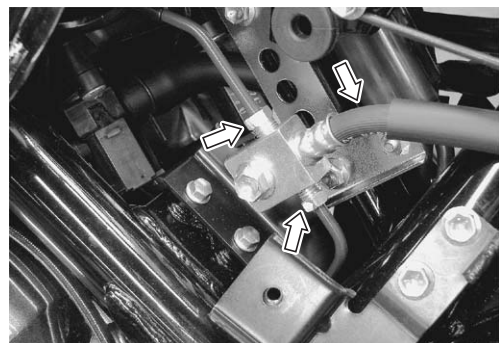
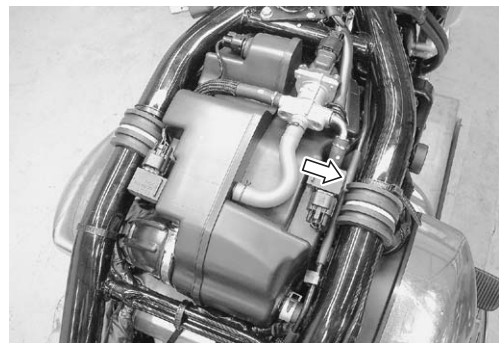
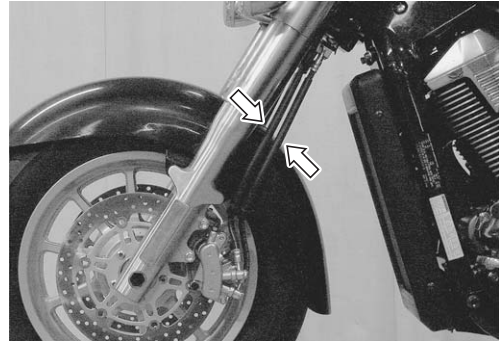
Replace the brake pad as a set, otherwise braking performance will be adversely affected.



Front and Rear Brake Hose Inspection

1) Remove the seat, right frame head cover and fuel tank. Refer to “Exterior Parts Construction in Section 9D (Page 9D-1)” and “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.

2) Inspect the brake hoses and hose joints for crack, damage or brake oil leakage. If any defects are found, replace the brake hose with a new one. Refer to “Front Brake Hose Removal and Installation in Section 4A (Page 4A-8)” and “Rear Brake Hose Removal and Installation in Section 4A (Page 4A-8)”.



3) Reinstall the removed parts.

Brake Pedal Height Inspection and Adjustment

⚠ WARNING

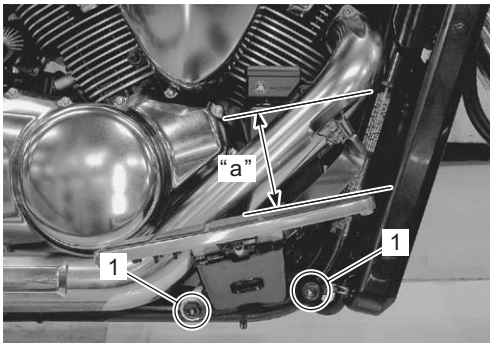
Do not adjust the brake pedal height when exhaust pipe is hot.

- 1) Inspect the brake pedal height "a" between the pedal top face and footrest.
Adjust the brake pedal height if necessary.

Brake pedal height "a"

Standard: 105 – 115 mm (4.1 – 4.5 in)

- 2) Remove the right footrest bracket bolts (1).

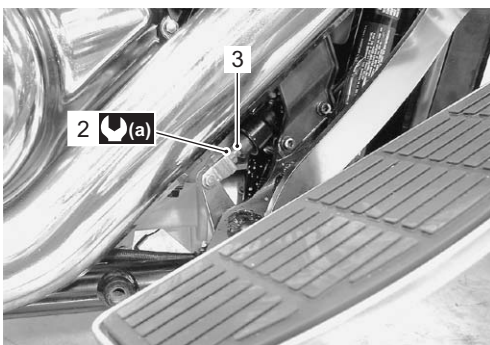


I822H1020060-01

- 3) Move and support the right footrest bracket and loosen the lock-nut (2).
- 4) Turn the push rod (3) until the brake pedal height becomes 105 – 115 mm (4.1 – 4.5 in) "a" above the top of the footrest.
- 5) Tighten the lock-nut (2) to the specified torque.

Tightening torque

Rear master cylinder rod lock-nut (a): 18 N·m (1.8 kgf-m, 13.0 lb-ft)

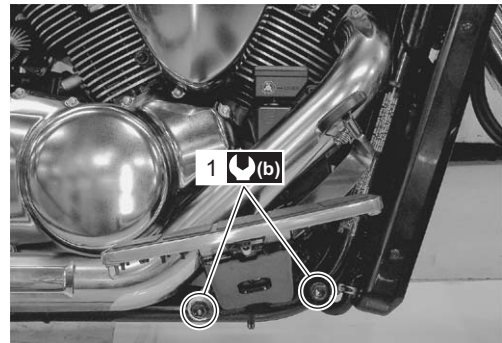


I822H1020061-01

- 6) Tighten the right footrest bracket bolts (1) to the specified torque.

Tightening torque

Front footrest bracket bolt (b): 85 N·m (8.5 kgf-m, 61.5 lb-ft)



I822H1020078-01

Brake Hose Replacement

Replace brake hose

Every 4 years

Refer to "Front Brake Hose Removal and Installation in Section 4A (Page 4A-8)" and "Rear Brake Hose Removal and Installation in Section 4A (Page 4A-8)".

Brake Fluid Replacement

Replace brake fluid

Every 2 years

Refer to "Brake Fluid Replacement in Section 4A (Page 4A-6)".

Air Bleeding from Brake Fluid Circuit

Refer to "Air Bleeding from Brake Fluid Circuit in Section 4A (Page 4A-5)".

Rear Brake Light Switch Adjustment

Refer to "Rear Brake Light Switch Inspection and Adjustment in Section 4A (Page 4A-4)".

Tire Inspection

B822H10206020


Inspect tire

Every 6 000 km (4 000 miles, 12 months)

Tire Tread Condition

Operating the motorcycle with excessively worn tires will decrease riding stability and consequently invite a dangerous situation. It is highly recommended to replace a tire when the remaining depth of tire tread reaches the following specification.

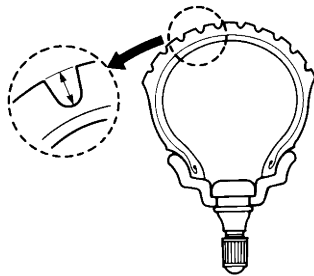
Special tool

 : 09900-20805 (Tire depth gauge)

Tire tread depth (Service limit)

Front: 1.6 mm (0.06 in)

Rear: 2.0 mm (0.08 in)



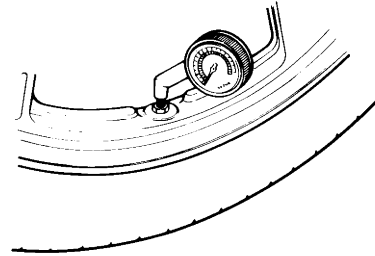
I310G1020068-02

Tire Pressure

If the tire pressure is too high or too low, steering will be adversely affected and tire wear increased. Therefore, maintain the correct tire pressure for good roadability or shorter tire life will result. Cold inflation tire pressure is as follows.

Cold inflation tire pressure

	Solo riding			Dual riding		
	kPa	kgf/cm ²	psi	kPa	kgf/cm ²	psi
Front	250	2.50	36	250	2.50	36
Rear	290	2.90	42	290	2.90	42



I310G1020069-02

⚠ CAUTION

The standard tire fitted on this motorcycle is 150/80R 16M/C 71V for the front and 240/55R 16M/C 86V for the rear. The use of tires other than those specified may cause instability. It is highly recommended to use the specified tires.

Tire type

BRIDGESTONE

- Front: G853 RADIAL E
- Rear: G852 RADIAL G

Steering System Inspection

B822H10206021

Inspect steering system

Initially at 1 000 km (600 miles, 2 months) and every 12 000 km (7 500 miles, 24 months) thereafter

Steering should be adjusted properly for smooth turning of handlebars and safe running. Overtighten steering prevents smooth turning of the handlebars and too loose steering will cause poor stability.

- 1) Check that there is no play in the front fork.
- 2) Support the motorcycle so that the front wheel is off the ground, with the wheel facing straight ahead, grasp the lower fork tubes near the axle and pull forward.

If play is found, readjust the steering. Refer to "Steering Tension Adjustment in Section 6B (Page 6B-9)".



I822H1020062-01

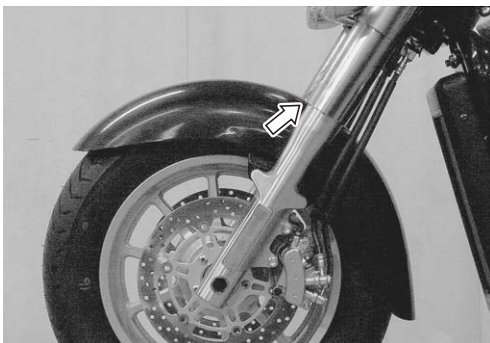
Front Fork Inspection

B822H10206022

Inspect front fork

Every 12 000 km (7 500 miles, 24 months)

Inspect the front forks for oil leakage, scoring or scratches on the outer surface of the inner tubes. Replace any defective parts, if necessary. Refer to "Front Fork Disassembly and Assembly in Section 2B (Page 2B-3)".



I822H1020063-01

Rear Suspension Inspection

B822H10206023

Inspect rear suspension

Every 12 000 km (7 500 miles, 24 months)

Inspect the rear shock absorbers for oil leakage and check that there is no play in the swingarm.

Replace any defective parts, if necessary. Refer to "Rear Shock Absorber Removal and Installation in Section 2C (Page 2C-3)" and "Swingarm / Cushion Lever Removal and Installation in Section 2C (Page 2C-5)".



I822H1020064-01



I822H1020065-01

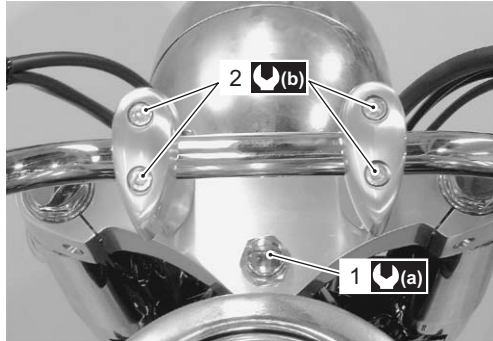
Chassis Bolt and Nut Inspection

B822H10206024

Tighten chassis bolt and nut

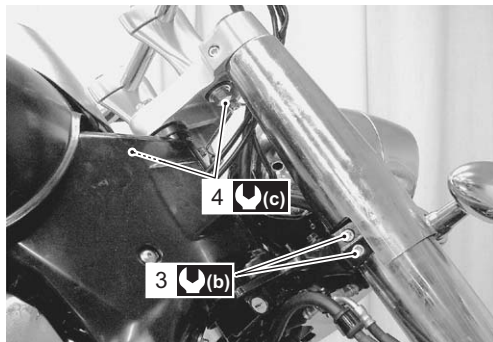
Initially at 1 000 km (600 miles, 2 months) and every 6 000 km (4 000 miles, 12 months) thereafter

Check that all chassis bolts and nuts are tightened to their specified torque.



I822H1020066-01

- | | | |
|---|-----|---|
| 1 | (a) | Steering stem head nut 90 N-m (9.0 kgf-m, 65.0 lb-ft) |
| 2 | (b) | Handlebar clamp bolt 23 N-m (2.3 kgf-m, 16.5 lb-ft) |



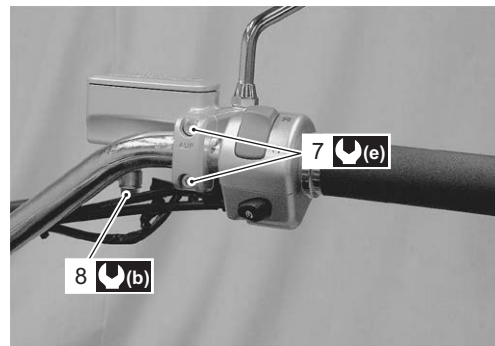
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|---|-----|--|
| 3 | (b) | Front fork lower clamp bolt 23 N-m (2.3 kgf-m, 16.5 lb-ft) |
| 4 | (c) | Handlebar holder bolt 70 N-m (7.0 kgf-m, 50.5 lb-ft) |



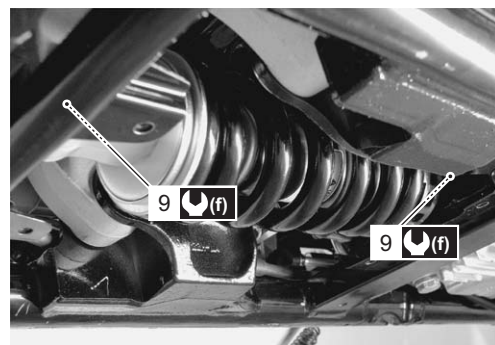
I822H1020068-02

- | | | |
|---|-----|--|
| 5 | (b) | Front fork upper clamp bolt 23 N-m (2.3 kgf-m, 16.5 lb-ft) |
| 6 | (d) | Front fork cap bolt 55 N-m (5.5 kgf-m, 40.0 lb-ft) |



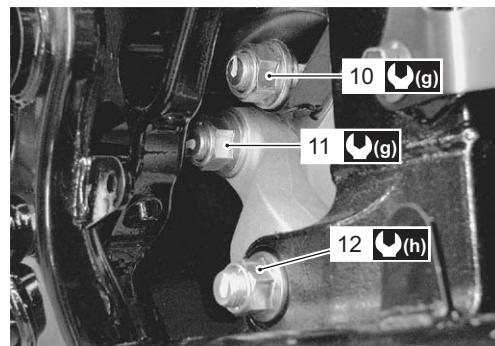
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|---|-----|---|
| 7 | (e) | Front brake master cylinder mounting bolt 10 N-m (1.0 kgf-m, 7.0 lb-ft) |
| 8 | (b) | Brake hose union bolt 23 N-m (2.3 kgf-m, 16.5 lb-ft) |



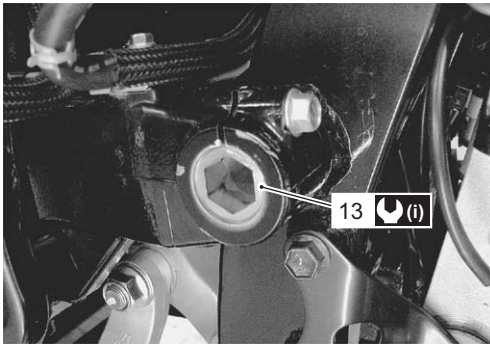
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|---|-----|---|
| 9 | (f) | Rear shock absorber mounting nut 65 N-m (6.5 kgf-m, 47.0 lb-ft) |
|---|-----|---|



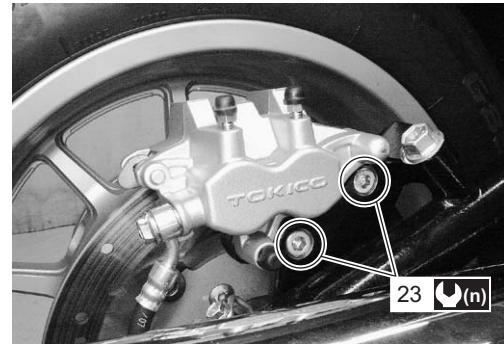
I822H1020071-02

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| 10 | (g) | Cushion lever upper nut 132 N-m (13.2 kgf-m, 95.5 lb-ft) |
| 11 | (g) | Cushion lever lower nut 132 N-m (13.2 kgf-m, 95.5 lb-ft) |
| 12 | (h) | Cushion rod nut 110 N-m (11.0 kgf-m, 79.5 lb-ft) |



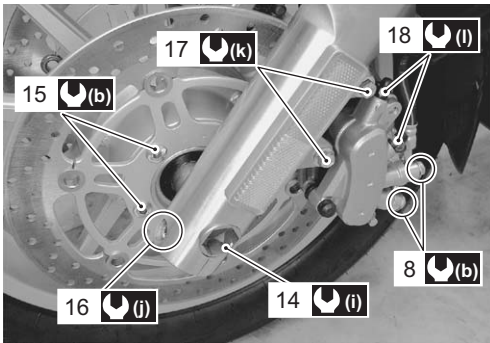
I822H1020072-02

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|----|-----|---|
| 13 | (i) | Swingarm pivot shaft 100 N-m (10.0 kgf-m, 72.5 lb-ft) |
|----|-----|---|



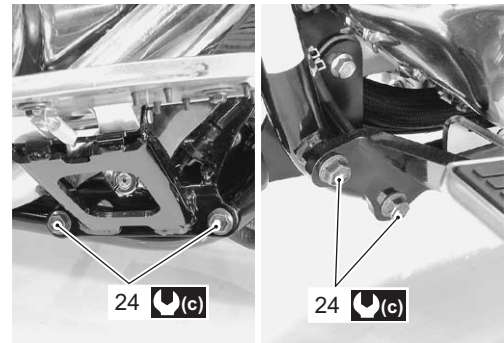
I822H1020079-01

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| 23 | (n) | Rear brake caliper mounting bolt 54 N-m (5.4 kgf-m, 39.0 lb-ft) |
|----|-----|---|



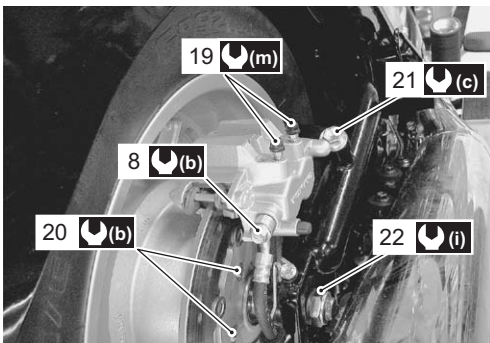
I822H1020073-02

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| 8 | (b) | Brake hose union bolt 23 N-m (2.3 kgf-m, 16.5 lb-ft) |
| 14 | (i) | Front axle 100 N-m (10.0 kgf-m, 72.5 lb-ft) |
| 15 | (b) | Brake disc bolt (Front) 23 N-m (2.3 kgf-m, 16.5 lb-ft) |
| 16 | (j) | Front axle pinch bolt 33 N-m (3.3 kgf-m, 24.0 lb-ft) |
| 17 | (k) | Front brake caliper mounting bolt 26 N-m (2.6 kgf-m, 19.0 lb-ft) |
| 18 | (l) | Air bleeder valve (Front brake) 6.0 N-m (0.6 kgf-m, 4.5 lb-ft) |



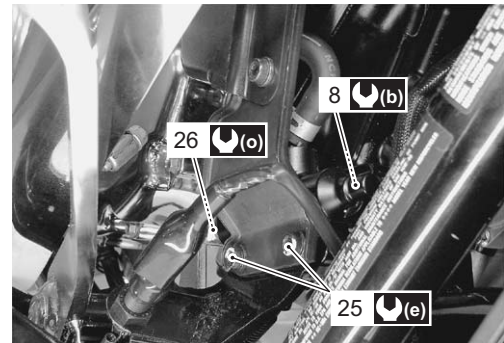
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| 24 | (c) | Front footrest bolt 85 N-m (8.5 kgf-m, 61.5 lb-ft) |
|----|-----|--|



I822H1020074-02

- | | | |
|----|-----|---|
| 8 | (b) | Brake hose union bolt 23 N-m (2.3 kgf-m, 16.5 lb-ft) |
| 19 | (m) | Air bleeder valve (Rear brake) 7.5 N-m (0.75 kgf-m, 5.5 lb-ft) |
| 20 | (b) | Brake disc bolt (Rear) 23 N-m (2.3 kgf-m, 16.5 lb-ft) |
| 21 | (c) | Rear brake caliper bracket mounting bolt 94 N-m (9.4 kgf-m, 68.0 lb-ft) |
| 22 | (j) | Rear axle nut 100 N-m (10.0 kgf-m, 72.5 lb-ft) |



I822H1020076-03

- | | | |
|----|-----|--|
| 8 | (b) | Brake hose union bolt 23 N-m (2.3 kgf-m, 16.5 lb-ft) |
| 25 | (e) | Rear brake master cylinder mounting bolt 10 N-m (1.0 kgf-m, 7.0 lb-ft) |
| 26 | (o) | Rear brake master cylinder rod lock-nut 18 N-m (1.8 kgf-m, 13.0 lb-ft) |

Compression Pressure Check

B822H10206025

Refer to "Compression Pressure Check in Section 1D (Page 1D-3)".

Oil Pressure Check

B822H10206026

Refer to "Oil Pressure Check in Section 1E (Page 1E-2)".

SDS Check

B822H10206027

Refer to "SDS Check in Section 1A (Page 1A-17)".

Specifications

Tightening Torque Specifications

B822H10207001

Fastening part	Tightening torque			Note
	N-m	kgf-m	lb-ft	
Exhaust pipe bolt	23	2.3	16.5	☞ (Page 0B-4)
Muffler connecting bolt	23	2.3	16.5	☞ (Page 0B-4)
Muffler mounting bolt	23	2.3	16.5	☞ (Page 0B-4)
Muffler joint bolt	23	2.3	16.5	☞ (Page 0B-4)
Oil drain plug	23	2.3	16.5	☞ (Page 0B-12) / ☞ (Page 0B-12)
Oil filter	20	2.0	14.5	☞ (Page 0B-13)
Final gear oil drain plug	23	2.3	16.5	☞ (Page 0B-14)
Rear master cylinder rod lock-nut	18	1.8	13.0	☞ (Page 0B-20)
Front footrest bracket bolt	85	8.5	61.5	☞ (Page 0B-20)

NOTE

The specified tightening torque is also described in the following.
 “Chassis Bolt and Nut Inspection (Page 0B-23)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H10208001

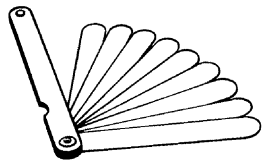
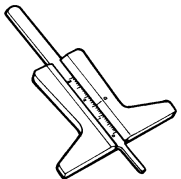
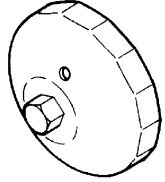
Material	SUZUKI recommended product or Specification	Note
Brake fluid	DOT 4	☞ (Page 0B-18)

NOTE

Required service material is also described in the following.
 “Lubrication Points (Page 0B-2)”

Special Tool

B822H10208002

09900-20803 Thickness gauge ☞ (Page 0B-6) / ☞ (Page 0B-7)	09900-20805 Tire depth gauge ☞ (Page 0B-21)
	
09915-40610 Oil filter wrench ☞ (Page 0B-13) / ☞ (Page 0B-13)	
	

Service Data

Specifications

Service Data

B822H10307001

Valve + Guide

Unit: mm (in)

Item		Standard	Limit
Valve diam.	IN.	42 (1.65)	—
	EX.	38 (1.50)	—
Tappet clearance (When cold)	IN.	0.09 – 0.16 (0.004 – 0.006)	—
	EX.	0.20 – 0.30 (0.008 – 0.012)	—
Valve guide to valve stem clearance	IN.	0.010 – 0.037 (0.0004 – 0.0015)	—
	EX.	0.030 – 0.057 (0.0012 – 0.0022)	—
Valve guide I.D.	IN. & EX.	6.000 – 6.012 (0.2362 – 0.2367)	—
Valve stem O.D.	IN.	5.975 – 5.990 (0.2352 – 0.2358)	—
	EX.	5.955 – 5.970 (0.2344 – 0.2350)	—
Valve stem deflection	IN. & EX.	—	0.35 (0.014)
Valve stem runout	IN. & EX.	—	0.05 (0.002)
Valve head thickness	IN. & EX.	—	0.5 (0.02)
Valve seat width	IN.	1.1 – 1.3 (0.043 – 0.051)	—
	EX.	1.4 – 1.6 (0.055 – 0.063)	—
Valve head radial runout	IN. & EX.	—	0.03 (0.001)
Valve spring free length	IN. & EX.	—	40.7 (1.60)
Valve spring tension	IN. & EX.	127 – 147 N (13.0 – 15.0 kgf, 28.7 – 33.1 lbs) at length 36.6 mm (1.44 in)	—

Camshaft + Cylinder Head

Unit: mm (in)

Item		Standard	Limit
Cam height	IN.	40.180 – 40.230 (1.5819 – 1.5839)	39.880 (1.5701)
	EX.	40.480 – 40.530 (1.5937 – 1.5957)	40.180 (1.5819)
Camshaft journal oil clearance	IN. & EX.	0.032 – 0.066 (0.0013 – 0.0026)	0.150 (0.0059)
Camshaft journal holder I.D.	IN. & EX.	24.012 – 24.025 (0.9454 – 0.9459)	—
Camshaft journal O.D.	IN. & EX.	23.959 – 23.980 (0.9433 – 0.9441)	—
Camshaft runout	IN. & EX.	—	0.10 (0.004)
Cam chain pin (at arrow "3")		18th pin	—
Cylinder head distortion		—	0.05 (0.002)

0C-2 Service Data:**Cylinder + Piston + Piston Ring**

Unit: mm (in)

Item	Standard		Limit
Compression pressure (Automatic decomp. actuated)	1 300 – 1 800 kPa (13 – 18 kgf/cm ² , 185 – 256 psi)		800 kPa (8 kgf/cm ² , 114 psi)
Compression pressure difference	—		200 kPa (2 kgf/cm ² , 28 psi)
Piston-to-cylinder clearance	0.025 – 0.040 (0.0010 – 0.0016)		0.120 (0.0047)
Cylinder bore	112.000 – 112.015 (4.4094 – 4.4100)		Nicks or Scratches
Piston diam.	111.968 – 111.983 (4.4081 – 4.4088) Measure at 10 mm (0.4 in) from the skirt end.		111.880 (4.4047)
Cylinder distortion	—		0.05 (0.002)
Piston ring free end gap	1st	Approx. 15.7 (0.62)	12.6 (0.50)
	2nd	Approx. 14.5 (0.57)	11.6 (0.46)
Piston ring end gap	1st	0.10 – 0.25 (0.004 – 0.010)	0.5 (0.020)
	2nd	0.10 – 0.25 (0.004 – 0.010)	0.5 (0.020)
Piston ring-to-groove clearance	1st	—	0.180 (0.0071)
	2nd	—	0.150 (0.0059)
Piston ring groove width	1st	0.93 – 0.95 (0.0366 – 0.0374)	—
		1.55 – 1.57 (0.0610 – 0.0618)	—
	2nd	1.21 – 1.23 (0.0476 – 0.0484)	—
	Oil	2.51 – 2.53 (0.0988 – 0.0996)	—
Piston ring thickness	1st	0.86 – 0.91 (0.034 – 0.036)	—
		1.38 – 1.40 (0.054 – 0.055)	—
	2nd	1.17 – 1.19 (0.046 – 0.047)	—
Piston pin bore I.D.	23.002 – 23.008 (0.9056 – 0.9058)		23.030 (0.9067)
Piston pin O.D.	22.995 – 23.000 (0.9053 – 0.9055)		22.980 (0.9047)

Conrod + Crankshaft

Unit: mm (in)

Item	Standard		Limit
Conrod small end I.D.	23.010 – 23.018 (0.9059 – 0.9062)		23.040 (0.9071)
Conrod big end side clearance	0.100 – 0.200 (0.0039 – 0.0078)		0.30 (0.012)
Conrod big end width	23.95 – 24.00 (0.943 – 0.945)		—
Crank pin width	24.10 – 24.15 (0.949 – 0.951)		—
Conrod big end oil clearance	0.032 – 0.056 (0.0013 – 0.0022)		0.080 (0.0031)
Crank pin O.D.	54.976 – 55.000 (2.1644 – 2.1654)		—
Crankshaft journal oil clearance	0.010 – 0.028 (0.0004 – 0.0011)		0.080 (0.0031)
Crankshaft journal O.D.	54.982 – 55.000 (2.1646 – 2.1654)		—
Crankshaft thrust bearing thickness	2.250 – 2.550 (0.0886 – 0.1004)		—
Crankshaft thrust clearance	0.100 – 0.200 (0.0039 – 0.0078)		—
Crankshaft runout	—		0.05 (0.002)

Oil Pump

Item	Standard		Limit
Oil pressure (at 60 °C, 140 °F)	Above 400 kPa (4.0 kgf/cm ² , 57 psi) Below 700 kPa (7.0 kgf/cm ² , 100 psi) at 3 000 r/min		—

Clutch

Unit: mm (in)

Item	Standard		Limit
Clutch cable play	10 – 15 (0.4 – 0.6)		—
Clutch release screw	1 turn back		—
Clutch drive plate thickness	No. 1	2.92 – 3.08 (0.115 – 0.121)	2.62 (0.103)
	No. 2	1.92 – 2.08 (0.076 – 0.082)	—
Clutch driven plate thickness	No. 1	2.20 – 2.40 (0.087 – 0.094)	—
	No. 2	3.32 – 3.48 (0.131 – 0.137)	3.17 (0.125)
Clutch driven plate claw width	No. 1 & 2	7.96 – 8.15 (0.313 – 0.321)	7.16 (0.282)
Clutch driven plate distortion	—		0.10 (0.004)
Clutch spring free length	55.11 (2.17)		52.4 (2.06)

Thermostat + Radiator + Fan + Coolant

Item	Standard		Note
Thermostat valve opening temperature	Approx. 88 °C (190 °F)		—
Thermostat valve lift	Over 8 mm (0.31 in) at 100 °C (212 °F)		—
ECT sensor resistance	20 °C (68 °F)	Approx. 2.45 kΩ	—
	50 °C (122 °F)	Approx. 0.811 kΩ	—
	80 °C (176 °F)	Approx. 0.318 kΩ	—
	110 °C (230 °F)	Approx. 0.142 kΩ	—
Radiator cap valve opening pressure	93 – 123 kPa (0.93 – 1.23 kgf/cm ² , 13.2 – 17.5 psi)		—
Cooling fan operating temperature	OFF → ON	Approx. 105 °C (221 °F)	—
	ON → OFF	Approx. 100 °C (212 °F)	—
Engine coolant type	Use an antifreeze/coolant compatible with aluminum radiator, mixed with distilled water only, at the ratio of 50:50.		—
Engine coolant	Reservoir tank side	Approx. 250 ml (0.3/0.2 US/lmp qt)	—
	Engine side	Approx. 2 400 ml (2.5/2.1 US/lmp qt)	—

Drive Train

Unit: mm (in) Except ratio

Item	Standard		Limit
Primary reduction ratio	E-03, 28, 33	1.757 (58/33)	—
	The others	1.647 (56/34)	—
Secondary reduction ratio	1.058 (18/17)		—
Final reduction ratio	2.823 (18/17 x 32/12)		—
Gear ratios	1st	2.187 (35/16)	—
	2nd	1.400 (28/20)	—
	3rd	1.038 (27/26)	—
	4th	0.827 (24/29)	—
	Top	0.685 (24/35)	—
Shift fork to groove clearance	0.1 – 0.3 (0.004 – 0.012)		0.5 (0.02)
Shift fork groove width	5.0 – 5.1 (0.197 – 0.201)		—
Shift fork thickness	4.8 – 4.9 (0.189 – 0.193)		—
Gearshift lever height	115 – 125 (4.5 – 4.9)		—

0C-4 Service Data:**Driveline / Axle**

Unit: mm (in)

Item	Standard/Specification	Limit
Secondary bevel gear backlash	0.03 – 0.15 (0.001 – 0.006)	—
Final bevel gear backlash	0.08 – 0.16 (0.003 – 0.006)	—
Damper spring free length	—	64.6 (2.54)
Final gear oil type	Hypoid gear oil SAE #90, API grade GL-5	—
Final gear oil capacity	200 – 220 ml (6.8/7.0 – 7.4/7.7 US/Imp oz)	—

Injector + Fuel Pump + Fuel Pressure Regulator

Item	Specification	Note
Injector resistance	11 – 13 Ω at 23 °C (73 °F)	
Fuel discharge amount	168 ml and more (5.7/5.9 US/Imp oz) for 10 seconds at 300 kPa (3.0 kgf/cm ² , 43 psi)	
Fuel pressure regulator operating set pressure	Approx. 300 kPa (3.0 kgf/cm ² , 43 psi)	

FI Sensors

Item	Specification	Note
CKP sensor resistance	190 – 290 Ω	
CKP sensor peak voltage	1.5 V and more	When cranking
IAP sensor input voltage (F & R)	4.5 – 5.5 V	
IAP sensor output voltage (F & R)	Approx. 2.6 V at idle speed	
TP sensor input voltage	4.5 – 5.5 V	
TP sensor resistance	Closed	Approx. 1.1 k Ω
	Opened	Approx. 4.3 k Ω
TP sensor output voltage	Closed	Approx. 1.1 V
	Opened	Approx. 4.3 V
ECT sensor input voltage	4.5 – 5.5 V	
ECT sensor output voltage	0.15 – 4.85 V	
ECT sensor resistance	Approx. 2.45 k Ω at 20 °C (68 °F)	
IAT sensor input voltage	4.5 – 5.5 V	
IAT sensor output voltage	0.15 – 4.84 V	
IAT sensor resistance	Approx. 2.45 k Ω at 20 °C (68 °F)	
TO sensor resistance	16.5 – 22.3 k Ω	
TO sensor voltage	Normal	0.4 – 1.4 V
	Leaning	3.7 – 4.4 V
GP switch voltage	0.6 V and more	When leaning 65° From 1st to Top
Injector voltage	Battery voltage	
Ignition coil primary peak voltage	250 V and more	#2: (+) G, (-) Ground #1: (+) Y, (-) Ground
Ignition coil/Plug cap primary peak voltage	80 V and more	#2: (+) B, (-) Ground #1: (+) W/BI, (-) Ground
STP sensor input voltage	4.5 – 5.5 V	
STP sensor resistance	Closed	Approx. 0.6 k Ω
	Opened	Approx. 4.2 k Ω
STP sensor output voltage	Closed	Approx. 0.6 V
	Opened	Approx. 4.2 V
STV actuator resistance	Approx. 7 Ω	
EXCVA position sensor input voltage	4.5 – 5.5 V	
EXCVA position sensor resistance	Approx. 3.1 k Ω	At adjustment position
EXCVA position sensor output voltage	Closed	0.5 – 1.5 V
	Opened	3.5 – 4.5 V
O2 sensor output voltage	0.4 V and less at idle speed	E-02, 19, 24, 33
	0.6 V and more at 3 000 r/min	E-02, 19, 24, 33
PAIR solenoid valve resistance	18 – 22 Ω at 20 – 30 °C (68 – 86 °F)	

Throttle Body

Item	Specification
Bore size	52 mm (2.0 in)
I.D. No.	22H1 (For E-33), 22H0 (For the others)
Idle r/min	900 ± 100 r/min/Warmed engine
Throttle cable play	2.0 – 4.0 mm (0.08 – 0.16 in)

Electrical

Unit: mm (in)

Item	Specification	Note	
Firing order	1 · 2		
Spark plug	Type	NGK: CR7EK DENSO: U22ETR	
	Gap	0.6 – 0.7 (0.024 – 0.028)	
Spark performance	Over 8 (0.3) at 1 atm.		
CKP sensor resistance	190 – 290 Ω		
Ignition coil resistance	Primary	1.8 – 3.0 Ω	
	Secondary	16 – 26 kΩ	
Ignition coil/Plug cap resistance	Primary	1.1 – 1.9 Ω	
	Secondary	10.8 – 16.2 kΩ	
CKP sensor peak voltage	1.5 V and more		
Ignition coil primary peak voltage	250 V and more	#2: (+) G, (–) Ground #1: (+) Y, (–) Ground	
Ignition coil/Plug cap primary peak voltage	80 V and more	#2: (+) B, (–) Ground #1: (+) W/Bl, (–) Ground	
Generator coil resistance	0.2 – 1.5 Ω		
Generator maximum output	Approx. 400 W at 5 000 r/min		
Generator no-load voltage (When engine is cold)	70 V (AC) and more at 5 000 r/min		
Regulated voltage	14.0 – 15.5 V at 5 000 r/min		
Starter relay resistance	3 – 6 Ω		
Battery	Type designation	FTZ16-BS	
	Capacity	12 V 64.8 kC (18 Ah)/10 HR	
Fuse size	Headlight	HI	10 A
		LO	10 A
	Fuel	10 A	
	Ignition	15 A	
	Signal	10 A	
	Fan motor	15 A	
	Main	30 A	
Starter motor brush length	Standard	12.5 (0.49)	
	Limit	6.0 (0.24)	

0C-6 Service Data:
Wattage

Unit: W

Item		Specification	
		E-03, 28, 33	E-02, 19, 24
Headlight	HI	60	←
	LO	55	←
Position light		—	5
Brake light/Taillight		LED	←
Front turn signal light/Position light		21/5	—
Front turn signal light		—	21
Rear turn signal light		21	←
Speedometer light		LED	←
Turn signal indicator light		LED	←
High beam indicator light		LED	←
Neutral position indicator light		LED	←
Fuel level indicator light		LED	←
Coolant temperature/Oil pressure indicator light		LED	←
FI indicator light		LED	←
License plate light		5	←

Brake + Wheel

Unit: mm (in)

Item	Standard			Limit
Rear brake pedal height	105 – 115 (4.1 – 4.5)			—
Brake disc thickness	Front	4.8 – 5.2 (0.189 – 0.205)		4.5 (0.18)
	Rear	6.6 – 7.0 (0.260 – 0.276)		6.3 (0.25)
Brake disc runout	Front & Rear	—		0.30 (0.012)
Master cylinder bore	Front	14.000 – 14.043 (0.5512 – 0.5529)		—
	Rear	17.460 – 17.503 (0.6874 – 0.6891)		—
Master cylinder piston diam.	Front	13.957 – 13.984 (0.5495 – 0.5506)		—
	Rear	17.417 – 17.444 (0.6857 – 0.6868)		—
Brake caliper cylinder bore	Front	Center	22.650 – 22.700 (0.8917 – 0.8937)	—
		Both side	25.400 – 25.450 (1.0000 – 1.0020)	—
	Rear	30.230 – 30.306 (1.1902 – 1.1931)		—
Brake caliper piston diam.	Front	Center	22.585 – 22.618 (0.8892 – 0.8905)	—
		Both side	25.318 – 25.368 (0.9968 – 0.9987)	—
	Rear	30.150 – 30.200 (1.1870 – 1.1890)		—
Brake fluid type	DOT 4			—
Wheel rim runout	Front & Rear	Axial	—	2.0 (0.08)
		Radial		
Wheel axle runout	Front & Rear	—		0.25 (0.010)
Wheel rim size	Front	16 M/C x MT 3.50		—
	Rear	16 M/C x MT 8.00		—

Suspension

Unit: mm (in)

Item	Standard	Limit
Front fork stroke	130 (5.1)	—
Front fork spring free length	616.9 (24.3)	604 (23.8)
Front fork inner tube O.D.	49 (1.9)	—
Front fork oil level (Without spring, inner tube fully compressed)	179 (7.0)	—
Front fork oil type	SUZUKI FORK OIL G-10 or an equivalent fork oil	—
Front fork oil capacity (Each leg)	686 ml (23.2/24.2 US/Imp oz)	—
Rear shock absorber spring adjuster	4/7	—
Rear wheel travel	118 (4.6)	—
Swingarm pivot shaft runout	—	0.3 (0.01)

Tire

Item		Standard	Limit
Cold inflation tire pressure (Solo riding)	Front	250 kPa (2.50 kgf/cm ² , 36 psi)	—
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)	—
Cold inflation tire pressure (Dual riding)	Front	250 kPa (2.50 kgf/cm ² , 36 psi)	—
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)	—
Tire size	Front	150/80R 16M/C 71V, tubeless	—
	Rear	240/55R 16M/C 86V, tubeless	—
Tire type	Front	BRIDGESTONE: G853 RADIAL E	—
	Rear	BRIDGESTONE: G852 RADIAL G	—
Tire tread depth (Recommended depth)	Front	—	1.6 mm (0.06 in)
	Rear	—	2.0 mm (0.08 in)

Fuel + Oil

Item	Specification	Note
Fuel type	Use only unleaded gasoline of at least 90 pump octane (R/2 + M/2). Gasoline containing MTBE (Methyl Tertiary Butyl Ether), less than 10% ethanol, or less than 5% methanol with appropriate cosolvents and corrosion inhibitor is permissible.	E-03, 28, 33
	Gasoline used should be graded 95 octane or higher. An unleaded gasoline type is recommended.	Others
Fuel tank capacity	19 L (5.0/4.2 US/Imp gal)	
Engine oil type	SAE 10W-40, API SF/SG or SH/SJ with JASO MA	
Engine oil capacity	Change	3 400 ml (3.6/3.0 US/Imp qt)
	Filter change	3 600 ml (3.8/3.2 US/Imp qt)
	Overhaul	5 000 ml (5.3/4.4 US/Imp qt)

Tightening Torque List

Engine

Item		N-m	kgf-m	lb-ft	
Cylinder head cover bolt		11	1.1	8.0	
Cylinder head cover bracket bolt		11	1.1	8.0	
Cylinder head bolt	[M6]	11	1.1	8.0	
	[M8]	26	2.6	19.0	
	[M10]	Initial	25	2.5	18.0
		Final	42	4.2	30.5
Cylinder nut		13	1.3	9.5	
Water jacket plug (Cylinder head plug)		26	2.6	19.0	
Camshaft journal holder bolt		11	1.1	8.0	
Rear cam chain drive sprocket bolt		85	8.5	61.5	
Cam chain tension No. 1 adjuster bolt (Front & Rear)		10	1.0	7.0	
Cam chain tension No. 2 adjuster bolt		11	1.1	8.0	
Cam chain tension adjuster cap bolt		23	2.3	16.5	
Front cam chain tensioner No. 1 bolt		18	1.8	13.0	
Rear cam chain tensioner bolt		18	1.8	13.0	
Cam chain tensioner No. 2 nut		10	1.0	7.0	
Cam chain guide No. 1 bolt		18	1.8	13.0	
Exhaust pipe bolt		23	2.3	16.5	
O2 sensor (For E-02, 19, 24, 33)	#1 & #2	48	4.8	34.5	
Spark plug		11	1.1	8.0	
Primary driven gear bolt		95	9.5	68.5	
Starter clutch bolt		25	2.5	18.0	
Crank balancer drive gear bolt		24	2.4	17.5	
Crank balancer driven gear bolt	[M6]	10	1.0	7.0	
	[M8]	25	2.5	18.0	
Conrod cap bolt	Initial	35	3.5	25.5	
	Final	After tightening to the above torque, tighten 1/4 of a turn (90°).			
Oil drain plug		23	2.3	16.5	
Crankcase bolt	[M6]	11	1.1	8.0	
	[M8]	26	2.6	19.0	
	[M10]	Initial	30	3.0	21.5
		Final	50	5.0	36.0
Oil gallery plug	[M6]	10	1.0	7.0	
	[M10]	20	2.0	14.5	
	[M12]	21	2.1	15.0	
	[M14]	25	2.5	18.0	
	[M16]	35	3.5	25.5	
Oil gallery plug (Cylinder head)		11	1.1	8.0	
Oil cooler union bolt		70	7.0	50.5	
Oil pressure switch		14	1.4	10.0	
Oil pressure switch lead wire bolt		1.5	0.15	1.0	
Piston cooling oil jet bolt		10	1.0	7.0	
Clutch sleeve hub nut		95	9.5	68.5	
Clutch spring set bolt		10	1.0	7.0	
Valve timing inspection plug		23	2.3	16.5	
Gearshift cam stopper plate bolt		13	1.3	9.5	
Gearshift arm stopper		19	1.9	13.5	
Gearshift cam stopper bolt		10	1.0	7.0	
Gearshift lever bolt		50	5.0	36.0	
Gearshift fork retainer plug		35	3.5	25.5	
Generator cover plug		16	1.6	11.5	
Generator rotor bolt		160	16.0	115.5	
Generator stator set bolt		11	1.1	8.0	
Starter motor mounting bolt		10	1.0	7.0	
Starter motor housing bolt		5	0.5	3.5	

Item	N·m	kgf-m	lb-ft
Starter motor lead wire mounting nut	6	0.6	4.5
Brush holder nut	11	1.1	8.0
Generator lead wire clamp bolt	11	1.1	8.0
Speed sensor mounting bolt	10	1.0	7.0
Oil filter	20	2.0	14.5
Engine mounting nut	55	5.5	40.0
Muffler connecting bolt	23	2.3	16.5
Muffler mounting bolt	23	2.3	16.5
Muffler joint bolt	23	2.3	16.5

Driveline / Axle

Item	N·m	kgf-m	lb-ft
Secondary drive gear bolt	160	16.0	115.5
Secondary driven bevel gear bearing stopper	105	10.5	76.0
Secondary bevel gear coupling nut	95	9.5	68.5
Secondary driven gear case bolt	26	2.6	19.0
Secondary driven gear bearing housing bolt	50	5.0	36.0
Secondary bevel gear case bolt	26	2.6	19.0
Final gear case nut	40	4.0	29.0
Final drive gear coupling nut	100	10.0	72.5
Final drive bevel gear bearing stopper	110	11.0	79.5
Final gear case bolt	[M8]	23	16.5
	[M10]	50	36.0
Final gear oil drain plug	23	2.3	16.5

FI System and Intake Air System

Item	N·m	kgf-m	lb-ft
CKP sensor mounting bolt	5.5	0.55	4.0
Fuel pump mounting bolt	10	1.0	7.0
GP switch mounting bolt	6.5	0.65	4.5
TP sensor mounting screw	3.5	0.35	2.5
STP sensor mounting screw	3.5	0.35	2.5
Fuel delivery pipe mounting screw	5	0.5	3.5
EXCVA pulley mounting bolt	5	0.5	3.5
EXCV cover bolt	10	1.0	7.0

Cooling System

Item	N·m	kgf-m	lb-ft
Impeller securing bolt	8	0.8	6.0
Water pump mounting bolt	10	1.0	7.0
ECT sensor	18	1.8	13.0
Water hose clamp screw	1.5	0.15	1.0
Water pump case screw	5.5	0.55	4.0

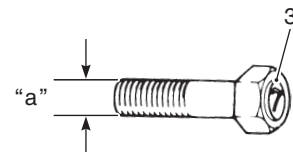
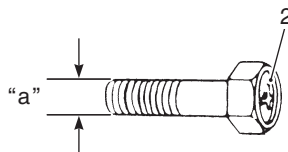
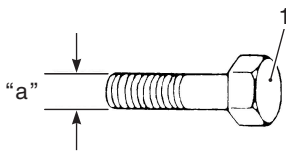
0C-10 Service Data:**Chassis**

Item	N·m	kgf·m	lb·ft
Handlebar clamp bolt	23	2.3	16.5
Handlebar holder bolt	70	7.0	50.5
Front fork clamp bolt (upper and lower)	23	2.3	16.5
Front fork cap bolt	55	5.5	40.0
Front fork cylinder bolt	20	2.0	14.5
Spacer clamp bolt	4.2	0.42	3.0
Steering stem nut	45 N·m (4.5 kgf·m, 32.5 lb·ft) then turn back 1/2 – 1/4		
Steering stem head nut	90	9.0	65.0
Front axle	100	10.0	72.5
Front axle pinch bolt	33	3.3	24.0
Damper rod bolt	20	2.0	14.5
Brake disc bolt (Front & Rear)	23	2.3	16.5
Caliper pad mounting pin	18	1.8	13.0
Caliper holder slide pin	13	1.3	9.5
Caliper housing slide pin	23	2.3	16.5
Rear brake caliper bracket mounting bolt	94	9.4	68.0
Front brake caliper mounting bolt	26	2.6	19.0
Rear brake caliper mounting bolt	54	5.4	39.0
Front brake caliper air bleeder valve	6	0.6	4.5
Rear brake caliper air bleeder valve	7.5	0.75	5.5
Brake hose union bolt (Front & Rear)	23	2.3	16.5
Brake lever pivot bolt	1	0.1	0.7
Brake lever pivot bolt lock-nut	6	0.6	4.5
Front brake master cylinder holder bolt (Upper and Lower)	10	1.0	7.0
Rear brake master cylinder mounting bolt	10	1.0	7.0
Brake pedal boss bolt	16	1.6	11.5
Frame down tube bolt	50	5.0	36.0
Seat rail bolt	85	8.5	61.5
Front footrest bracket bolt	85	8.5	61.5
Swingarm pivot shaft	100	10.0	72.5
Rear cushion lever upper nut	132	13.2	95.5
Rear cushion lever lower nut	132	13.2	95.5
Rear cushion rod nut	110	11.0	79.5
Rear shock absorber mounting nut	65	6.5	47.0
Rear axle nut	100	10.0	72.5
Rear brake master cylinder rod lock-nut	18	1.8	13.0
Side-stand bolt	50	5.0	36.0
Side-stand nut	40	4.0	29.0
Steering lock bracket bolt	26	2.6	19.0
Brake pipe flare nut	16	1.6	11.5

Tightening Torque Chart

For other bolts and nuts not listed in the preceding page, refer to this chart:

Bolt Diameter "a" (mm)	Conventional or "4" marked bolt			"7" marked bolt		
	N·m	kgf·m	lb·ft	N·m	kgf·m	lb·ft
4	1.5	0.15	1.0	2.3	0.23	1.5
5	3	0.3	2.0	4.5	0.45	3.0
6	5.5	0.55	4.0	10	1.0	7.0
8	13	1.3	9.5	23	2.3	16.5
10	29	2.9	21.0	50	5.0	36.0
12	45	4.5	32.5	85	8.5	61.5
14	65	6.5	47.0	135	13.5	97.5
16	105	10.5	76.0	210	21.0	152.0
18	160	16.0	115.5	240	24.0	173.5



I649G1030001-04

1. Conventional bolt	2. "4" marked bolt	3. "7" marked bolt
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Section 1

Engine

CONTENTS

Precautions	1-1		
Precautions	1-1		
Precautions for Engine.....	1-1		
Engine General Information and Diagnosis	1A-1		
General Description	1A-1		
Injection Timing Description	1A-1		
Self-Diagnosis Function	1A-2		
Schematic and Routing Diagram	1A-4		
FI System Wiring Diagram	1A-4		
Terminal Alignment of ECM Coupler.....	1A-5		
Component Location	1A-6		
FI System Parts Location	1A-6		
Diagnostic Information and Procedures	1A-8		
Engine Symptom Diagnosis	1A-8		
Self-Diagnostic Procedures	1A-12		
Use of SDS Diagnosis Reset Procedures.....	1A-14		
Show Data When Trouble (Displaying Data at the Time of DTC)	1A-15		
SDS Check	1A-17		
DTC Table.....	1A-20		
Fail-Safe Function Table	1A-22		
FI System Troubleshooting	1A-23		
Malfunction Code and Defective Condition Table	1A-24		
DTC "C12" (P0335): CKP Sensor Circuit Malfunction.....	1A-27		
DTC "C13" (P1750-H/L) or "C17" (P0105-H/ L): IAP Sensor Circuit Malfunction	1A-30		
DTC "C14" (P0120-H/L): TP Sensor Circuit Malfunction.....	1A-38		
DTC "C15" (P0115-H/L): ECT Sensor Circuit Malfunction.....	1A-47		
DTC "C21" (P0110-H/L): IAT Sensor Circuit Malfunction.....	1A-52		
DTC "C23" (P1651-H/L): TO Sensor Circuit Malfunction.....	1A-57		
DTC "C24" (P0351), "C25" (P0352), "C26" (P0353) or "C27" (P0354): Ignition System Malfunction.....	1A-64		
DTC "C28" (P1655): Secondary Throttle Valve Actuator (STVA) Malfunction	1A-64		
		DTC "C29" (P1654-H/L): Secondary Throttle Position Sensor (STPS) Circuit Malfunction....	1A-68
		DTC "C31" (P0705): GP Switch Circuit Malfunction	1A-75
		DTC "C32" (P0201), "C33" (P0202): Fuel Injector Circuit Malfunction	1A-77
		DTC "C40" (P0505 / P0506 / P0507): ISC Valve Circuit Malfunction.....	1A-80
		DTC "C41" (P0230-H/L): FP Relay Circuit Malfunction	1A-84
		DTC "C42" (P1650): IG Switch Circuit Malfunction	1A-86
		DTC "C44" (P0156) or "C64" (P0130): O2 Sensor (O2S) Circuit Malfunction (For E-02, 19, 24, 33).....	1A-87
		DTC "C46" (P1657-H/L or P1658): EXCV Actuator Circuit Malfunction	1A-91
		DTC "C60" (P0480): Cooling Fan Relay Circuit Malfunction.....	1A-104
		DTC "C61" (P1656): PAIR Control Solenoid Valve Circuit Malfunction.....	1A-107
		DTC "C62" (P0443): EVAP System Purge Control Solenoid Valve Circuit Malfunction (For E-33).....	1A-110
		Specifications	1A-114
		Service Data.....	1A-114
		Special Tools and Equipment	1A-115
		Special Tool	1A-115
		Emission Control Devices	1B-1
		Precautions	1B-1
		Precautions for Emission Control Devices	1B-1
		General Description	1B-1
		Fuel Injection System Description	1B-1
		Crankcase Emission Control System Description	1B-2
		Exhaust Emission Control System Description	1B-3
		Noise Emission Control System Description	1B-4
		Evaporative Emission Control System Diagram (Only for E-33).....	1B-5
		Schematic and Routing Diagram	1B-6
		PAIR System Hose Routing Diagram	1B-6
		EVAP Canister Hose Routing Diagram (Only for E-33)	1B-8

Repair Instructions	1B-9	Special Tools and Equipment	1C-10
Oxygen Sensor (O2S) Removal and Installation	1B-9	Recommended Service Material	1C-10
Heated Oxygen Sensor (O2S) Inspection	1B-10	Special Tool	1C-10
PAIR Reed Valve Removal and Installation	1B-10	Engine Mechanical	1D-1
PAIR Control Solenoid Valve Removal and Installation	1B-10	Schematic and Routing Diagram	1D-1
PAIR System Inspection	1B-11	Camshaft and Sprocket Assembly Diagram	1D-1
Crankcase Breather (PCV) Hose Inspection	1B-12	Throttle Cable Routing Diagram	1D-2
Crankcase Breather (PCV) Hose Cover Removal and Installation	1B-12	Diagnostic Information and Procedures	1D-3
Crankcase Breather (PCV) Cover Inspection	1B-13	Engine Mechanical Symptom Diagnosis	1D-3
Evaporative Emission Control System Removal and Installation (Only for E-33)	1B-13	Compression Pressure Check	1D-3
Evaporative Emission Control System Inspection (For E-33 only)	1B-14	Repair Instructions	1D-4
Specifications	1B-16	Engine Components Removable with the Engine in Place	1D-4
Service Data	1B-16	Air Cleaner Element Removal and Installation	1D-6
Tightening Torque Specifications	1B-16	Air Cleaner Element Inspection and Cleaning	1D-6
Special Tools and Equipment	1B-16	Air Cleaner Chamber Removal and Installation	1D-6
Recommended Service Material	1B-16	Throttle Body Components	1D-8
Special Tool	1B-16	Throttle Body Construction	1D-9
Engine Electrical Devices	1C-1	ISC Valve Removal and Installation	1D-10
Precautions	1C-1	Throttle Body Removal and Installation	1D-10
Precautions for Engine Electrical Device	1C-1	Throttle Body Disassembly and Assembly	1D-12
Component Location	1C-1	Throttle Body Inspection and Cleaning	1D-15
Engine Electrical Components Location	1C-1	Throttle Valve Synchronization	1D-16
Diagnostic Information and Procedures	1C-1	ISC Valve Reset	1D-18
Engine Symptom Diagnosis	1C-1	Engine Assembly Removal	1D-18
Repair Instructions	1C-1	Engine Assembly Installation	1D-23
ECM Removal and Installation	1C-1	Engine Top Side Disassembly	1D-25
CKP Sensor Inspection	1C-1	Engine Top Side Assembly	1D-30
CKP Sensor Removal and Installation	1C-1	Valve Clearance Inspection and Adjustment	1D-43
IAP Sensor Inspection	1C-1	Cylinder Head Cover Inspection	1D-43
IAP Sensor Removal and Installation	1C-2	Camshaft Inspection	1D-43
TP Sensor Inspection	1C-2	Camshaft Sprocket and Automatic-decomp. Inspection	1D-45
TP Sensor Removal and Installation	1C-2	Cam Chain Tension No. 1 and No. 2 Adjuster Inspection	1D-45
TP Sensor Adjustment	1C-2	Cam Chain Guide No. 1, No. 2 and No. 3 Inspection	1D-46
IAT Sensor Removal and Installation	1C-3	Cam Chain Tensioner No. 1 Inspection	1D-46
ECT Sensor Removal and Installation	1C-3	Cylinder Head Cover Disassembly and Assembly	1D-46
ECT Sensor Inspection	1C-4	PAIR Reed Valve / PAIR Reed Valve Cover Inspection	1D-47
TO Sensor Removal and Installation	1C-5	Cylinder Head Disassembly and Assembly	1D-47
TO Sensor Inspection	1C-5	Cylinder Head Related Parts Inspection	1D-51
STP Sensor Inspection	1C-5	Valve Guide Replacement	1D-53
STP Sensor Adjustment	1C-5	Valve Seat Repair	1D-54
STP Sensor Removal and Installation	1C-6	Cam Chain Tensioner No. 2 Inspection	1D-55
STV Actuator Inspection	1C-7	Cylinder Inspection	1D-55
STV Actuator Removal and Installation	1C-7	Piston Ring Removal and Installation	1D-56
ISC Valve Inspection	1C-7	Piston and Piston Ring Inspection	1D-57
ISC Valve Removal and Installation	1C-7	Engine Bottom Side Disassembly	1D-59
ISC Valve Preset and Opening Initialization	1C-7	Engine Bottom Side Assembly	1D-68
O2 Sensor Inspection	1C-8	Conrod Removal and Installation	1D-84
O2 Sensor Removal and Installation	1C-8	Conrod / Crankshaft Inspection	1D-86
GP Switch Inspection	1C-8	Conrod Crank Pin Bearing Inspection and Selection	1D-86
GP Switch Removal and Installation	1C-8	Crankshaft Journal Bearing Inspection and Selection	1D-88
Specifications	1C-9		
Service Data	1C-9		
Tightening Torque Specifications	1C-9		

Crankshaft Thrust Clearance Inspection and Selection	1D-90	Water Hose Inspection	1F-6
Balancer Driven Gear Disassembly and Assembly	1D-92	Water Hose Removal and Installation	1F-7
Balancer Shaft Parts Inspection	1D-94	Radiator Reservoir Tank Inspection	1F-7
Specifications	1D-95	Radiator Reservoir Tank Removal and Installation	1F-8
Service Data	1D-95	Cooling Fan Inspection	1F-8
Tightening Torque Specifications	1D-97	Cooling Fan Relay Inspection	1F-9
Special Tools and Equipment	1D-98	ECT Sensor Removal and Installation	1F-9
Recommended Service Material	1D-98	ECT Sensor Inspection	1F-9
Special Tool	1D-99	Thermostat Removal and Installation	1F-9
		Thermostat Inspection	1F-10
Engine Lubrication System	1E-1	Water pump Components	1F-11
Precautions	1E-1	Water Pump Removal and Installation	1F-12
Precautions for Engine Oil	1E-1	Water Pump Disassembly and Assembly	1F-13
Schematic and Routing Diagram	1E-1	Water Pump Related Parts Inspection	1F-16
Engine Lubrication System Chart Diagram	1E-1	Specifications	1F-17
Diagnostic Information and Procedures	1E-2	Service Data	1F-17
Engine Lubrication Symptom Diagnosis	1E-2	Tightening Torque Specifications	1F-17
Oil Pressure Check	1E-2	Special Tools and Equipment	1F-18
Repair Instructions	1E-3	Recommended Service Material	1F-18
Engine Oil and Filter Replacement	1E-3	Special Tool	1F-18
Engine Oil Level Inspection	1E-3		
Oil Pan / Oil Strainer / Oil Pressure Regulator Removal and Installation	1E-3	Fuel System	1G-1
Oil Pressure Regulator / Oil Strainer Inspection	1E-5	Precautions	1G-1
Oil Cooler Removal and Installation	1E-6	Precautions for Fuel System	1G-1
Oil Pressure Switch Removal and Installation	1E-7	General Description	1G-2
Oil Pressure Switch Inspection	1E-7	Fuel System Description	1G-2
Oil Jet Removal and Installation	1E-7	Diagnostic Information and Procedures	1G-3
Oil Jet / Oil Gallery Jet Inspection	1E-9	Fuel System Diagnosis	1G-3
Oil Pump Removal and Installation	1E-9	Repair Instructions	1G-4
Oil Pump Inspection	1E-10	Fuel Pressure Inspection	1G-4
Specifications	1E-11	Fuel Pump Inspection	1G-4
Service Data	1E-11	Fuel Discharge Amount Inspection	1G-5
Tightening Torque Specifications	1E-11	Fuel Pump Relay Inspection	1G-6
Special Tools and Equipment	1E-12	Fuel Hose Inspection	1G-6
Recommended Service Material	1E-12	Fuel Level Gauge Inspection	1G-6
Special Tool	1E-12	Fuel Level Indicator Inspection	1G-6
		Fuel Level Indicator Switch (Thermistor) Inspection	1G-6
Engine Cooling System	1F-1	Fuel Tank Construction	1G-7
Precautions	1F-1	Fuel Tank Removal and Installation	1G-8
Precautions for Engine Cooling System	1F-1	Fuel Pump Components	1G-9
Precautions for Engine Coolant	1F-1	Fuel Pump Assembly / Fuel Level Gauge Removal and Installation	1G-10
General Description	1F-1	Fuel Pump Disassembly and Assembly	1G-11
Engine Coolant Description	1F-1	Fuel Mesh Filter Inspection and Cleaning	1G-12
Schematic and Routing Diagram	1F-2	Fuel Injector / Fuel Delivery Pipe Removal and Installation	1G-13
Cooling Circuit Diagram	1F-2	Fuel Injector Inspection and Cleaning	1G-13
Water Hose Routing Diagram	1F-3	Specifications	1G-13
Diagnostic Information and Procedures	1F-4	Service Data	1G-13
Engine Cooling Symptom Diagnosis	1F-4	Tightening Torque Specifications	1G-13
Repair Instructions	1F-4	Special Tools and Equipment	1G-14
Cooling Circuit Inspection	1F-4	Recommended Service Material	1G-14
Radiator Cap Inspection	1F-5	Special Tool	1G-14
Radiator Inspection and Cleaning	1F-5		
Radiator / Cooling Fan Motor Removal and Installation	1F-5	Ignition System	1H-1
		Schematic and Routing Diagram	1H-1
		Ignition System Diagram	1H-1

Ignition System Components Location.....	1H-1	Special Tools and Equipment	1I-15
Diagnostic Information and Procedures	1H-2	Recommended Service Material	1I-15
Ignition System Symptom Diagnosis.....	1H-2	Special Tool	1I-15
No Spark or Poor Spark.....	1H-3	Charging System	1J-1
Repair Instructions	1H-4	Schematic and Routing Diagram	1J-1
Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation.....	1H-4	Charging System Diagram	1J-1
Ignition Coil Removal and Installation	1H-5	Component Location	1J-1
Spark Plug Removal and Installation	1H-6	Charging System Components Location.....	1J-1
Spark Plug Inspection and Cleaning.....	1H-6	Diagnostic Information and Procedures	1J-1
Ignition Coil / Plug Cap / Ignition Coil Inspection.....	1H-6	Charging System Symptom Diagnosis.....	1J-1
CKP Sensor Inspection	1H-9	Battery Runs Down Quickly	1J-2
CKP Sensor Removal and Installation	1H-10	Repair Instructions	1J-3
Engine Stop Switch Inspection.....	1H-10	Battery Current Leakage Inspection.....	1J-3
Ignition Switch Inspection.....	1H-10	Regulated Voltage Inspection	1J-3
Ignition Switch Removal and Installation.....	1H-10	Generator Inspection.....	1J-4
Specifications	1H-11	Generator Removal and Installation.....	1J-5
Service Data.....	1H-11	Regulator / Rectifier Inspection	1J-7
Tightening Torque Specifications.....	1H-11	Battery Components	1J-8
Special Tools and Equipment	1H-11	Battery Charging	1J-8
Special Tool	1H-11	Battery / Battery Holder Removal and Installation	1J-11
Starting System	1I-1	Battery Visual Inspection.....	1J-12
Schematic and Routing Diagram	1I-1	Specifications	1J-13
Starting System Diagram	1I-1	Service Data.....	1J-13
Component Location	1I-1	Tightening Torque Specifications.....	1J-13
Starting System Components Location.....	1I-1	Special Tools and Equipment	1J-13
Diagnostic Information and Procedures	1I-1	Recommended Service Material	1J-13
Starting System Symptom Diagnosis.....	1I-1	Special Tool	1J-13
Starter Motor will not Run.....	1I-2	Exhaust System.....	1K-1
Starter Motor Runs but Does not Crank the Engine	1I-2	Precautions.....	1K-1
Repair Instructions	1I-3	Precautions for Exhaust System	1K-1
Starter Motor Components.....	1I-3	General Description	1K-1
Starter Motor Removal and Installation.....	1I-4	Exhaust Control System Description.....	1K-1
Starter Motor Disassembly and Assembly	1I-5	Exhaust Control System Operation.....	1K-1
Starter Motor Inspection.....	1I-6	Repair Instructions	1K-2
Starter Relay Removal and Installation.....	1I-7	Exhaust Control System Construction	1K-2
Starter Relay Inspection.....	1I-7	Exhaust System Components.....	1K-3
Turn Signal / Side-stand Relay Removal and Installation	1I-8	EXCVA / EXCV Cable Removal and Installation	1K-4
Side-stand / Ignition Interlock System Parts Inspection.....	1I-8	EXCVA Inspection.....	1K-7
Starter Torque Limiter / Starter Clutch Removal and Installation.....	1I-11	EXCVA Pulley / EXCV Cable Inspection.....	1K-7
Starter Torque Limiter Inspection.....	1I-12	EXCVA Adjustment	1K-7
Starter Clutch Inspection.....	1I-13	Exhaust Pipe / Muffler Removal and Installation	1K-9
Starter Button Inspection.....	1I-13	Exhaust System Inspection.....	1K-12
Specifications	1I-14	EXCV Inspection	1K-12
Service Data.....	1I-14	Specifications	1K-13
Tightening Torque Specifications.....	1I-14	Service Data.....	1K-13
		Tightening Torque Specifications.....	1K-13
		Special Tools and Equipment	1K-13
		Recommended Service Material	1K-13
		Special Tool	1K-13

Precautions

Precautions

Precautions for Engine

B822H1100001

Refer to "General Precautions in Section 00 (Page 00-1)" and "Precautions for Electrical Circuit Service in Section 00 (Page 00-2)".

Engine General Information and Diagnosis

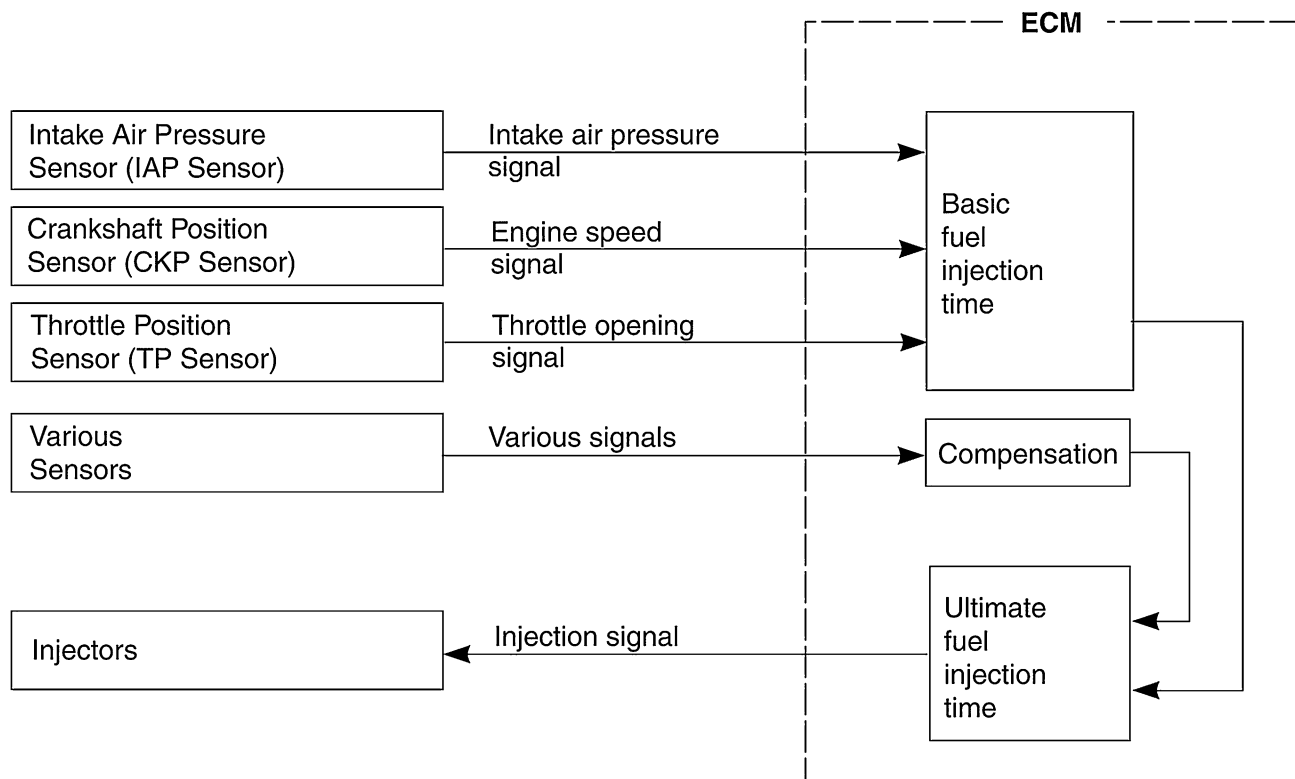
General Description

Injection Timing Description

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Injection Time (Injection Volume)

The factors to determine the injection time include the basic fuel injection time, which is calculated on the basis of the intake air pressure, engine speed and throttle opening angle, and various compensations. These compensations are determined according to the signals from various sensors that detect the engine and driving conditions.



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Compensation of Injection Time (Volume)

The following different signals are output from the respective sensors for compensation of the fuel injection time (volume).

Signal	Descriptions
ENGINE COOLANT TEMPERATURE SENSOR SIGNAL	When engine coolant temperature is low, injection time (volume) is increased.
INTAKE AIR TEMPERATURE SENSOR SIGNAL	When intake air temperature is low, injection time (volume) is increased.
OXYGEN SENSOR SIGNAL (For E-02, 19, 24, 33)	Air/fuel ratio is compensated to the theoretical ratio from density of oxygen in exhaust gasses. The compensation occurs in such a way that more fuel is supplied if detected air/fuel ratio is lean and less fuel is supplied if it is rich.
BATTERY VOLTAGE SIGNAL	ECM operates on the battery voltage and at the same time, it monitors the voltage signal for compensation of the fuel injection time (volume). A longer injection time is needed to adjust injection volume in the case of low voltage.
STARTING SIGNAL	When starting engine, additional fuel is injected during cranking engine.
ACCELERATION SIGNAL/DECELERATION SIGNAL	During acceleration, the fuel injection time (volume) is increased, in accordance with the throttle opening speed and engine rpm. During deceleration, the fuel injection time (volume) is decreased.

Injection Stop Control

Signal	Descriptions
TIP-OVER SENSOR SIGNAL (FUEL SHUT-OFF)	When the motorcycle tips over, the tip-over sensor sends a signal to the ECM. Then, this signal cuts OFF current supplied to the fuel pump, fuel injectors and ignition coils.
OVER-REV. LIMITER SIGNAL	<p>The fuel injector stops operation when engine rpm reaches rev. limit rpm.</p> <p>The fuel cut-off circuit is incorporated in this ECM in order to prevent over-running of engine. When engine speed reaches 7 200 r/min, this circuit cuts off fuel at the fuel injector. But under no load, the clutch lever is pulled or the gear position is neutral, this circuit cuts off fuel when engine speed reaches 7 100 r/min.</p> <p>⚠ CAUTION</p> <p>Under no load, the engine can run over 7 100 r/min though the fuel cut-off circuit is effective, which may possibly cause engine damage. Do not run the engine without load over 7 100 r/min at anytime.</p>

Self-Diagnosis Function

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The self-diagnosis function is incorporated in the ECM. The function has two modes, “User mode” and “Dealer mode”. The user can only be notified by the LCD (DISPLAY) panel and LED (FI indicator light). To check the function of the individual FI system devices, the dealer mode is provided. In this check, the special tool is necessary to read the code of the malfunction items.

User Mode

Malfunction		LCD (display) indication “A”	FI indicator light indication “B”	Indication mode
“NO”		Odometer *1	—	—
“YES”	Engine can start	Odometer (*1) and “FI” letters *2	FI indicator light turns ON.	Each 2 sec. Odometer (*1) and “FI” is indicated alternately.
	Engine can not start	“FI” letters *3	FI indicator light turns ON and blinks.	“FI” is indicated continuously.

***1**

Current letter displayed any one of the odometer, tripmeter 1 or tripmeter 2.

***2**

When one of the signals is not received by ECM, the fail-safe circuit works and injection is not stopped. In this case, “FI” and odometer (*1) are indicated in the LCD panel and motorcycle can run.

***3**

The injection signal is stopped, when the crankshaft position sensor signal, tip-over sensor signal, ignition signal, #1, #2, #3 and #4 injector signals, fuel pump relay signal or ignition switch signal is not sent to ECM. In this case, “FI” is indicated in the LCD panel. Motorcycle does not run.

“CHEC”:

The LCD panel indicates “CHEC” when no communication signal from the ECM is received for 3 seconds and more.

1A-3 Engine General Information and Diagnosis:

For Example:

The ignition switch is turned ON, and the engine stop switch is turned OFF. In this case, the speedometer does not receive any signal from the ECM, and the panel indicates "CHEC".

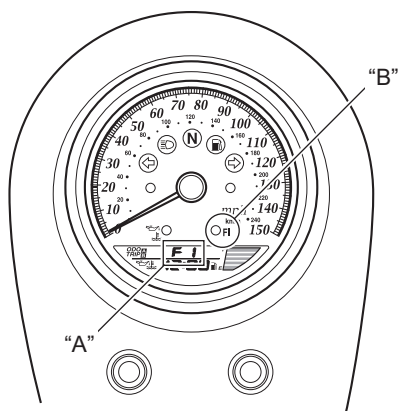
If CHEC is indicated, the LCD does not indicate the trouble code. It is necessary to check the wiring harness between ECM and speedometer couplers.

The possible cause of this indication is as follows:

Engine stop switch is in OFF position. Side-Stand/ignition inter-lock system is not working. Ignition fuse is burnt.

NOTE

The FI light "B" turns ON about 3 seconds after turning the ignition switch ON.



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Dealer Mode

The defective function is memorized in the computer. Use the special tool's coupler to connect to the mode select switch. The memorized malfunction code is displayed on LCD (DISPLAY) panel. Malfunction means that the ECM does not receive signal from the devices. These affected devices are indicated in the code form.

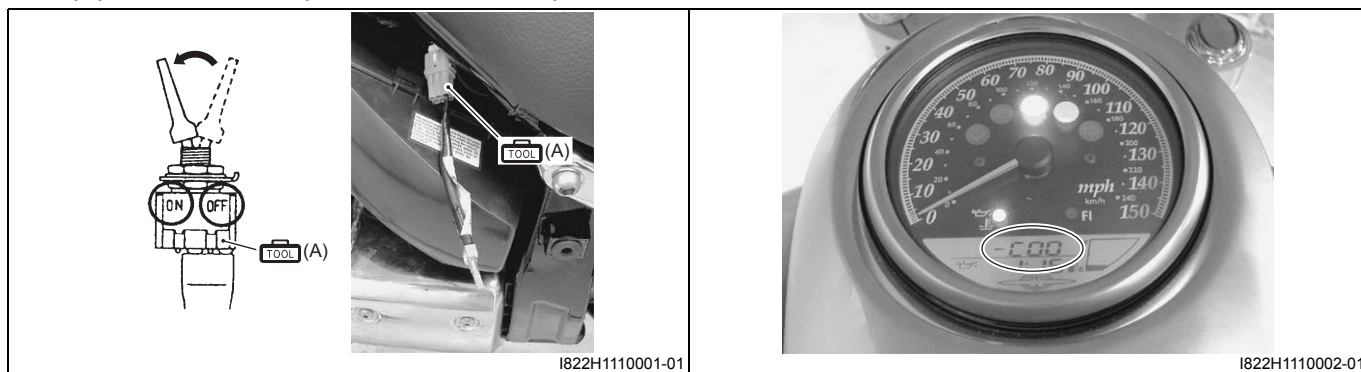
⚠ CAUTION

Before checking the malfunction code, do not disconnect the ECM coupler.

If the coupler from the ECM is disconnected, the malfunction code memory is erased and the malfunction code can not be checked.

Special tool

(A): 09930-82720 (Mode select switch)



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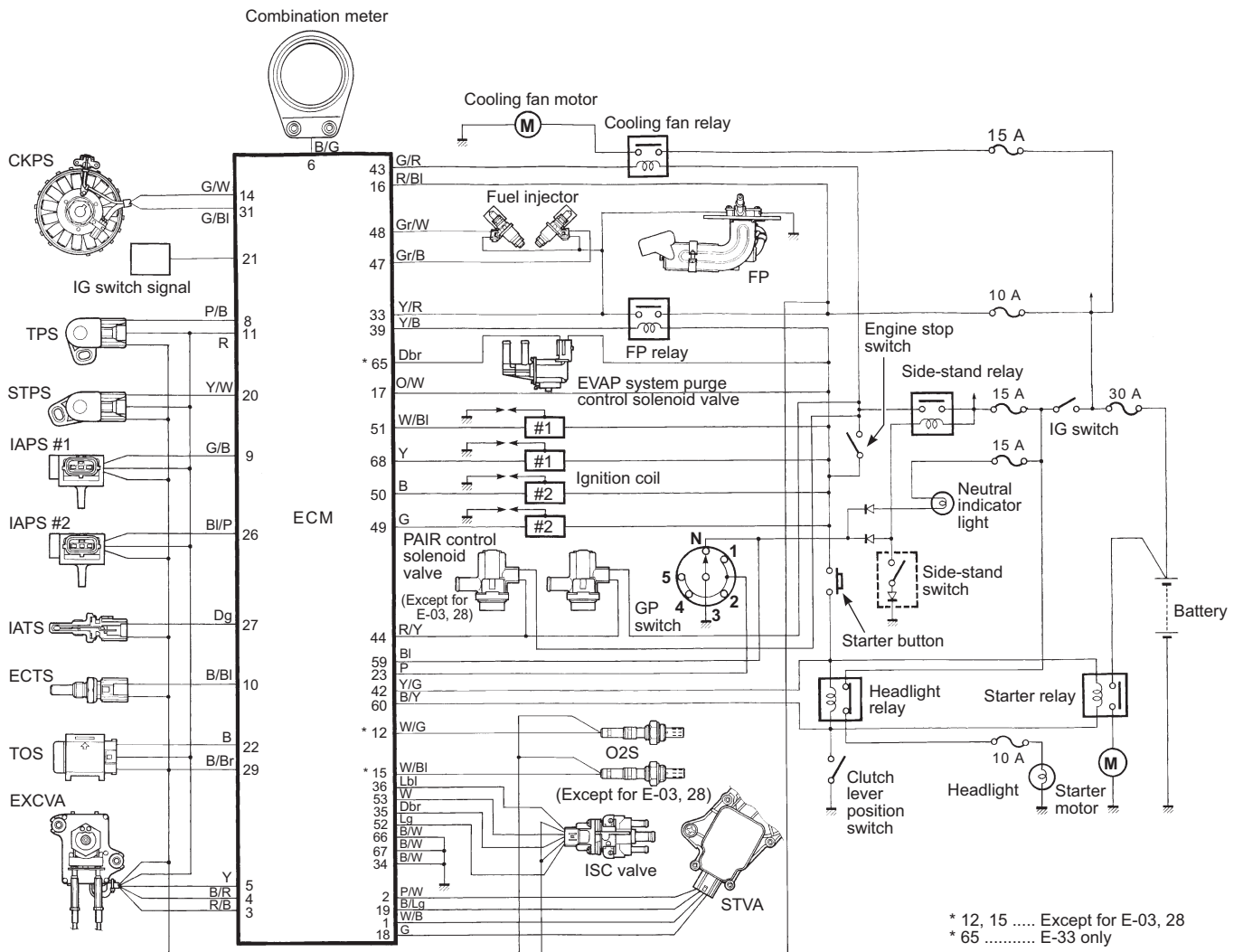
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Malfunction	LCD (display) indication	FI light indication	Indication mode
"NO"	C00		—
"YES"	C** code is indicated from small numeral to large one.	FI indicator light turns OFF.	For each 2 sec., code is indicated.

Schematic and Routing Diagram

FI System Wiring Diagram

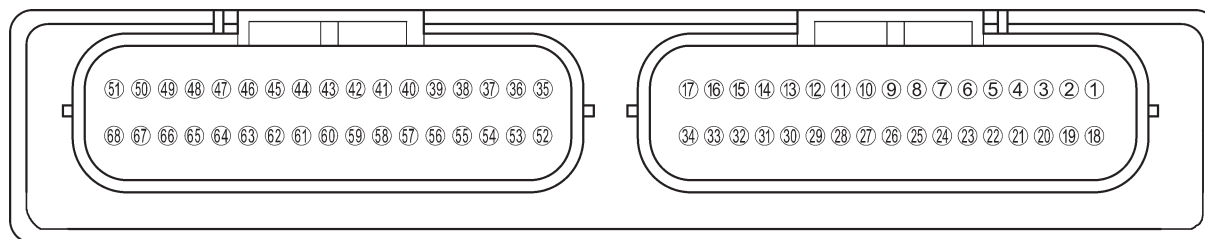
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Terminal Alignment of ECM Coupler

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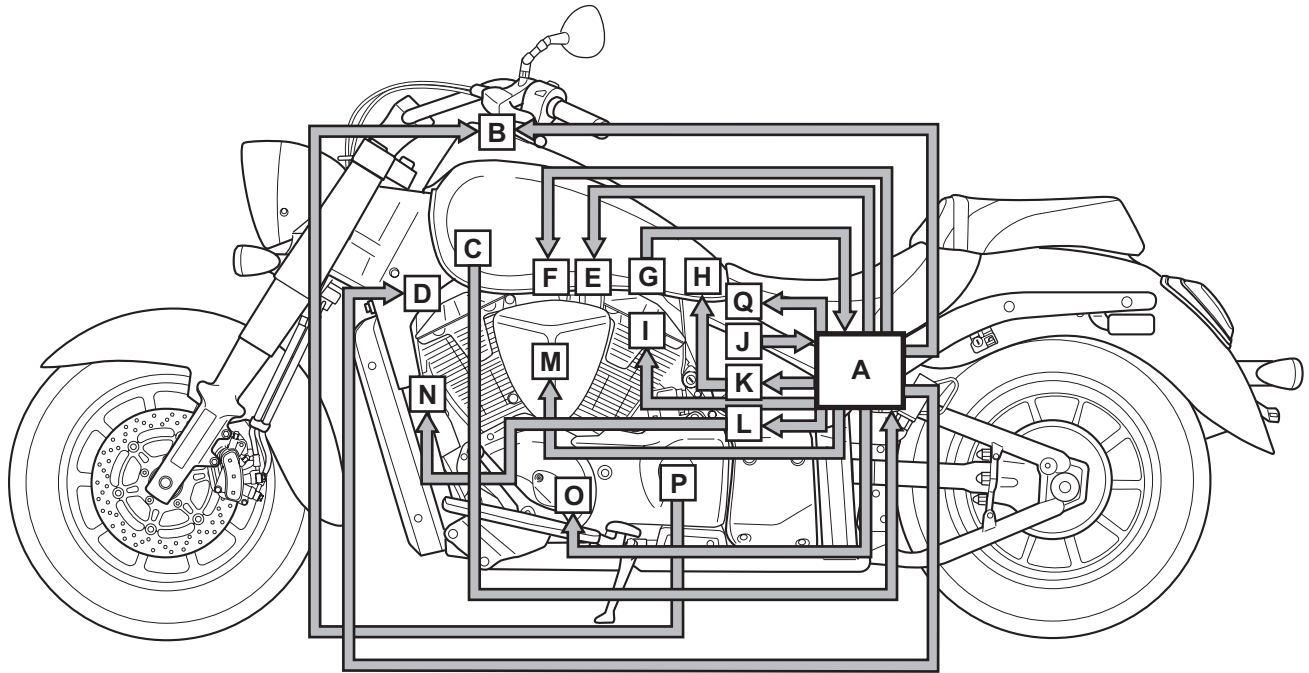
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TERMINAL NO.	CIRCUIT	TERMINAL NO.	CIRCUIT
1	STVA signal (STVA, 2A)	35	ISC valve signal (ISC, 2A)
2	STVA signal (STVA, 1A)	36	ISC valve signal (ISC, 1A)
3	EXCVA power (EXCVA-)	37	—
4	EXCVA power (EXCVA+)	38	—
5	EXCVA position sensor signal (EXCVAS)	39	Fuel pump relay (FP relay)
6	Serial data for speedometer	40	—
7	—	41	—
8	TP sensor signal (TPS)	42	Starter relay
9	IAP sensor signal #2 (IAPS.2)	43	Cooling fan relay
10	ECT sensor signal (ECTS)	44	PAIR control solenoid valve #1, #2 (PAIR) [(#1) E-03, 28 (#1, #2) E-02, 19, 24, 33]
11	Power source for sensors (VCC)	45	—
12	O2 sensor signal #1 (O2S) [For E-02, 19, 24, 33]	46	—
13	—	47	Fuel injector #2 (#21)
14	CKP sensor signal (CKPS+)	48	Fuel injector #1 (#11)
15	O2 sensor signal #2 (O2S) [For E-02, 19, 24, 33]	49	Ignition coil #2, 2
16	Power source for back-up	50	Ignition coil #2, 1
17	Power source	51	Ignition coil #1, 1
18	STVA signal (STVA, 2B)	52	ISC valve signal (ISC, 2B)
19	STVA signal (STVA, 1B)	53	ISC valve signal (ISC, 1B)
20	STP sensor (STPS)	54	—
21	Ignition switch signal	55	—
22	TO sensor signal (TOS)	56	—
23	GP switch signal (GP)	57	—
24	—	58	Mode select switch
25	—	59	Neutral signal
26	IAP sensor signal #1 (IAPS.1)	60	Clutch lever switch
27	IAT sensor signal (IATS)	61	—
28	—	62	EX actuator selector (EXS)
29	Sensor ground (E2)	63	—
30	—	64	—
31	CKP sensor signal (CKPS-)	65	Canister purge solenoid (SOLP) [For E-33]
32	Serial data for self-diagnosis	66	General power ground (E1)
33	Power source for fuel injectors	67	Ignition system ground (E3)
34	ECM ground	68	Ignition coil #1, 2

Component Location

FI System Parts Location

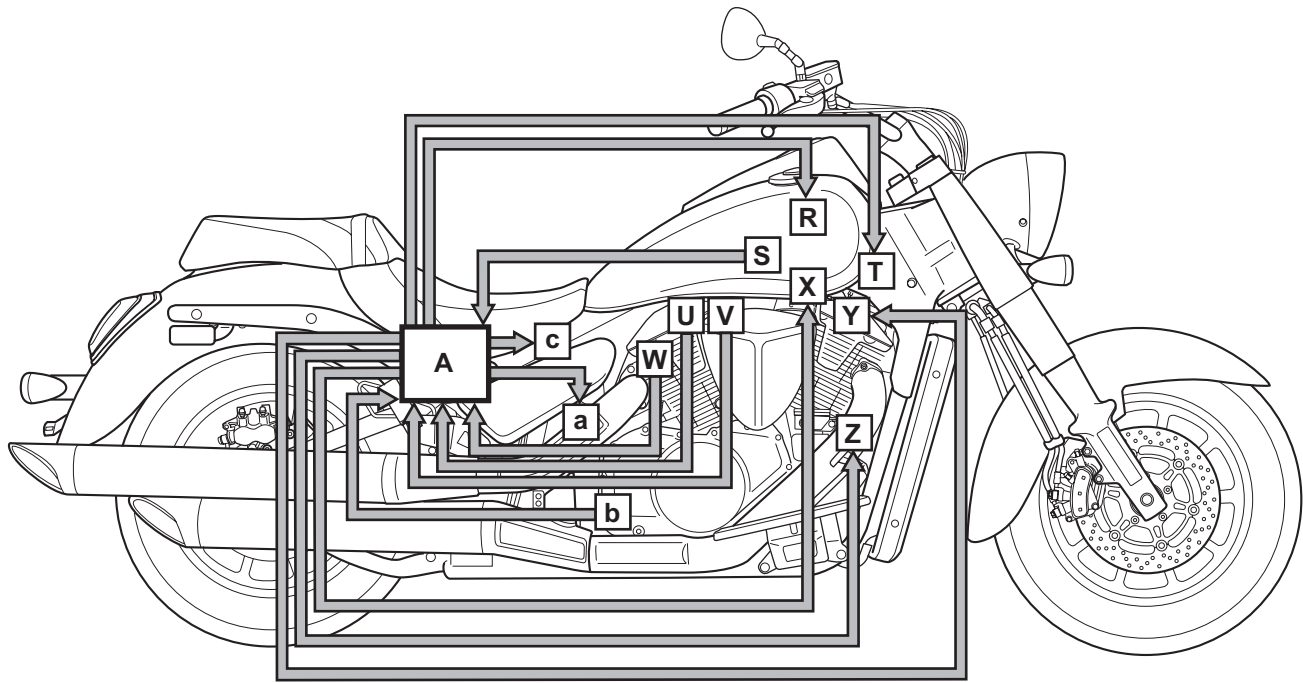
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"A": ECM	"G": Intake air pressure sensor #1 (IAPS)	"M": Engine coolant temperature sensor (ECTS)
"B": Speedometer	"H": Fuel pump	"N": Cooling fan
"C": Intake air temperature sensor (IATS)	"I": Ignition coil (IG coil)/plug cap #1	"O": Crank shaft position sensor (CKPS)
"D": PAIR control solenoid valve (PAIR valve)	"J": Tip-over sensor (TOS)	"P": Speedometer sensor
"E": Fuel injector #1	"K": Fuel pump relay (FP relay)	"Q": Ignition coil #1
"F": Fuel injector #2	"L": Cooling fan relay	

1A-7 Engine General Information and Diagnosis:



I822H110005-01

"A": ECM	"X": PAIR control solenoid valve [For E-02, 19, 24, 33]
"R": ISC valve (ISCV)	"Y": Ignition coil (IG coil)/plug cap #2
"S": Intake air pressure sensor #2 (IAPS)	"Z": O2 sensor #1 (O2S) [For E-02, 19, 24, 33]
"T": Ignition coil #2	"a": O2 sensor #2 (O2S) [For E-02, 19, 24, 33]
"U": Secondary throttle position sensor (STPS)	"b": Gear position switch (GP switch)
"V": Throttle position sensor (TPS)	"c": Exhaust control valve actuator (EXCVA)
"W": Secondary throttle valve actuator (STVA)	

Diagnostic Information and Procedures

Engine Symptom Diagnosis

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Condition	Possible cause	Correction / Reference Item
Engine will not start or is hard to start (Compression too low)	Valve clearance out of adjustment.	<i>Adjust.</i>
	Worn valve guide or poor seating of valve.	<i>Repair or replace.</i>
	Mistimed valve.	<i>Adjust.</i>
	Excessively worn piston rings.	<i>Replace.</i>
	Worn-down cylinder bores.	<i>Replace.</i>
	Too slow starter motor cranking.	<i>Refer to "Starting System Diagram in Section 1I (Page 1I-1)".</i>
	Poor seating of spark plugs.	<i>Retighten.</i>
Engine will not start or is hard to start (Plug not sparking)	Fouled spark plugs.	<i>Clean.</i>
	Wet spark plugs.	<i>Clean and dry.</i>
	Defective ignition coil/plug caps.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Open-circuited wiring connection.	<i>Repair or replace.</i>
	Open or short in high-tension cords.	<i>Replace.</i>
Engine will not start or is hard to start (No fuel reaching the intake manifold)	Clogged fuel filter or fuel hose.	<i>Clean or replace.</i>
	Defective fuel pump.	<i>Replace.</i>
	Defective fuel pressure regulator.	<i>Replace.</i>
	Defective fuel injectors.	<i>Replace.</i>
	Defective fuel pump relay.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Open-circuited wiring connection.	<i>Check and repair.</i>
Engine will not start or is hard to start (Incorrect fuel/air mixture)	TP sensor out of adjustment.	<i>Adjust.</i>
	Defective fuel pump.	<i>Replace.</i>
	Defective fuel pressure regulator.	<i>Replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective IAP sensors.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Defective ECT sensor.	<i>Replace.</i>
	Defective IAT sensor.	<i>Replace.</i>
	Clogged ISC valve air passage way.	<i>Repair or replace.</i>
Engine idles poorly	Valve clearance out of adjustment.	<i>Adjust.</i>
	Poor seating of valves.	<i>Replace or repair.</i>
	Defective valve guides.	<i>Replace.</i>
	Worn down camshafts.	<i>Replace.</i>
	Too wide spark plug gaps.	<i>Adjust or replace.</i>
	Defective ignition coil/plug caps.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective fuel pump.	<i>Replace.</i>
	Imbalanced throttle valve.	<i>Adjust.</i>
	Damaged or cranked vacuum hose.	<i>Replace.</i>
	Damaged or clogged ISC valve.	<i>Repair or replace.</i>
	ISC incorrect leaning.	<i>Reset learned value.</i>

1A-9 Engine General Information and Diagnosis:

Condition	Possible cause	Correction / Reference Item
Engine stalls often (Incorrect fuel/air mixture)	Defective IAP sensors or circuit.	<i>Repair or replace.</i>
	Clogged fuel filter.	<i>Clean or replace.</i>
	Defective fuel pump.	<i>Replace.</i>
	Defective fuel pressure regulator.	<i>Replace.</i>
	Defective ECT sensor.	<i>Replace.</i>
	Defective thermostat.	<i>Replace.</i>
	Defective IAT sensor.	<i>Replace.</i>
	Damaged or cracked vacuum hose. Damaged or clogged ISC valve.	<i>Replace. Replace or repair.</i>
Engine stalls often (Fuel injector improperly operating)	Defective fuel injectors.	<i>Replace.</i>
	No injection signal from ECM.	<i>Repair or replace.</i>
	Open or short circuited wiring connection.	<i>Repair or replace.</i>
	Defective battery or low battery voltage.	<i>Replace or recharge.</i>
Engine stalls often (Control circuit or sensor improperly operating)	Defective ECM.	<i>Replace.</i>
	Defective fuel pressure regulator.	<i>Replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective IAT sensor.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective ECT sensor.	<i>Replace.</i>
	Defective fuel pump relay.	<i>Replace.</i>
	Defective ISC valve. ISC incorrect learning.	<i>Replace. Reset learned value.</i>
Engine stalls often (Engine internal parts improperly operating)	Fouled spark plug.	<i>Clean.</i>
	Defective CKP sensor or ECM.	<i>Replace.</i>
	Clogged fuel hose.	<i>Clean.</i>
	Valve clearance out of adjustment.	<i>Adjust.</i>
Noisy engine (Excessive valve chatter)	Too large valve clearance.	<i>Adjust.</i>
	Weakened or broken valve springs.	<i>Replace.</i>
	Worn tappet or cam surface.	<i>Replace.</i>
	Worn or burnt camshaft journal.	<i>Replace.</i>
Noisy engine (Noise seems to come from piston)	Worn down pistons or cylinders.	<i>Replace.</i>
	Combustion chamber fouled with carbon.	<i>Clean.</i>
	Worn piston pins or piston pin bore.	<i>Replace.</i>
	Worn piston rings or ring grooves.	<i>Replace.</i>
Noisy engine (Noise seems to come from cam chain)	Stretched cam chain.	<i>Replace.</i>
	Worn sprockets.	<i>Replace.</i>
	Cam chain tension adjuster not working.	<i>Repair or replace.</i>
Noisy engine (Noise seems to come from clutch)	Worn splines of countershaft or hub.	<i>Replace.</i>
	Worn teeth of clutch plates.	<i>Replace.</i>
	Distorted clutch plates, driven and drive.	<i>Replace.</i>
	Worn clutch release bearing.	<i>Replace.</i>
	Weakened clutch dampers.	<i>Replace the primary driven gear.</i>
Noisy engine (Noise seems to come from crankshaft)	Rattling bearing due to wear.	<i>Replace.</i>
	Worn or burnt big-end bearings.	<i>Replace.</i>
	Worn or burnt journal bearings.	<i>Replace.</i>
	Too large thrust clearance.	<i>Replace thrust bearing.</i>
Noisy engine (Noise seems to come from balancer)	Worn or burnt balancer gears.	<i>Replace.</i>
Noisy engine (Noise seems to come from transmission)	Worn or rubbing gears.	<i>Replace.</i>
	Worn splines.	<i>Replace.</i>
	Worn or rubbing primary gears.	<i>Replace.</i>
	Worn bearings.	<i>Replace.</i>

Condition	Possible cause	Correction / Reference Item
Noisy engine (Noise seems to come from water pump)	Too much play on pump shaft bearing.	<i>Replace.</i>
	Worn or damaged impeller shaft.	<i>Replace.</i>
	Worn or damaged mechanical seal.	<i>Replace.</i>
	Contact between pump case and impeller.	<i>Replace.</i>
Engine runs poorly in high speed range (Defective engine internal/electrical parts)	Weakened valve spring.	<i>Replace.</i>
	Worn camshafts.	<i>Replace.</i>
	Valve timing out of adjustment.	<i>Adjust.</i>
	Too narrow spark plug gaps.	<i>Adjust.</i>
	Ignition not advanced sufficiently due to poorly working timing advance circuit.	<i>Replace ECM.</i>
	Defective ignition coils.	<i>Replace.</i>
	Defective ignition coil/plug caps.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Clogged air cleaner element.	<i>Clean.</i>
	Clogged fuel hose, resulting in inadequate fuel supply to injector.	<i>Clean and prime.</i>
	Defective fuel pump.	<i>Replace.</i>
	Defective TP sensor.	<i>Replace.</i>
Defective STP sensor or STVA.	<i>Replace.</i>	
Engine runs poorly in high speed range (Defective air flow system)	Clogged air cleaner element.	<i>Clean or replace.</i>
	Defective throttle valve.	<i>Adjust or replace.</i>
	Defective secondary throttle valve.	<i>Adjust or replace.</i>
	Sucking air from throttle body joint.	<i>Repair or replace.</i>
	Defective ECM.	<i>Replace.</i>
	Imbalancing throttle valve synchronization.	<i>Adjust.</i>
	Defective STP sensor or STVA.	<i>Replace.</i>
Engine runs poorly in high speed range (Defective control circuit or sensor)	Low fuel pressure.	<i>Repair or replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective IAT sensors.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective GP sensor.	<i>Replace.</i>
	Defective IAP sensors.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	TP sensor out of adjustment.	<i>Adjust.</i>
	Defective STP sensor and/or STVA.	<i>Replace.</i>
	Defective EXCVA or STVA.	<i>Replace.</i>
Engine lacks power (Defective engine internal/electrical parts)	Loss of valve clearance.	<i>Adjust.</i>
	Weakened valve springs.	<i>Replace.</i>
	Valve timing out of adjustment.	<i>Adjust.</i>
	Worn piston rings or cylinders.	<i>Replace.</i>
	Poor seating of valves.	<i>Repair.</i>
	Fouled spark plugs.	<i>Clean or replace.</i>
	Incorrect spark plugs.	<i>Adjust or replace.</i>
	Clogged fuel injectors.	<i>Replace.</i>
	TP sensor out of adjustment.	<i>Adjust.</i>
	Clogged air cleaner element.	<i>Replace.</i>
	Imbalancing throttle valve synchronization.	<i>Adjust.</i>
	Sucking air from throttle valve or vacuum hose.	<i>Retighten or replace.</i>
	Too much engine oil.	<i>Drain out excess oil.</i>
	Defective fuel pump or ECM.	<i>Replace.</i>
Defective CKP sensor and ignition coils.	<i>Replace.</i>	
Defective STP sensor or STVA.	<i>Replace.</i>	

1A-11 Engine General Information and Diagnosis:

Condition	Possible cause	Correction / Reference Item
Engine lacks power (Defective control circuit or sensor)	Low fuel pressure.	<i>Repair or replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective IAT sensor.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective GP sensor.	<i>Replace.</i>
	Defective IAP sensors.	<i>Replace.</i>
	TP sensor out of adjustment.	<i>Adjust.</i>
	Defective STP sensor and/or STVA.	<i>Replace.</i>
	Defective EXCVA or EXCV.	<i>Replace.</i>
Engine overheats (Defective engine internal parts)	Heavy carbon deposit on piston crown.	<i>Clean.</i>
	Not enough oil in the engine.	<i>Add oil.</i>
	Defective oil pump or clogged oil circuit.	<i>Replace or clean.</i>
	Sucking air from intake pipes.	<i>Retighten or replace.</i>
	Use of incorrect engine oil.	<i>Change.</i>
	Defective cooling system.	<i>See radiator section.</i>
Engine overheats (Lean fuel/air mixture)	Defective EXCVA or EXCV.	<i>Replace.</i>
	Short-circuited IAP sensors/lead wires.	<i>Repair or replace.</i>
	Short-circuited IAT sensor/lead wire.	<i>Repair or replace.</i>
	Sucking air from intake pipe joint.	<i>Repair or replace.</i>
	Defective fuel injectors.	<i>Replace.</i>
Engine overheats (Other factors)	Defective ECT sensor.	<i>Replace.</i>
	Ignition timing is too advanced due to defective timing advance system (ECT sensor, GP sensor, CKP sensor or ECM).	<i>Replace.</i>
	ISC valve incorrect learning.	<i>Reset learned value.</i>
Dirty or heavy exhaust smoke	Too much engine oil.	<i>Check with inspection window, drain out excess oil.</i>
	Worn piston rings or cylinders.	<i>Replace.</i>
	Worn valve guides.	<i>Replace.</i>
	Scored or scuffed cylinder walls.	<i>Replace.</i>
	Worn valve stems.	<i>Replace.</i>
	Defective stem seal.	<i>Replace.</i>
Worn oil ring side rails.	<i>Replace.</i>	

Self-Diagnostic Procedures

B822H11104002


Use of Mode Select Switch

NOTE

- Do not disconnect the coupler from ECM, battery cable from battery, ECM ground wire from engine or main fuse before confirming DTC (Diagnostic Trouble Code) stored in memory. Such disconnection will erase memorized information in ECM memory.
- DTC stored in ECM memory can be checked by the special tool.
- Before checking DTC, read self-diagnosis function "User mode and dealer mode" (Refer to "Self-Diagnosis Function (Page 1A-2)".) carefully to have good understanding as to what functions are available and how to use it.
- Be sure to read "Precautions for Electrical Circuit Service" (Refer to "Precautions for Electrical Circuit Service in Section 00 (Page 00-2)".) before inspection and observe what is written there.

- 1) Remove the right frame side cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Connect the special tool to the mode select switch coupler at the wiring harness.

Special tool


 (A): 09930-82720 (Mode select switch)

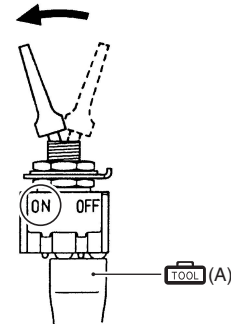


I822H1110006-01

- 3) Start the engine or crank the engine for more than 4 seconds.
- 4) Turn the special tool's switch ON.
- 5) Check the DTC to determine the malfunction part. Refer to "DTC Table (Page 1A-20)".

Special tool

 (A): 09930-82720 (Mode select switch)



I718H1110006-04



I822H1110007-01

- 6) After repairing the trouble, turn OFF the ignition switch and turn ON again. If DTC is indicated (C00), the malfunction is cleared.

NOTE

- Even though DTC (C00) is indicated, the previous malfunction history DTC still remains stored in the ECM. Therefore, erase the history DTC memorized in the ECM using SDS.
- DTC is memorized in the ECM also when the lead wire coupler of any sensor is disconnected. Therefore, when a lead wire coupler has been disconnected at the time of diagnosis, erase the stored history DTC using SDS. Refer to "Use of SDS Diagnosis Reset Procedures (Page 1A-14)".

- 7) Turn the ignition switch OFF and disconnect the special tool from the mode select switch coupler.
- 8) Reinstall the right frame side cover.


Use of SDS


NOTE

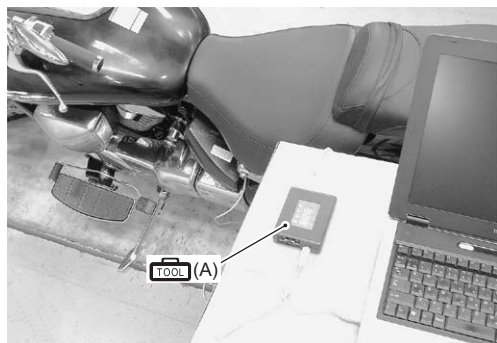
- Do not disconnect the coupler from ECM, battery cable from battery, ECM ground wire from the engine or main fuse before confirming DTC (Diagnostic Trouble Code) stored in memory. Such disconnection will erase the memorized information in ECM memory.
- DTC stored in ECM memory can be checked by SDS.
- Be sure to read “Precautions for Electrical Circuit Service in Section 00 (Page 00-2)” before inspection and observe what is written there.

- 1) Remove the right frame side cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Set up the SDS tools. (Refer to the SDS operation manual for further details.)

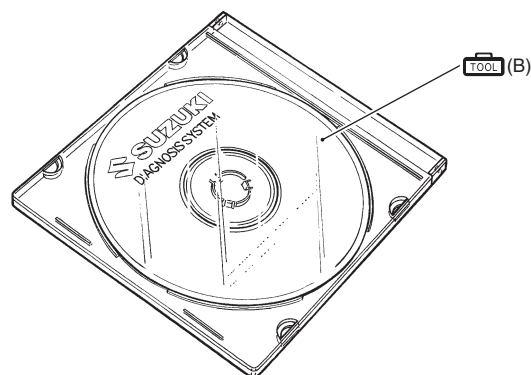
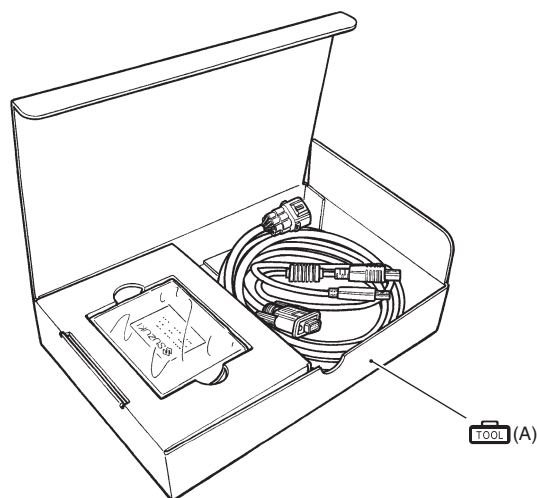
Special tool

 (A): 09904-41010 (SDS Set)

 (B): 99565-01010-014 (CD-ROM Ver.14)

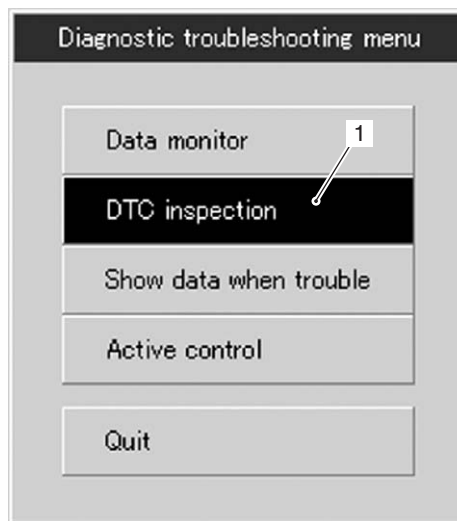


I822H1110008-01



I705H1110116-03

- 3) Click the DTC inspection button (1).



I705H1110003-01

- 4) Start the engine or crank the engine for more than 4 seconds.
- 5) Check the DTC to determine the malfunction part. Refer to "DTC Table (Page 1A-20)".

NOTE

- Read the DTC (Diagnostic Trouble Code) and show data when trouble (displaying data at the time of DTC) according to instructions displayed on SDS.
- Not only SDS is used for detecting Diagnostic Trouble Codes but also for reproducing and checking on screen the failure condition as described by customers using the trigger. (Refer to "Show Data When Trouble (Displaying Data at the Time of DTC) (Page 1A-15)".)
- How to use trigger. (Refer to the SDS operation manual for further details.)

- 6) After repairing the trouble, clear to delete history code (Past DTC). Refer to "Use of SDS Diagnosis Reset Procedures (Page 1A-14)".
- 7) Close the SDS tool and turn the ignition switch OFF.
- 8) Disconnect the SDS tool and install the right frame cover.

Use of SDS Diagnosis Reset Procedures

B822H11104003

NOTE

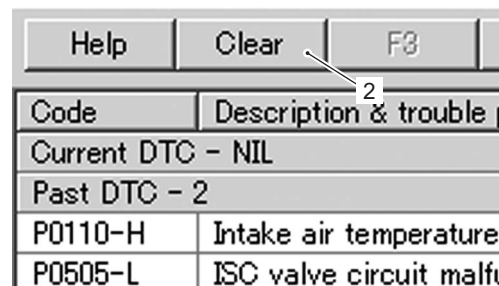
The malfunction code is memorized in the ECM also when the lead wire coupler of any sensor is disconnected. Therefore, when a lead wire coupler has been disconnected at the time of diagnosis, erase the stored malfunction history code using SDS.

- 1) After repairing the trouble, turn OFF the ignition switch and turn ON again.
- 2) Click the DTC inspection button (1).



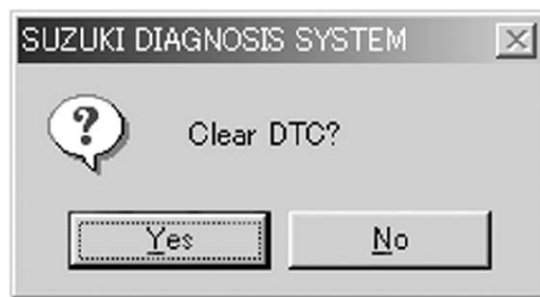
I705H1110003-01

- 3) Check the DTC.
- 4) The previous malfunction history code (Past DTC) still remains stored in the ECM. Therefore, erase the history code memorized in the ECM using SDS tool.
- 5) Click "Clear" (2) to delete history code (Past DTC).



I822H1110139-01

- 6) Follow the displayed instructions.

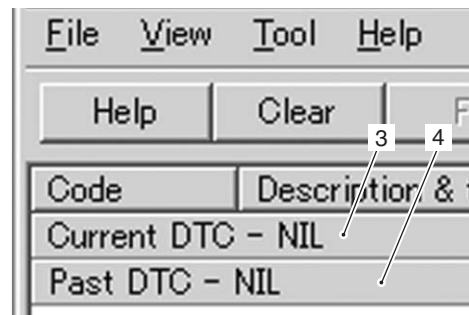


I705H1110006-01



I705H1110009-01

- 7) Check that both "Current DTC" (3) and "Past DTC" (4) are deleted (NIL).



I705H1110008-01

- 8) Close the SDS tool and turn the ignition switch OFF.
- 9) Disconnect the SDS tool and install the right frame cover.

Show Data When Trouble (Displaying Data at the Time of DTC)**Use of SDS**

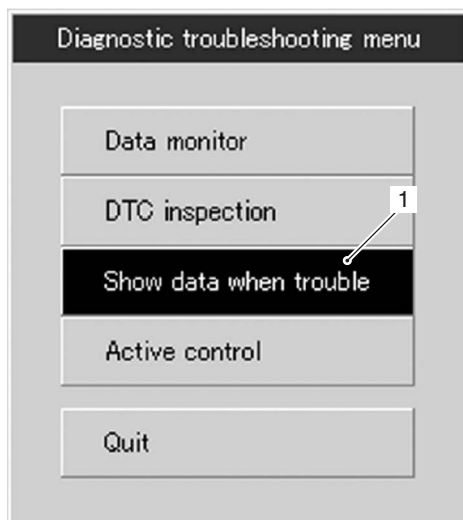
ECM stores the engine and driving conditions (in the form of data as shown in the figure) at the moment of the detection of a malfunction in its memory. This data is called "Show data when trouble".

Therefore, it is possible to know engine and driving conditions (e.g., whether the engine was warm or not, where the motorcycle was running or stopped) when a malfunction was detected by checking the show data when trouble. This show data when trouble function can record the maximum of two Diagnostic Trouble Codes in the ECM.

Also, ECM has a function to store each show data when trouble for two different malfunctions in the order of occurrence as the malfunction is detected. Utilizing this function, it is possible to know the order of malfunctions that have been detected. Its use is helpful when rechecking or diagnosing a trouble.

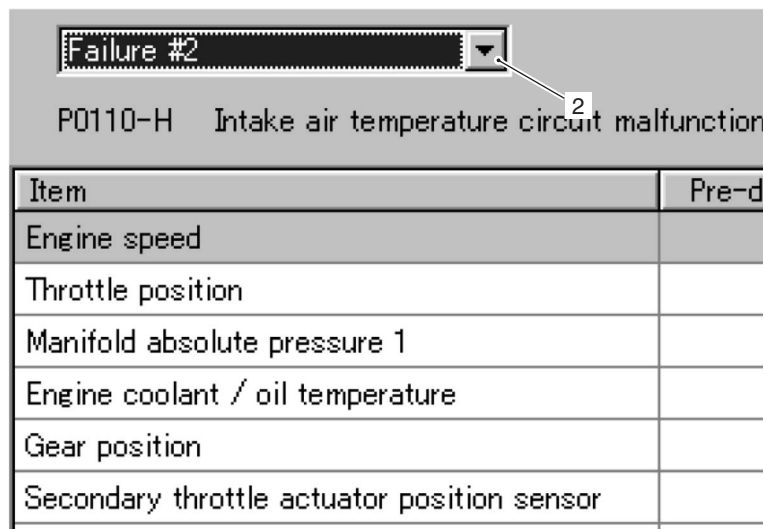
Item	Pre-detect	Detect poi...	Post-dete...
Engine speed	0	0	0
Throttle position	28.9	28.9	28.9
Manifold absolute pressure 1	135.2	144.3	145.6
Engine coolant / oil temperature	24.0	24.0	24.0
Gear position	N	N	N
Secondary throttle actuator position sensor	96.1	96.1	98.4

1) Click “Show data when trouble” (1) to display the data.



I718H1110269-02

2) Click the drop down button (2), either “Failure #1” or “Failure #2” can be selected.



I718H1110270-01

SDS Check

B822H11104005

Using SDS, sample the data at the time of new and periodic vehicle inspections.

After saving the sampled data in the computer, file them by model and by user.


The periodically filed data help improve the accuracy of troubleshooting since they can indicate the condition of vehicle functions that has changed with time.


For example, when a vehicle is brought in for service but the troubleshooting of a failure is not easy, comparing the current data value to past filed data value at time of normal condition can allow the specific engine failure to be determined.

Also, in the case of a customer vehicle which is not periodically brought in for service with no past data value having been saved, if the data value of a good vehicle condition have been already saved as a master (STD), comparison between the same models helps to facilitate the troubleshooting.

- 1) Remove the right frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Set up the SDS tool. (Refer to the SDS operation manual for further details.)

Special tool

 : 09904-41010 (SDS set)

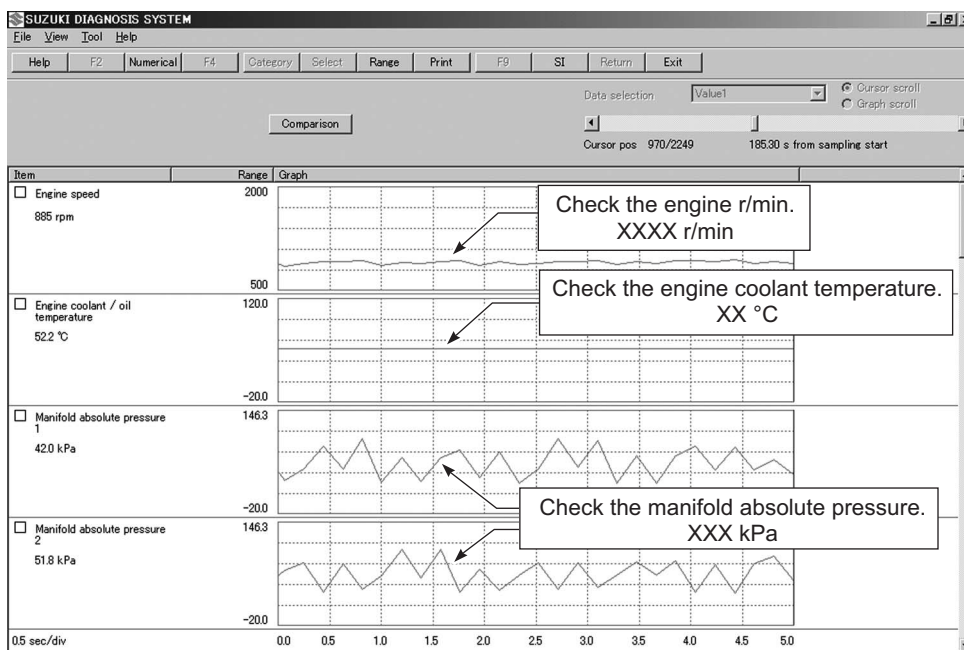
 : 99565-01010-014 (CD-ROM Ver.14)

NOTE

- Before taking the sample of data, check and clear the Past DTC.
- A number of different data under a fixed condition as shown should be saved or filed as sample.

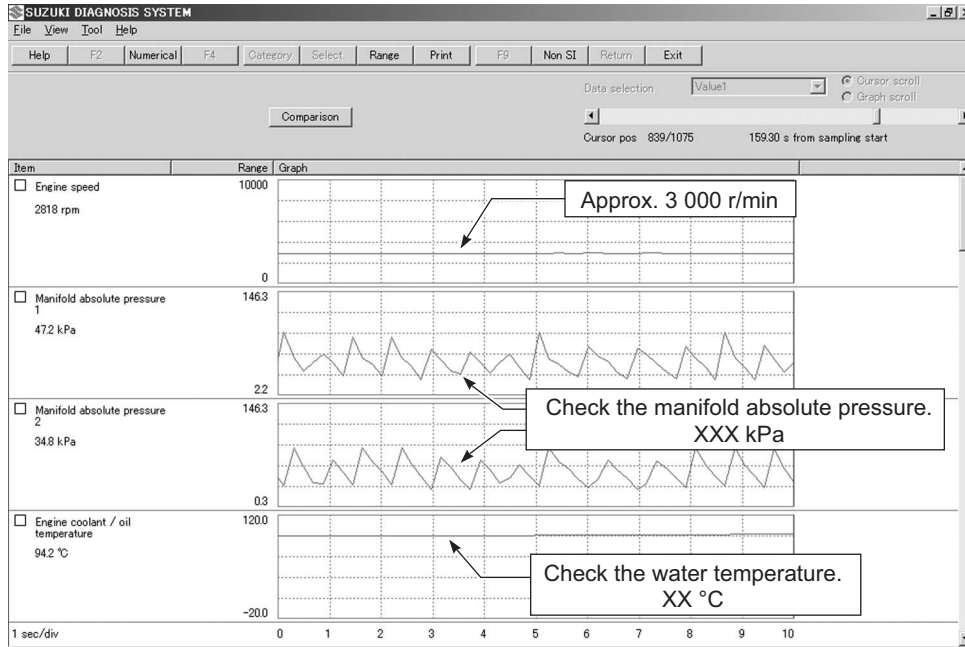
Sample

Data sampled from cold starting through warm-up



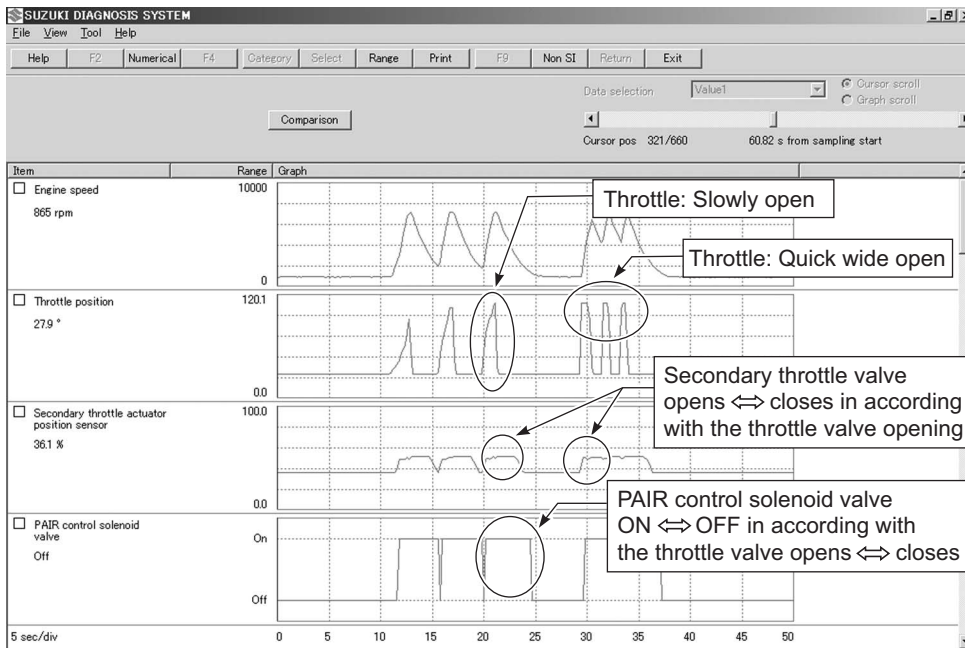
I822H1110148-03

Data at 3 000 r/min under no load



I822H1110149-03

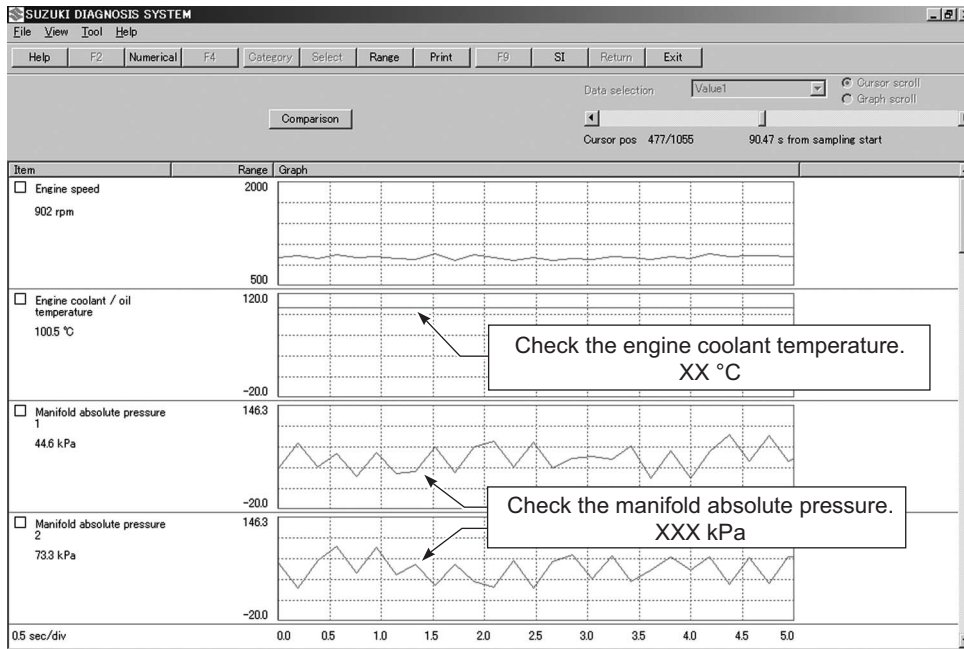
Data at the time of racing



I822H1110150-02

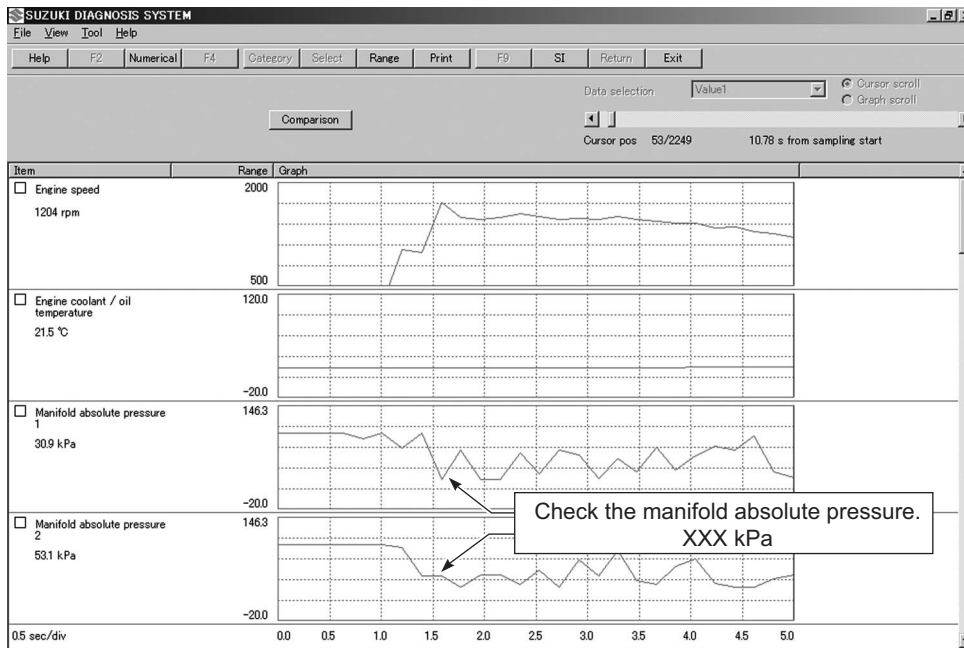
1A-19 Engine General Information and Diagnosis:

Data of intake negative pressure during idling (100 °C)



I822H110151-03

Data of manifold absolute pressure operation at the time of starting



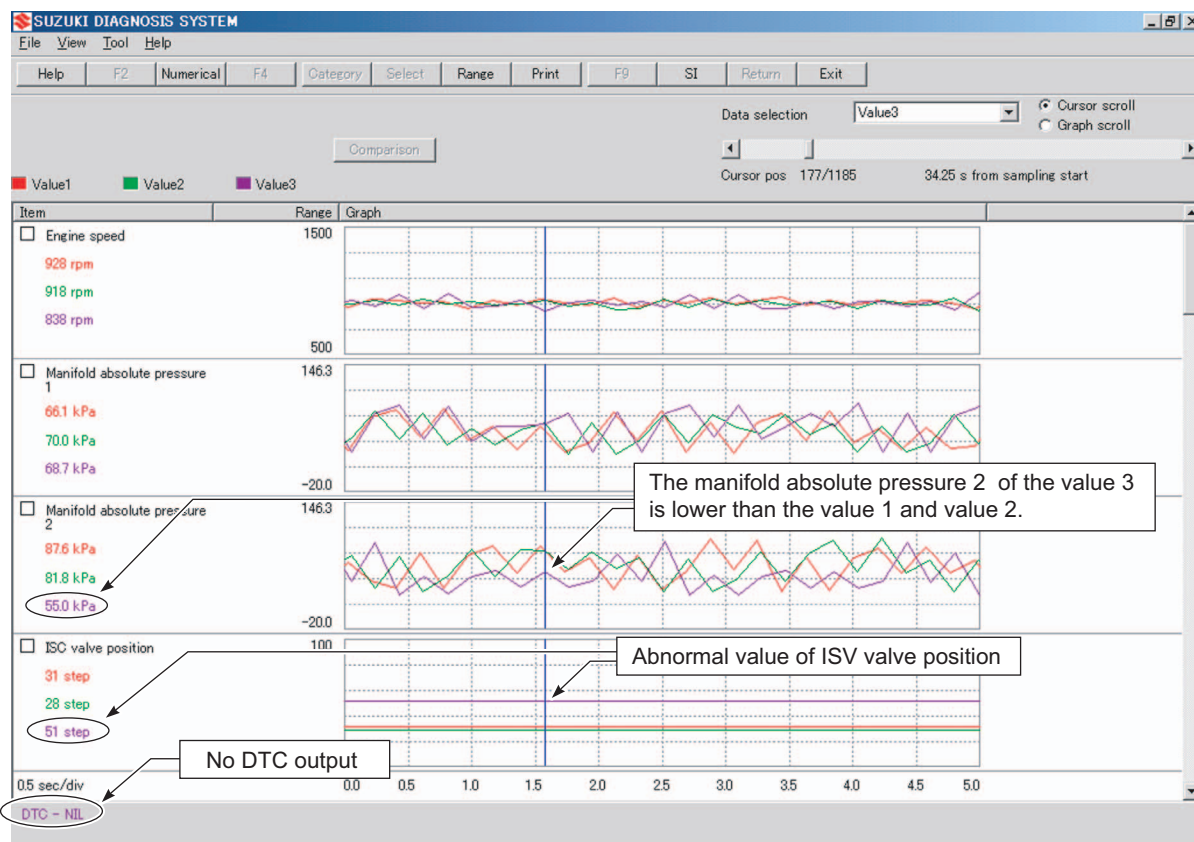
I822H110152-03

Example of Trouble

Three data; value 1 (current data 1), value 2 (past data 2) and value 3 (past data 3); can be made in comparison by showing them in the graph. Read the change of value by comparing the current data to the past data that have been saved under the same condition, then you may determine how changes have occurred with the passing of time and identify what problem is currently occurring.

NOTE

With DTC not output, if the manifold absolute pressure 2 and ISC valve stepping position are found to be abnormal than the data saved previously, the possible cause may probably lie in the hardware side such as ISC valve air inlet hose (#1 cylinder side) crumple, bend, etc.



I822H1110153-05

DTC Table

B822H11104006

Code	Malfunction Part	Remarks
C00	None	No defective part
C12 (P0335) ☞(Page 1A-27)	Crankshaft position sensor (CKPS)	Pick-up coil signal, signal generator
C13 (P1750-H/L) ☞(Page 1A-30)	Intake air pressure sensor #2 (IAPS)	For #2 cylinder
C14 (P0120-H/L) ☞(Page 1A-38)	Throttle position sensor (TPS)	*1
C15 (P0115-H/L) ☞(Page 1A-47)	Engine coolant temperature sensor (ECTS)	
C17 (P0105-H/L) ☞(Page 1A-30)	Intake air pressure sensor #1 (IAPS)	For #1 cylinder
C21 (P0110-H/L) ☞(Page 1A-52)	Intake air temperature sensor (IATS)	
C23 (P1651-H/L) ☞(Page 1A-57)	Tip-over sensor (TOS)	
C24 (P0351) ☞(Page 1A-64)	Ignition signal #1 (IG coil #1, 1)	For #1 cylinder

1A-21 Engine General Information and Diagnosis:

Code	Malfunction Part	Remarks
C25 (P0352) ☞ (Page 1A-64)	Ignition signal #2 (IG coil #2, 1)	For #2 cylinder
C26 (P0353) ☞ (Page 1A-64)	Ignition signal #1 (IG coil #1, 2)	For #1 cylinder
C27 (P0354) ☞ (Page 1A-64)	Ignition signal #2 (IG coil #2, 2)	For #2 cylinder
C28 (P1655) ☞ (Page 1A-64)	Secondary throttle valve actuator (STVA)	
C29 (P1654-H/L) ☞ (Page 1A-68)	Secondary throttle position sensor (STPS)	
C31 (P0705) ☞ (Page 1A-75)	Gear position signal (GP switch)	
C32 (P0201) ☞ (Page 1A-77)	Injector signal #1	For #1 cylinder
C33 (P0202) ☞ (Page 1A-77)	Injector signal #2	For #2 cylinder
C40 (P0505/P0506/ P0507) ☞ (Page 1A-80)	Idle speed control valve (ISC valve)	
C41 (P0230-H/L) ☞ (Page 1A-84)	Fuel pump control system (FP control system)	Fuel pump, fuel pump relay
C42 (P1650) ☞ (Page 1A-86)	Ignition switch signal	Anti-theft
C44 (P0156) ☞ (Page 1A-87)	Oxygen sensor #2 (O2S)	For #2 cylinder (E-02, 19, 24, 33)
C46 (P1657-H/L, P1658) ☞ (Page 1A-91)	Exhaust control valve actuator (EXCVA)	
C60 (P0480) ☞ (Page 1A-104)	Cooling fan control system	Cooling fan relay
C61 (P1656) ☞ (Page 1A-107)	PAIR control solenoid valve #1 (PAIR valve)	(E-03, 28) For #1, #2 cylinder (E-02, 19, 24, 33)
	PAIR control solenoid valve #1, #2 (PAIR valve)	NOTE When two PAIR control solenoid valve signals are not received by the ECM, the DTC "C61" (P1656) is indicated.
C62 (P0443) ☞ (Page 1A-110)	EVAP system purge control solenoid valve (E-33 only)	
C64 (P0130) ☞ (Page 1A-87)	Oxygen sensor #1 (O2S)	For #1 cylinder (E-02, 19, 24, 33)

In the LCD (DISPLAY) panel, the malfunction code is indicated from small code to large code.

*1 To get the proper signal from the throttle position sensor, the sensor basic position is indicated in the LCD (DISPLAY) panel. The malfunction code is indicated in three digits. In front of the three digits, a line appears in any of the three positions, upper, middle or lower line. If the indication is upper or lower line when engine rpm is 900 r/min, slightly turn the throttle position sensor and bring the line to the middle.

Fail-Safe Function Table

FI system is provided with fail-safe function to allow the engine to start and the motorcycle to run in a minimum performance necessary even under malfunction condition.

Item	Fail-Safe Mode	Starting Ability	Running Ability
IAP sensor	Intake air pressure value is fixed to 101 kPa (760 mmHg).	“YES”	“YES”
TP sensor	The throttle opening is fixed to full open position. Ignition timing is also fixed.	“YES”	“YES”
ECT sensor	Engine coolant temperature value is fixed to 80 °C (176 °F). Cooling fan is fixed on position.	“YES”	“YES”
IAT sensor	Intake air temperature value is fixed to 40 °C (104 °F).	“YES”	“YES”
Ignition signal	#1 fuel-cut	“YES”	“YES”
		#2 cylinder can run.	
	#2 fuel-cut	“YES”	“YES”
		#1 cylinder can run.	
STV actuator	Secondary throttle valve is fixed to full close position. When motor disconnection or lock occurs, power from ECM is shut off.	“YES”	“YES”
STP sensor	Secondary throttle valve is fixed to full close position.	“YES”	“YES”
Gear position signal	Gear position signal is fixed to 6th gear.	“YES”	“YES”
O2 sensor	Feedback compensation is inhibited. (Air/fuel ratio is fixed to normal.)	“YES”	“YES”
EXCV actuator	EXCV actuator is fixed to full open position. When motor disconnection or lock occurs, power from ECM is shut off.	“YES”	“YES”
PAIR control solenoid valve	ECM stops controlling PAIR control solenoid valve.	“YES”	“YES”
ISC valve	When motor disconnection or lock occurs, power from ECM is shut off.	“YES”	“YES”
EVAP system purge control solenoid valve (E-33 only)	ECM stops controlling EVAP system purge control solenoid valve.	“YES”	“YES”

The engine can start and can run even if the signal in the table is not received from each sensor. But, the engine running condition is not complete, providing only emergency help (by fail-safe circuit). In this case, it is necessary to bring the motorcycle to the workshop for complete repair.

When two ignition signals or two injector signals are not received by ECM, the fail-safe circuit can not work and ignition or injection is stopped.

FI System Troubleshooting

Customer Complaint Analysis

Record details of the problem (failure, complaint) and how it occurred as described by the customer. For this purpose, use of such an inspection form such as following will facilitate collecting information to the point required for proper analysis and diagnosis.

NOTE

This form is a standard sample. The form should be modified according to conditions and characteristic of each market.

EXAMPLE: CUSTOMER PROBLEM INSPECTION FORM

User name:	Model:	VIN:	
Date of issue:	Date Reg.:	Date of problem:	Mileage:

Malfunction indicator light condition (LED)	<input type="checkbox"/> Always ON / <input type="checkbox"/> Sometimes ON / <input type="checkbox"/> Always OFF / <input type="checkbox"/> Good condition
Malfunction display/code (LCD)	User mode: <input type="checkbox"/> No display / <input type="checkbox"/> Malfunction display ()
	Dealer mode: <input type="checkbox"/> No code / <input type="checkbox"/> Malfunction code ()

PROBLEM SYMPTOMS	
<input type="checkbox"/> Difficult Starting <input type="checkbox"/> No cranking <input type="checkbox"/> No initial combustion <input type="checkbox"/> No combustion <input type="checkbox"/> Poor starting at (<input type="checkbox"/> cold / <input type="checkbox"/> warm / <input type="checkbox"/> always) <input type="checkbox"/> Other	<input type="checkbox"/> Poor Driveability <input type="checkbox"/> Hesitation on acceleration <input type="checkbox"/> Back fire / <input type="checkbox"/> After fire <input type="checkbox"/> Lack of power <input type="checkbox"/> Surging <input type="checkbox"/> Abnormal knocking <input type="checkbox"/> Engine rpm jumps briefly <input type="checkbox"/> Other
<input type="checkbox"/> Poor Idling <input type="checkbox"/> Poor fast Idle <input type="checkbox"/> Abnormal idling speed (<input type="checkbox"/> High / <input type="checkbox"/> Low) (r/min) <input type="checkbox"/> Unstable <input type="checkbox"/> Hunting (r/min to r/min) <input type="checkbox"/> Other	<input type="checkbox"/> Engine Stall when <input type="checkbox"/> Immediately after start <input type="checkbox"/> Throttle valve is opened <input type="checkbox"/> Throttle valve is closed <input type="checkbox"/> Load is applied <input type="checkbox"/> Other
<input type="checkbox"/> OTHERS:	

MOTORCYCLE/ENVIRONMENTAL CONDITION WHEN PROBLEM OCCURS	
Environmental condition	
Weather	<input type="checkbox"/> Fair / <input type="checkbox"/> Cloudy / <input type="checkbox"/> Rain / <input type="checkbox"/> Snow / <input type="checkbox"/> Always / <input type="checkbox"/> Other
Temperature	<input type="checkbox"/> Hot / <input type="checkbox"/> Warm / <input type="checkbox"/> Cool / <input type="checkbox"/> Cold (°C / °F) / <input type="checkbox"/> Always
Frequency	<input type="checkbox"/> Always / <input type="checkbox"/> Sometimes (times / day, month) / <input type="checkbox"/> Only once <input type="checkbox"/> Under certain condition
Road	<input type="checkbox"/> Urban / <input type="checkbox"/> Suburb / <input type="checkbox"/> Highway / <input type="checkbox"/> Mountainous (<input type="checkbox"/> Uphill / <input type="checkbox"/> Downhill) <input type="checkbox"/> Tarmacadam / <input type="checkbox"/> Gravel / <input type="checkbox"/> Other
Motorcycle condition	
Engine condition	<input type="checkbox"/> Cold / <input type="checkbox"/> Warming up phase / <input type="checkbox"/> Warmed up / <input type="checkbox"/> Always / <input type="checkbox"/> Other at starting <input type="checkbox"/> Immediately after start / <input type="checkbox"/> Racing without load / <input type="checkbox"/> Engine speed (r/min)
Motorcycle condition	During driving: <input type="checkbox"/> Constant speed / <input type="checkbox"/> Accelerating / <input type="checkbox"/> Decelerating <input type="checkbox"/> Right hand corner / <input type="checkbox"/> Left hand corner <input type="checkbox"/> At stop / <input type="checkbox"/> Motorcycle speed when problem occurs (km/h, mile/h) <input type="checkbox"/> Other:

Visual Inspection

Prior to diagnosis using the mode select switch or SDS, perform the following visual inspections. The reason for visual inspection is that mechanical failures (such as oil leakage) cannot be displayed on the screen with the use of mode select switch or SDS.

- Engine oil level and leakage. Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.
- Engine coolant level and leakage. Refer to “Cooling Circuit Inspection in Section 1F (Page 1F-4)”.
- Fuel level and leakage. Refer to “Fuel Line Inspection in Section 0B (Page 0B-11)”.
- Clogged air cleaner element. Refer to “Air Cleaner Element Inspection and Cleaning in Section 0B (Page 0B-3)”.
- Battery condition.
- Throttle cable play. Refer to “Throttle Cable Play Inspection and Adjustment in Section 0B (Page 0B-14)”.
- Vacuum hose looseness, bend and disconnection.
- Broken fuse.
- FI indicator light operation. Refer to “Combination Meter Inspection in Section 9C (Page 9C-3)”.
- Each warning indicator light operation. Refer to “Combination Meter Inspection in Section 9C (Page 9C-3)”.
- Speedometer operation. Refer to “Speedometer Inspection in Section 9C (Page 9C-6)”.
- Exhaust gas leakage and noise. Refer to “Exhaust System Inspection in Section 1K (Page 1K-12)”.
- Each coupler disconnection.
- Clogged radiator fins. Refer to “Radiator Inspection and Cleaning in Section 1F (Page 1F-5)”.

Malfunction Code and Defective Condition Table

B822H11104009

Malfunction Code	Detected Item		Detected Failure Condition	Check For	
C00	NO FAULT		—	—	
C12	CKP sensor		The signal does not reach ECM for 3 sec. or more, after receiving the starter signal.	CKP sensor wiring and mechanical parts CKP sensor, lead wire/coupler connection	
P0335					
C13/C17	IAP sensor		The sensor should produce following voltage. 0.5 V ≤ Sensor voltage < 4.85 V In other than the above range, C13 (P0170) or C17 (P0105) is indicated.	IAP sensor, lead wire/coupler connection	
P1750/ P0105			H	Sensor voltage is higher than specified value.	IAP sensor circuit shorted to VCC or ground circuit open
			L	Sensor voltage is lower than specified value.	IAP sensor circuit open or shorted to ground or VCC circuit open
C14	TP sensor		The sensor should produce following voltage. 0.2 V ≤ Sensor voltage < 4.8 V In other than the above range, C14 (P0120) is indicated.	TP sensor, lead wire/coupler connection	
P0120			H	Sensor voltage is higher than specified value.	TP sensor circuit shorted to VCC or ground circuit open
			L	Sensor voltage is lower than specified value.	TP sensor circuit open or shorted to ground or VCC circuit open
C15	ECT sensor		The sensor voltage should be the following. 0.15 V ≤ Sensor voltage < 4.85 V In other than the above range, C15 (P0115) is indicated.	ECT sensor, lead wire/coupler connection	
P0115			H	Sensor voltage is higher than specified value.	ECT sensor circuit open or ground circuit open
			L	Sensor voltage is lower than specified value.	ECT sensor circuit shorted to ground

1A-25 Engine General Information and Diagnosis:

Malfunction Code	Detected Item	Detected Failure Condition	Check For	
C21	IAT sensor	The sensor voltage should be the following. $0.15\text{ V} \leq \text{Sensor voltage} < 4.85\text{ V}$ In other than the above range, C21 (P0110) is indicated.	IAT sensor, lead wire/coupler connection	
P0110		H	Sensor voltage is higher than specified value.	IAT sensor circuit open or ground circuit open
		L	Sensor voltage is lower than specified value.	IAT sensor circuit shorted to ground
C23	TO sensor	The sensor voltage should be the following for 2 sec. and more, after ignition switch is turned ON. $0.2\text{ V} \leq \text{Sensor voltage} < 4.8\text{ V}$ In other than the above value, C23 (P1651) is indicated.	TO sensor, lead wire/coupler connection	
P1651		H	Sensor voltage is higher than specified value.	TO sensor circuit shorted to VCC or ground circuit open
		L	Sensor voltage is lower than specified value.	TO sensor circuit open or shorted to ground or VCC circuit open
C24/C25 C26/C27	Ignition signal	CKP sensor (pick-up coil) signal is produced, but signal from ignition coil is interrupted 5 times or more continuously. In this case, the code C24 (P0351), C25 (P0352), C26 (P0353) or C27 (P0354) is indicated.	Ignition coil, wiring/coupler connection, power supply from the battery	
P0351/P0352 P0353/P0354				
C28	STV actuator	When no actuator control signal is supplied from the ECM, communication signal does not reach ECM or operation voltage does not reach STVA motor, C28 (P1655) is indicated. STVA can not operate properly.	STVA motor, STVA lead wire/coupler connection	
P1655				
C29	STP sensor	The sensor should produce following voltage. $0.15\text{ V} \leq \text{Sensor voltage} < 4.85\text{ V}$ In other than the above range, C29 (P1654) is indicated.	STP sensor, lead wire/coupler connection	
P1654		H	Sensor voltage is higher than specified value.	STP sensor circuit shorted to VCC or ground circuit open
		L	Sensor voltage is lower than specified value.	STP sensor circuit open or shorted to ground or VCC circuit open
C31	Gear position signal	Gear position signal voltage should be higher than the following for 3 seconds and more. Gear position sensor voltage $\geq 0.6\text{ V}$ If lower than the above value, C31 (P0705) is indicated.	GP switch, wiring/coupler connection, gearshift cam, etc.	
P0705				
C32/C33	Fuel injector	CKP sensor (pickup coil) signal is produced, but fuel injector signal is interrupted 4 times or more continuously. In this case, the code C32 (P0201), C33 (P0202) is indicated.	Primary fuel injector, wiring/coupler connection, power supply to the injector	
P0201/P0202				
C40/P0505	ISC valve	The circuit voltage of motor drive is unusual.	ISC valve circuit open or shorted to ground Power source circuit open	
C40/P0506		Idle speed is lower than the desired idle speed.	Air passage clogged ISC valve is fixed ISC valve preset position is incorrect	
C40/P0507		Idle speed is higher than the desired idle speed.	ISC valve hose connection ISC valve is fixed ISC valve preset position is incorrect	

Malfunction Code	Detected Item	Detected Failure Condition	Check For	
C41	FP relay	No voltage is applied to the fuel pump, although fuel pump relay is turned ON, or voltage is applied to fuel pump although fuel pump relay is turned OFF.	Fuel pump relay, lead wire/coupler connection, power source to fuel pump relay and fuel injectors	
P0230		H	Voltage is applied to fuel pump although fuel pump relay is turned OFF.	Fuel pump relay switch circuit shorted to power source Fuel pump relay (switch side)
		L	No voltage is applied to the fuel pump, although fuel pump relay is turned ON.	Fuel pump relay circuit open or short Fuel pump relay (coil side)
C42 P1650	Ignition switch	Ignition switch signal is not input to the ECM.	Ignition switch, lead wire/coupler	
C44/C64 P0130/P0156	O2 sensor (For E-02, 19, 24, 33)	O2 sensor output voltage is not input to ECM during engine operation and running condition. Sensor voltage > 1.0 V C44 (P0156) or C64 (P0130) is indicated.	O2 sensor is circuit open or shorted to ground	
C46	EXCV actuator	EXCVA position sensor produces following voltage. $0.1\text{ V} \leq \text{sensor voltage} < 4.9\text{ V}$ in other than the above range, C46 (P1675) is indicated. When no actuator control signal is supplied from the ECM, communication signal does not reach ECM or operation voltage does not reach EXCVA motor, C46 (P1658) is indicated. EXCVA can not operate properly.	EXCVA, EXCVA lead wire/coupler	
P1657		H	EXCVA position sensor voltage is higher than specified value.	EXCVA position sensor circuit shorted to VCC or ground circuit open
		L	EXCVA position sensor voltage is lower than specified value.	EXCVA position sensor circuit open or shorted to ground or VCC circuit open
P1658		When no actuator control signal is supplied from the ECM, communication signal does not reach ECM or operation voltage does not reach EXCVA motor, C46 (P1658) is indicated. EXCVA motor can not operate properly.	EXCVA, EXCVA motor lead wire/coupler	
C61	PAIR control solenoid valve	PAIR control solenoid valve voltage is not input to ECM.	PAIR control solenoid valve, lead wire/coupler connection	
P1656		NOTE With two PAIR control solenoid valves (E-02, 19, 24, 33); When two PAIR control solenoid valve signals are not received by the ECM, the DTC "C61" (P1656) is indicated.		
C60 P0480	Cooling fan relay	Cooling fan relay signal is not input to ECM.	Cooling fan relay, lead wire/coupler connection	
C62 P0443	EVAP system purge control solenoid valve (For E-33)	EVAP system purge control solenoid valve voltage is not input to ECM.	EVAP system purge control solenoid valve, lead wire/coupler connection	

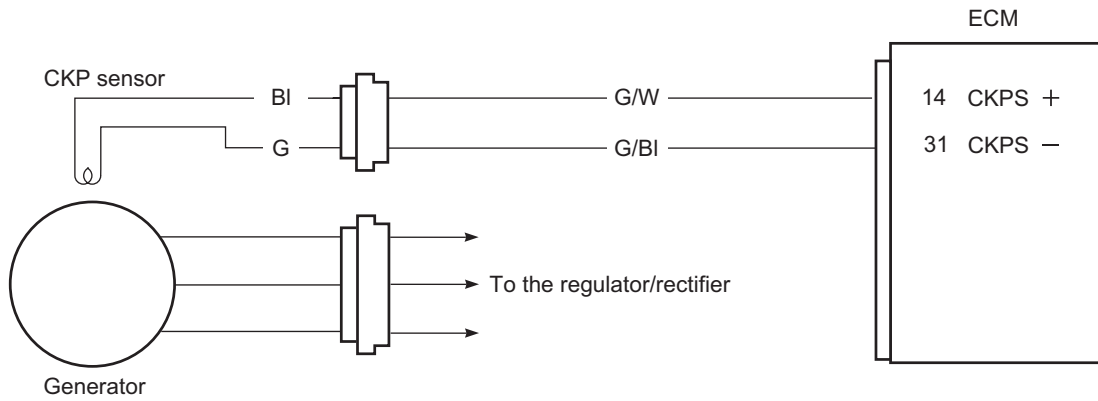
DTC “C12” (P0335): CKP Sensor Circuit Malfunction

B822H11104010

Detected Condition and Possible Cause

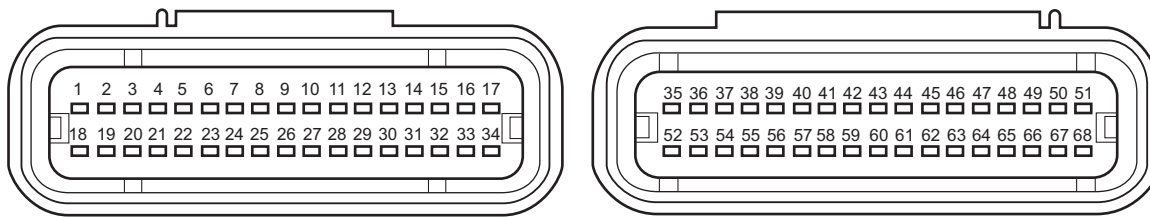
Detected Condition	Possible Cause
The signal does not reach ECM for 3 sec. or more, after receiving the starter signal.	<ul style="list-style-type: none"> • Metal particles or foreign material being stuck on the CKP sensor and rotor tip. • CKP sensor circuit open or short. • CKP sensor malfunction. • ECM malfunction.

Wiring Diagram



I822H1110009-02

ECM coupler (Harness side)



I822H1110010-01

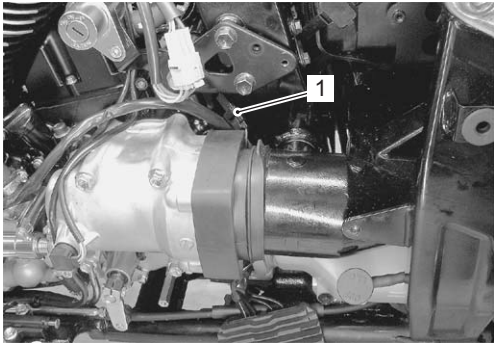

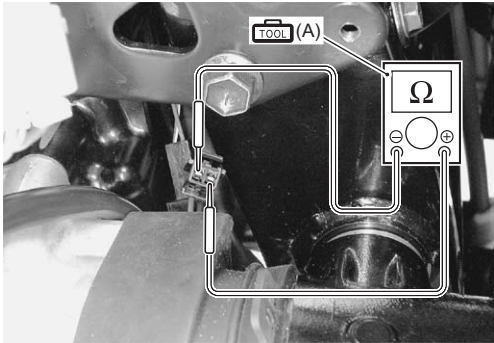
Troubleshooting

⚠ CAUTION


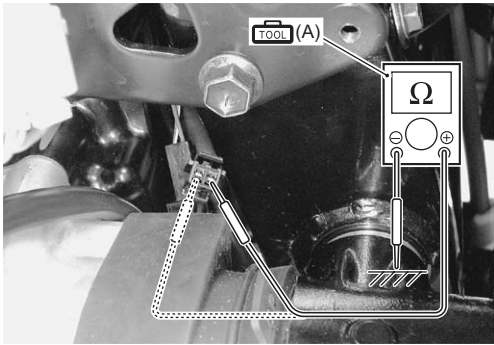

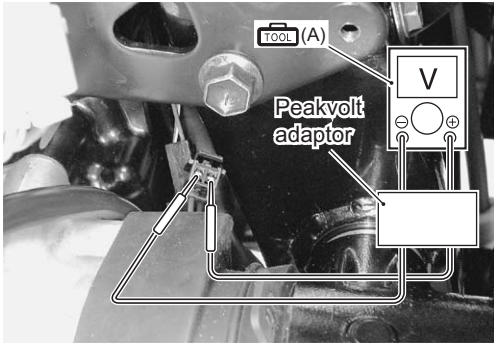
When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the left frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.</p> <p>3) Remove the left frame lower cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.</p> <p>4) Remove the luggage box.</p> <p>5) Check the CKP sensor coupler (1) for loose or poor contacts. If OK, then measure the CKP sensor resistance.</p>  <p style="text-align: right; font-size: small;">I822H1110011-01</p> <p>6) Disconnect the CKP sensor coupler and measure the CKP sensor resistance.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>CKP sensor resistance 190 – 290 Ω (B1 – G)</p>  <p style="text-align: right; font-size: small;">I822H1110012-01</p>	Go to Step 2.	Replace the CKP sensor with a new one.

1A-29 Engine General Information and Diagnosis:

Step	Action	Yes	No
1	<p>7) If OK, then check the continuity between each terminal and ground.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>CKP sensor continuity $\infty \Omega$ (Infinity) (BI – Ground, G – Ground)</p>  <p style="text-align: right; font-size: small;">I822H1110013-01</p> <p><i>Are the resistance and continuity OK?</i></p>	Go to Step 2.	Replace the CKP sensor with a new one.
2	<p>1) Crank the engine several seconds with the starter motor, and measure the CKP sensor peak voltage at the coupler.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>CKP sensor peak voltage 1.5 V and more (+) terminal: BI – (-) terminal: G)</p>  <p style="text-align: right; font-size: small;">I822H1110014-01</p> <p>2) Repeat the 1) test procedures several times and measure the highest peak voltage.</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • G/W or G/BI wire of the harness side open or shorted to ground. • Loose or poor contacts on the CKP sensor coupler or ECM coupler (Terminal “14” or “31”). • If the wires and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<ul style="list-style-type: none"> • Inspect that metal particles or foreign material stuck on the CKP sensor and rotor tip. • If there are no metal particles and foreign material, then replace the CKP sensor with a new one. Refer to “CKP Sensor Removal and Installation in Section 1C (Page 1C-1)”.

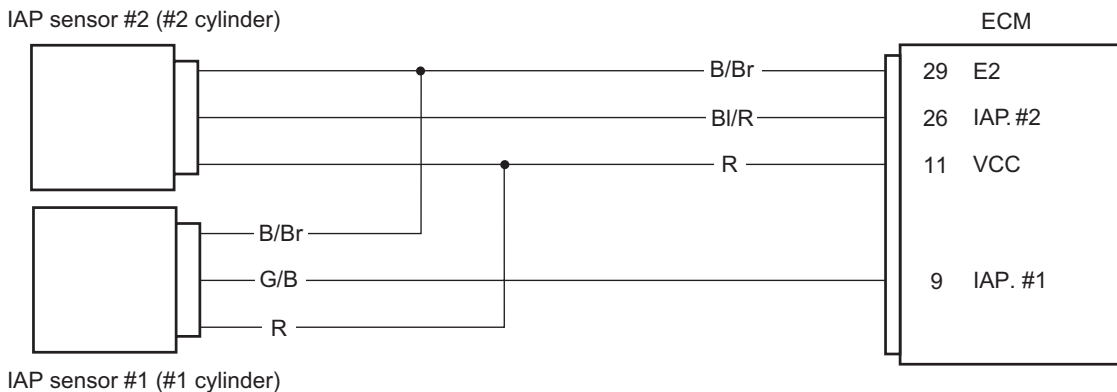
DTC “C13” (P1750-H/L) or “C17” (P0105-H/L): IAP Sensor Circuit Malfunction

B822H11104011

Detected Condition and Possible Cause

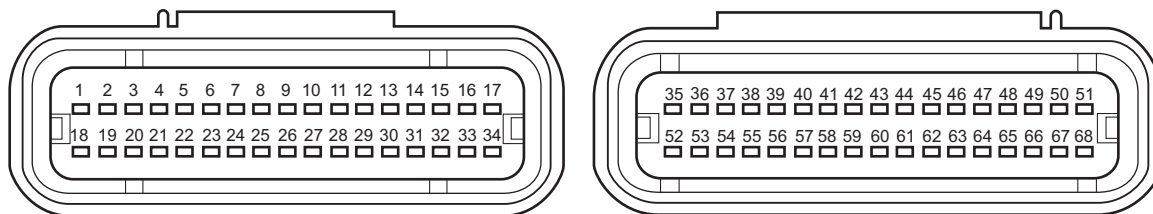
Detected Condition		Possible Cause
C13/C17	IAP sensor voltage is not within the following range. 0.5 V ≤ Sensor voltage < 4.85 V	<ul style="list-style-type: none"> • Clogged vacuum passage between throttle body and IAP sensor. • Air being drawn from vacuum passage between throttle body and IAP sensor. • IAP sensor circuit open or shorted to ground. • IAP sensor malfunction. • ECM malfunction.
	<p>NOTE</p> <p>Note that atmospheric pressure varies depending on weather conditions as well as altitude. Take that into consideration when inspecting voltage.</p>	
P1750/ P0105	H Sensor voltage is higher than specified value.	<ul style="list-style-type: none"> • IAP sensor circuit is open or shorted to VCC or ground circuit open. • IAP sensor circuit is shorted to ground or VCC circuit open.
	L Sensor voltage is lower than specified value.	

Wiring Diagram



I822H1110015-03

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

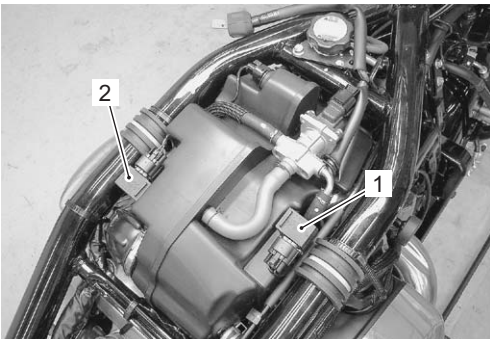

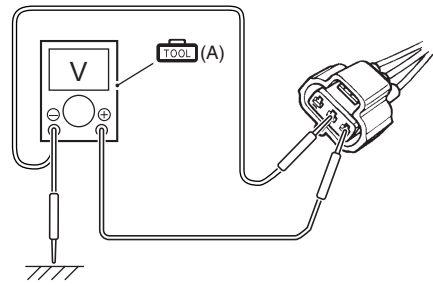
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

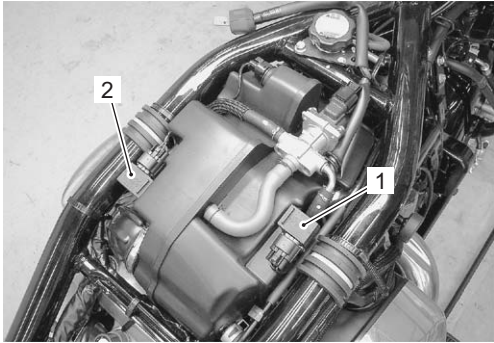
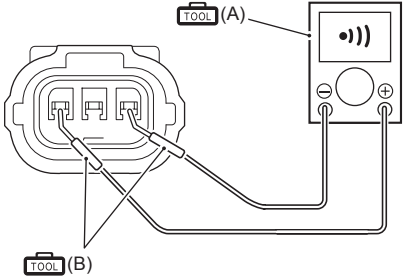
NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

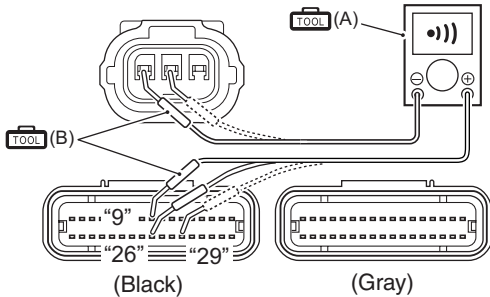
When indicating C13 for IAP sensor #2 / When indicating C17 for IAP sensor #1 (Use of mode select switch)

Step	Action	Yes	No
1	<p>1) Remove the fuel tank. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.</p> <p>2) Turn the ignition switch OFF.</p> <p>3) Check the IAP sensor coupler (#2 (1) or #1 (2)) for loose or poor contacts. If OK, then measure the IAP sensor input voltage.</p>  <p style="text-align: right; font-size: small;">I822H1110016-01</p> <p>4) Disconnect the IAP sensor coupler.</p> <p>5) Turn the ignition switch ON.</p> <p>6) Measure the voltage between the R wire and ground. If OK, then measure the voltage between the R wire and B/Br wire.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>IAP sensor input voltage 4.5 – 5.5 V ((+) terminal: R – (-) terminal: Ground, (+) terminal: R – (-) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">I823H1110016-05</p> <p><i>Is the voltage OK?</i></p>	Go to Step 2.	<ul style="list-style-type: none"> • Loose or poor contacts on the ECM coupler. (terminal “11” or “29”) • Open or short circuit in the R or B/Br wire.

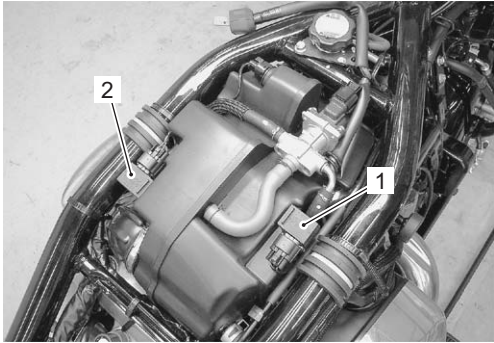
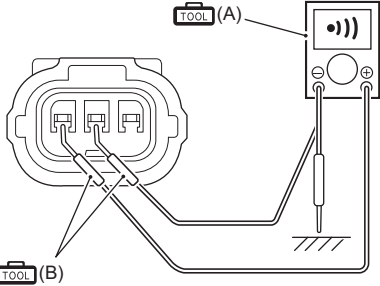
When indicating P1750-H for IAP sensor #2 / When indicating P0105-H for IAP sensor #1 (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".</p> <p>3) Check the IAP sensor coupler (#2 (1) or #1 (2)) for loose or poor contacts. If OK, then check the IAP sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110017-01</p> <p>4) Disconnect the IAP sensor coupler.</p> <p>5) Check the continuity between the R wire and BI/R wire or G/B wire. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I822H1110018-01</p>	Go to Step 2.	G/B or BI/R wire shorted to VCC, or B/Br wire open.

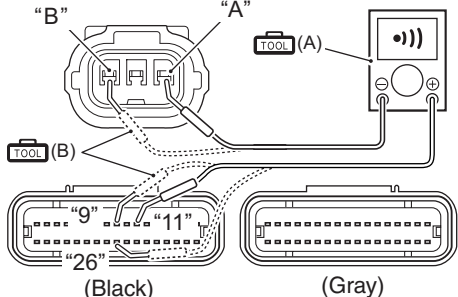
1A-33 Engine General Information and Diagnosis:

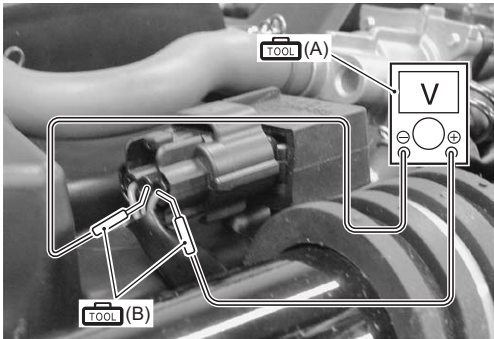
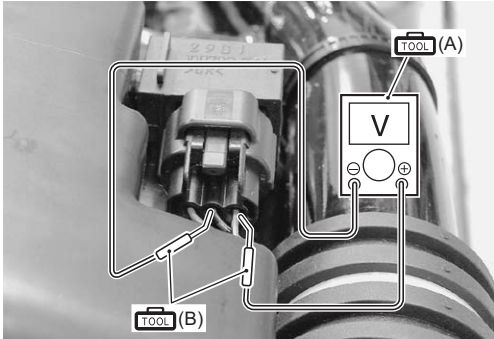
Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Insert the needle pointed probes to the lead wire coupler.</p> <p>8) Check the continuity between BI/R wire and terminal "26" (#2), or G/B wire and terminal "9" (#1). If OK, then check the continuity between B/Br wire (#1 and #2) and terminal "29".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•))</p> <p>ECM coupler (Harness side)</p>  <p style="text-align: right;">I822H1110140-02</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	G/B or BI/R wire shorted to VCC, or B/Br wire open.

When indicating P1750-L for IAP sensor #2 / When indicating P0105-L for IAP sensor #1 (Use of SDS)



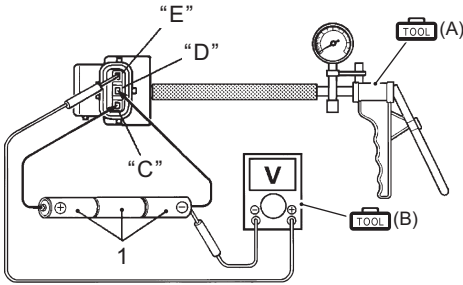
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".</p> <p>3) Check the IAP sensor coupler (#2 (1) or #1 (2)) for loose or poor contacts. If OK, then check the IAP sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110019-01</p> <p>4) Disconnect the IAP sensor coupler.</p> <p>5) Check the continuity between the BI/R wire or G/B wire and ground. Also, check the continuity between the G/B wire and B/Br wire. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I822H1110020-01</p>	<p>Go to Step 2.</p>	<ul style="list-style-type: none"> • R and BI/R or G/B wire open. • BI/R or G/B wire shorted to ground.

1A-35 Engine General Information and Diagnosis:

Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Insert the needle pointed probes to the lead wire coupler.</p> <p>8) Check the continuity between the R wires "A" (#1 and #2) and terminal "11".</p> <p>Also, check the continuity between the BI/R wire "B" and terminal "26" (#2), or G/B wire "B" and terminal "9" (#1).</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•))</p> <p>ECM coupler (Harness side)</p>  <p style="text-align: right;">I822H1110021-02</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	<ul style="list-style-type: none"> • R and BI/R or G/B wire open. • BI/R or G/B wire shorted to ground.

Step	Action	Yes	No
2	<p>1) Connect the IAP sensor coupler and ECM coupler.</p> <p>2) Connect the fuel feed hose and fuel pump read wire coupler, and lift and support the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".</p> <p>3) Insert the needle pointed probes to the lead wire coupler.</p> <p>4) Start the engine at idle speed and measure the IAP sensor output voltage at the wire side coupler. (#2: Between BI/R and B/Br wires) (#1: Between G/B and B/Br wires)</p> <p>Special tool (A): 09900-25008 (Multi-circuit tester set) (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Voltage (---)</p> <p>IAP sensor output voltage Approx. 2.6 V at idle speed (#2: (+) terminal: BI/R – (-) terminal: B/Br) (#1: (+) terminal: G/B – (-) terminal: B/Br)</p> <p style="text-align: center;">IAP sensor #2</p>  <p style="text-align: center;">IAP sensor #1</p>  <p><i>Is the voltage OK?</i></p>	<p>Go to Step 3.</p>	<ul style="list-style-type: none"> • Check the vacuum hose for crack or damage. • Open or short circuit in the BI/R wire (#2). • Open or short circuit in the G/B wire (#1). • If the vacuum hose and wire are OK, replace the IAP sensor with a new one.

1A-37 Engine General Information and Diagnosis:

Step	Action	Yes	No																														
3	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the IAP sensor. Refer to "IAP Sensor Removal and Installation in Section 1C (Page 1C-2)".</p> <p>3) Connect the vacuum pump gauge to the vacuum port of the IAP sensor.</p> <p>4) Arrange 3 new 1.5 V batteries in series (1) (check that total - voltage is 4.5 – 5.0 V) and connect (–) terminal to ground - terminal "C" and (+) terminal to the VCC terminal "D".</p> <p>5) Check the voltage between Vout terminal "E" and ground. Also, check if voltage reduces when vacuum is applied up to 400 mmHg by using vacuum pump gauge.</p> <p>Special tool  (A): 09917-47011 (Vacuum pump gauge)  (B): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p>  <p style="text-align: right;">i822H1110024-03</p> <table border="1" data-bbox="212 1186 841 1360"> <thead> <tr> <th colspan="2">ALTITUDE (Reference)</th> <th colspan="2">ATMOSPHERIC PRESSURE</th> <th>OUTPUT VOLTAGE</th> </tr> <tr> <th>m</th> <th>ft</th> <th>kPa</th> <th>mmHg</th> <th>V</th> </tr> </thead> <tbody> <tr> <td>0 – 610</td> <td>0 – 2 000</td> <td>100 – 95</td> <td>760 – 708</td> <td>3.4 – 4.0</td> </tr> <tr> <td>611 – 1 524</td> <td>2 001 – 5 000</td> <td>94 – 86</td> <td>707 – 635</td> <td>3.0 – 3.7</td> </tr> <tr> <td>1 525 – 2 438</td> <td>5 001 – 8 000</td> <td>85 – 77</td> <td>634 – 568</td> <td>2.6 – 3.4</td> </tr> <tr> <td>2 439 – 3 048</td> <td>8 001 – 10 000</td> <td>76 – 70</td> <td>567 – 526</td> <td>2.4 – 3.1</td> </tr> </tbody> </table> <p style="text-align: right;">i822H1110025-01</p> <p><i>Is the voltage OK?</i></p>	ALTITUDE (Reference)		ATMOSPHERIC PRESSURE		OUTPUT VOLTAGE	m	ft	kPa	mmHg	V	0 – 610	0 – 2 000	100 – 95	760 – 708	3.4 – 4.0	611 – 1 524	2 001 – 5 000	94 – 86	707 – 635	3.0 – 3.7	1 525 – 2 438	5 001 – 8 000	85 – 77	634 – 568	2.6 – 3.4	2 439 – 3 048	8 001 – 10 000	76 – 70	567 – 526	2.4 – 3.1	<ul style="list-style-type: none"> • R, Bl/R or B/Br wire open or shorted to ground, or poor "11", "26" or "29" connection (#2). • R, G/B or B/Br wire open or shorted to ground, or poor "11", "9" or "29" connection (#1). • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. 	<p>If check result is not satisfactory, replace the IAP sensor with a new one.</p>
ALTITUDE (Reference)		ATMOSPHERIC PRESSURE		OUTPUT VOLTAGE																													
m	ft	kPa	mmHg	V																													
0 – 610	0 – 2 000	100 – 95	760 – 708	3.4 – 4.0																													
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2 439 – 3 048	8 001 – 10 000	76 – 70	567 – 526	2.4 – 3.1																													

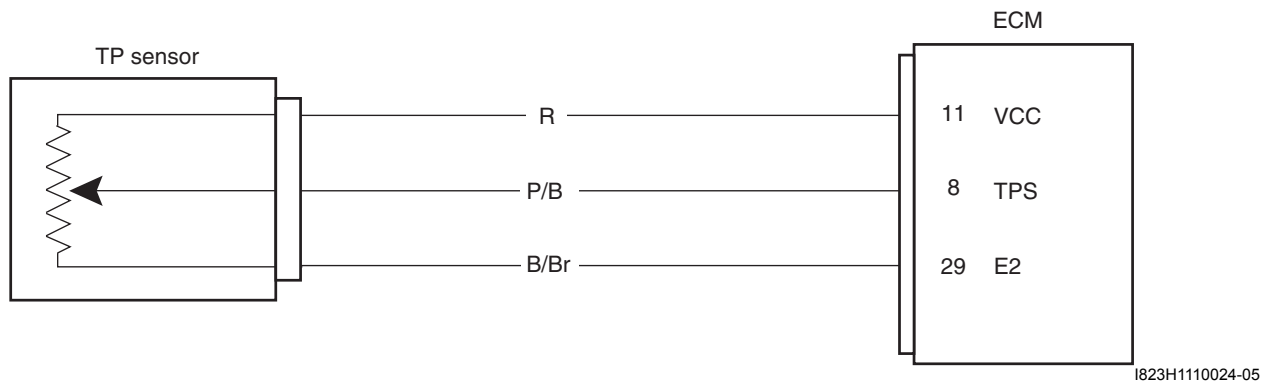
DTC “C14” (P0120-H/L): TP Sensor Circuit Malfunction

B822H11104012

Detected Condition and Possible Cause

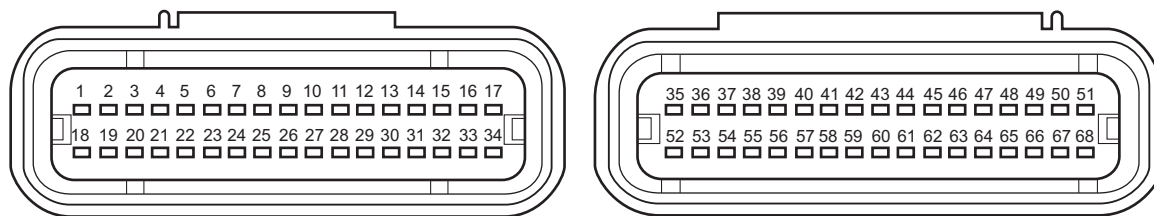
Detected Condition		Possible Cause
C14	Output voltage is not within the following range. Difference between actual throttle opening and opening calculated by ECM is larger than specified value. $0.2\text{ V} \leq \text{Sensor voltage} < 4.8\text{ V}$	<ul style="list-style-type: none"> TP sensor maladjusted. TP sensor circuit open or short. TP sensor malfunction. ECM malfunction.
P0120	H	<ul style="list-style-type: none"> TP sensor circuit is shorted to VCC or ground circuit is open. TP sensor circuit is open or shorted to ground or VCC circuit is open.
	L	

Wiring Diagram



I823H1110024-05

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

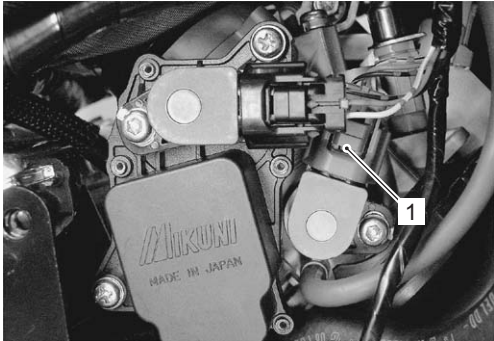

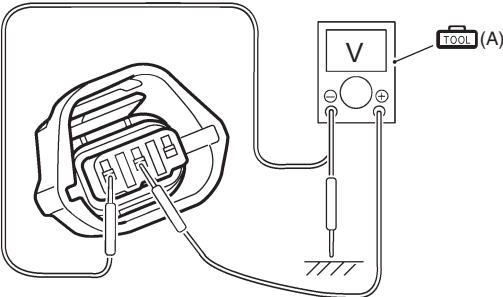
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

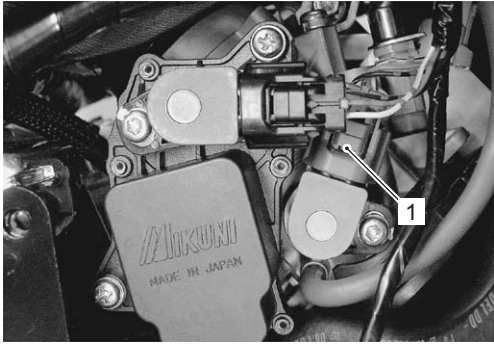

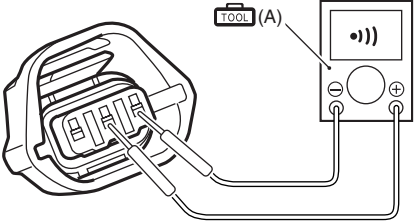
NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.



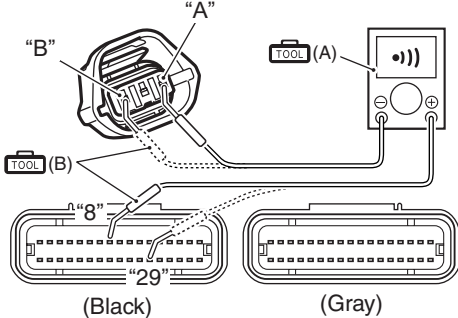
C14 (Use of mode select switch)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the TP sensor coupler (1) for loose or poor contacts. If OK, then measure the TP sensor input voltage.</p>  <p style="text-align: right; font-size: small;">1822H1110026-01</p> <p>4) Disconnect the TP sensor coupler.</p> <p>5) Turn the ignition switch ON.</p> <p>6) Measure the input voltage between the R wire and ground. If OK, then measure the input voltage between the R wire and B/Br wire.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>TP sensor input voltage 4.5 – 5.5 V ((+) terminal: R – (-) terminal: Ground, (+) terminal: R – (-) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">1823H1110026-04</p> <p><i>Is the voltage OK?</i></p>	Go to Step 3.	<ul style="list-style-type: none"> • Loose or poor contacts on the ECM coupler. • Open or short circuit in the R or B/Br wire.

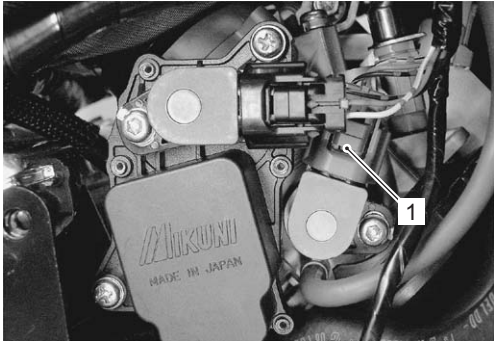

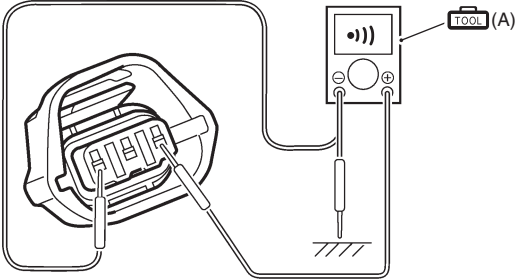
P0120-H (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the TP sensor coupler (1) for loose or poor contacts. If OK, then check the TP sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110027-01</p> <p>4) Disconnect the TP sensor coupler.</p> <p>5) Check the continuity between the P/B wire and R wire. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I823H1110027-02</p>	Go to Step 3.	P/B wire shorted to VCC, or B/Br wire open.

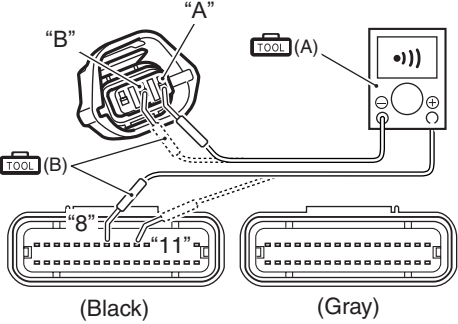
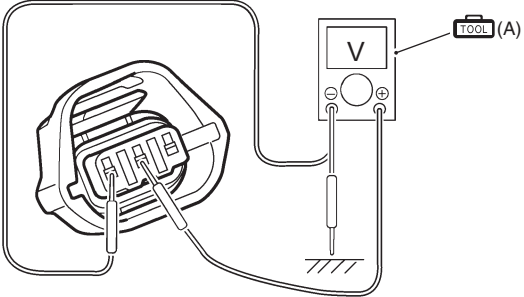
1A-41 Engine General Information and Diagnosis:



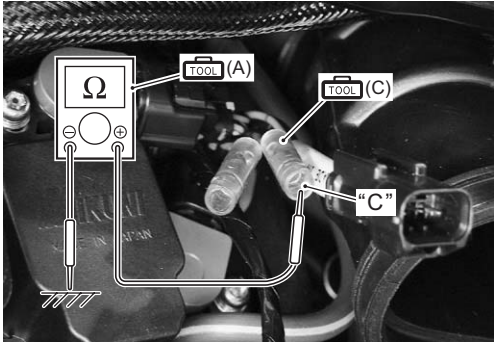
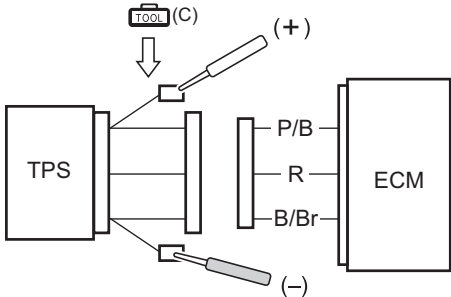
Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”.</p> <p>7) Check the continuity between the P/B wire “A” and terminal “8”. Also, check the continuity between the B/Br wire “B” and terminal “29”.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (●))</p> <p>ECM coupler (Harness side)</p>  <p>(Black) (Gray)</p> <p>I822H1110028-01</p> <p><i>Is the continuity OK?</i></p>	Go to Step 3.	P/B wire shorted to VCC, or B/Br wire open.

P0120-L (Use of SDS)



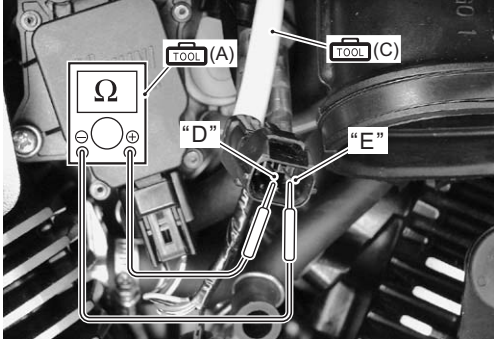
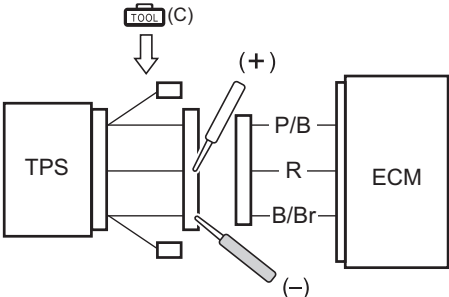
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the TP sensor coupler (1) for loose or poor contacts. If OK, then check the TP sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110029-01</p> <p>4) Disconnect the TP sensor coupler.</p> <p>5) Check the continuity between the P/B wire and ground. Also, check the continuity between the P/B wire and B/Br wire. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I823H1110029-03</p>	Go to Step 2.	R and P/B wire open, or P/B wire shorted to ground.



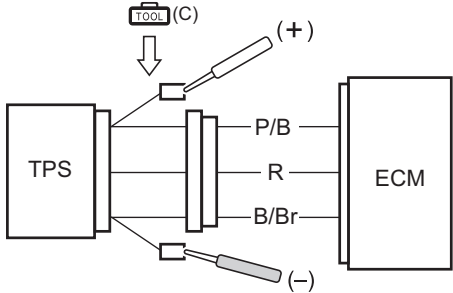
1A-43 Engine General Information and Diagnosis:

Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Check the continuity between the P/B wire "A" and terminal "8". Also, check the continuity between the R wire "B" and terminal "11".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p>ECM coupler (Harness side)</p>  <p style="text-align: right;">I822H1110154-01</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	R and P/B wire open, or P/B wire shorted to ground.
2	<p>1) Connect the ECM coupler.</p> <p>2) Turn the ignition switch ON.</p> <p>3) Measure the input voltage between the R wire and ground. If OK, the measure the input voltage between the R wire and B/Br wire.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>TP sensor input voltage 4.5 – 5.5 V ((+) terminal: R – (-) terminal: Ground, (+) terminal: R – (-) terminal: B/Br)</p>  <p style="text-align: right;">I823H1110031-04</p> <p><i>Is the voltage OK?</i></p>	Go to Step 3.	Open or short circuit in the R or B/Br wire.

Step	Action	Yes	No
3	<p>1) Turn the ignition switch OFF.</p> <p>2) Disconnect the TP sensor coupler.</p> <p>3) Connect the test harness to the TP sensor.</p> <p>4) Check the continuity between terminal "C" and ground.</p> <p>Special tool</p> <p> (A): 09900-25008 (Multi-circuit tester set)</p> <p> (C): 09900-28630 (TPS test wire harness)</p> <p>TP sensor continuity</p> <p>$\infty \Omega$ (Infinity) (Terminal "C" – Ground)</p>  <p style="text-align: right; font-size: small;">I822H1110143-01</p> <p>5) If OK, then measure the TP sensor resistance at the test harness terminals (between terminal "C" and terminal "D").</p> <p>6) Turn the throttle grip and measure the resistance.</p> <p>TP sensor resistance</p> <p>Throttle valve is closed: Approx. 1.1 kΩ</p> <p>Throttle valve is opened: Approx. 4.3 kΩ</p>  <p style="text-align: right; font-size: small;">I822H1110145-03</p>	<p>Go to Step 3.</p>	<ul style="list-style-type: none"> • Reset the TP sensor position correctly. • Replace the TP sensor with a new one.

1A-45 Engine General Information and Diagnosis:

Step	Action	Yes	No
3	<p>7) If OK, then measure the TP sensor resistance at the test harness terminals (between terminal "D" and terminal "E").</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (C): 09900-28630 (TPS test wire harness)</p> <p>Tester knob indication Resistance (Ω)</p> <p>TP sensor resistance Approx. 5.0 kΩ (Terminal "D" – Terminal "E")</p>  <p style="text-align: right; font-size: small;">I822H1110146-03</p>  <p style="text-align: right; font-size: small;">I822H1110147-02</p> <p><i>Are the continuity and resistance OK?</i></p>	Go to Step 3.	<ul style="list-style-type: none"> • Reset the TP sensor position correctly. • Replace the TP sensor with a new one.

Step	Action	Yes	No
4	<p>1) Turn the ignition switch OFF.</p> <p>2) Connect the special tool between the TP sensor and its coupler.</p> <p>3) Turn the ignition switch ON.</p> <p>4) Measure the TP sensor output voltage between the P/B wire terminal (+) and B/Br wire terminal (-) with turning the throttle grip open and close.</p> <p>Special tool  (C): 09900-28630 (TPS test wire harness)  : 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>TP sensor output voltage Throttle valve is closed: Approx. 1.1 V Throttle valve is opened: Approx. 4.3 V (+) terminal: P/B – (-) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">I822H1110031-03</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • P/B, R or B/Br wire open or shorted to ground, or poor “8”, “11” or “29” connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<p>If check result is not satisfactory, replace TP sensor with a new one. Refer to “Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)”.</p>

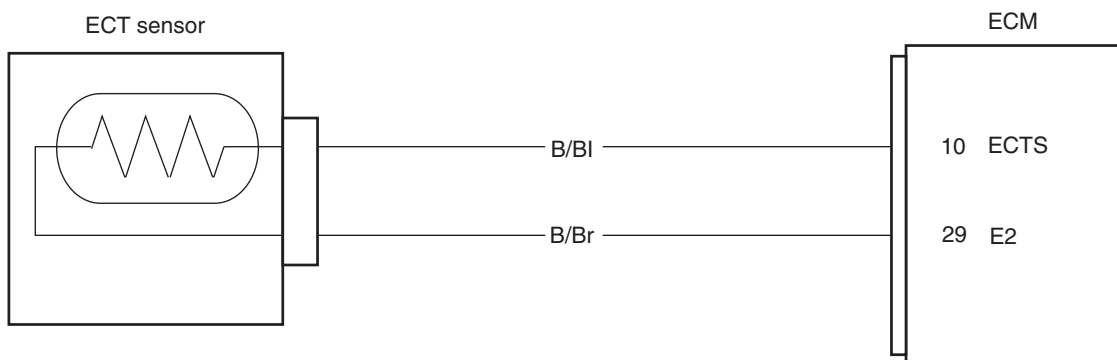
DTC “C15” (P0115-H/L): ECT Sensor Circuit Malfunction

B822H11104013

Detected Condition and Possible Cause

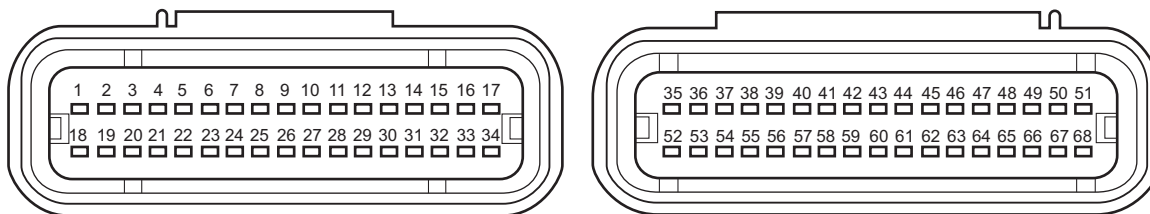
Detected Condition		Possible Cause
C15	Output voltage is not with in the following range. $0.15\text{ V} \leq \text{Sensor voltage} < 4.85\text{ V}$	<ul style="list-style-type: none"> ECT sensor circuit open or short. ECT sensor malfunction. ECM malfunction.
P0115	H Sensor voltage is higher than specified value.	<ul style="list-style-type: none"> ECT sensor circuit is open or ground circuit open.
	L Sensor voltage is lower than specified value.	<ul style="list-style-type: none"> ECT sensor circuit shorted to ground.

Wiring Diagram



I823H1110033-05

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

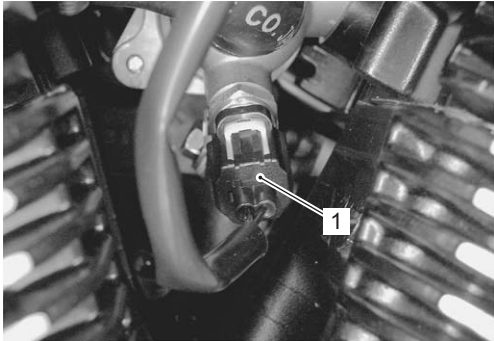

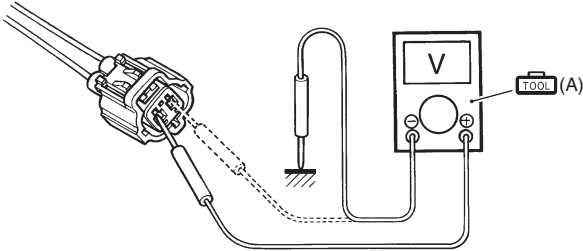
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

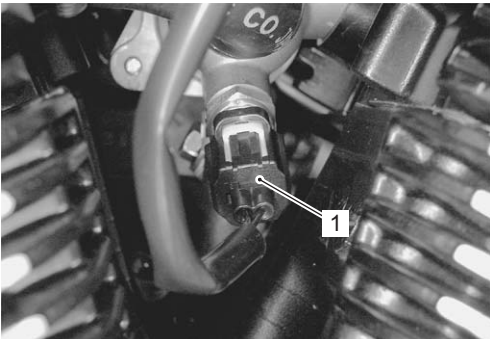
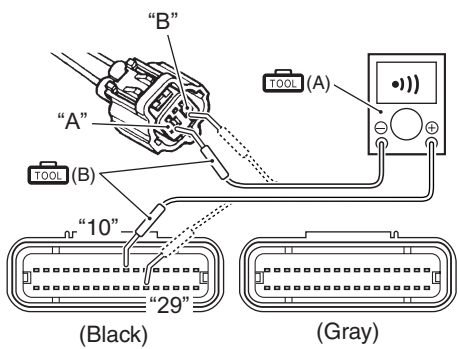
NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

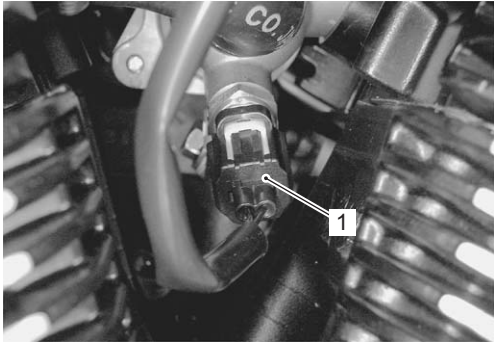

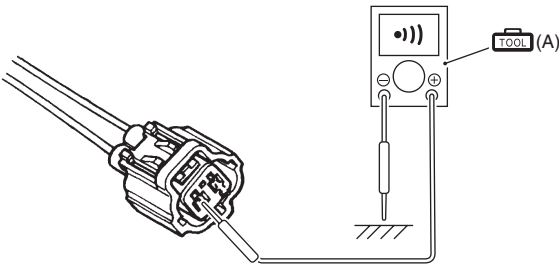
C15 (Use of mode select switch)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the ECT sensor coupler (1) for loose or poor contacts. If OK, then measure the ECT sensor input voltage.</p>  <p style="text-align: right; font-size: small;">I822H1110032-01</p> <p>4) Disconnect the ECT coupler and turn the ignition switch ON.</p> <p>5) Measure the input voltage between the B/BI wire and ground. If OK, then measure the input voltage between the B/BI wire and B/Br wire.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>ECT sensor input voltage 4.5 – 5.5 V ((+) terminal: B/BI – (–) terminal: Ground, (+) terminal: B/BI – (–) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">I718H1110048-03</p> <p><i>Is the voltage OK?</i></p>	<p>Go to Step 2.</p>	<ul style="list-style-type: none"> • Loose or poor contacts on the ECM coupler. • Open or short circuit in the B/BI or B/Br wire.



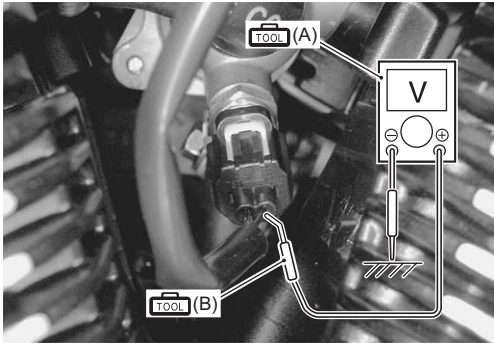

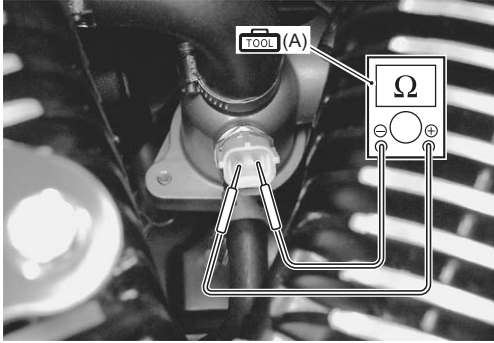
P0115-H (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the ECT sensor coupler (1) for loose or poor contacts. If OK, then check the ECT sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110033-01</p> <p>4) Disconnect the ECT sensor coupler.</p> <p>5) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>6) Insert the needle pointed probes to the lead wire coupler.</p> <p>7) Check the continuity between the B/BI wire "A" and terminal "10". Also, check the continuity between the B/Br wire "B" and terminal "29".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p style="text-align: center;">ECM couplers (Harness side)</p>  <p style="text-align: right; font-size: small;">I822H1110034-01</p> <p><i>Is the continuity and voltage OK?</i></p>	Go to Step 2.	B/BI or B/Br wire open.

P0115-L (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the ECT sensor coupler (1) for loose or poor contacts. If OK, then check the ECT sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110035-01</p> <p>4) Disconnect the ECT sensor coupler.</p> <p>5) Check the continuity between the B/BI wire and ground. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (••))</p>  <p style="text-align: right; font-size: small;">I718H1110054-03</p> <p>6) Connect the ECT sensor coupler.</p> <p>7) Insert the needle pointed probes to the lead wire coupler.</p>	<p>Go to Step 2.</p>	<ul style="list-style-type: none"> • B/BI wire shorted to ground. • If wire is OK, go to Step 2.

1A-51 Engine General Information and Diagnosis:

Step	Action	Yes	No
1	<p>8) Turn the ignition switch ON.</p> <p>9) Measure the output voltage between the B/BI wire and ground.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Voltage (---)</p> <p>ECT sensor output voltage 0.15 – 4.84 V ((+) terminal: B/BI – (-) terminal: Ground)</p>  <p style="text-align: right; font-size: small;">I822H1110036-01</p> <p><i>Are the continuity and voltage OK?</i></p>	<p>Go to Step 2.</p>	<ul style="list-style-type: none"> • B/BI wire shorted to ground. • If wire is OK, go to Step 2.
2	<p>1) Turn the ignition switch OFF.</p> <p>2) Disconnect the ECT sensor coupler.</p> <p>3) Measure the ECT sensor resistance.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>ECT sensor resistance Approx. 2.45 kΩ at 20 °C (68 °F) (Terminal – Terminal)</p>  <p style="text-align: right; font-size: small;">I822H1110037-01</p> <p>NOTE Refer to “ECT Sensor Inspection in Section 1C (Page 1C-4)” for details.</p> <p><i>Is the resistance OK?</i></p>	<ul style="list-style-type: none"> • B/BI or B/Br wire open or shorted to ground, or poor “10” or “29” connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<p>Replace the ECT sensor with a new one. Refer to “ECT Sensor Inspection in Section 1C (Page 1C-4)”.</p>

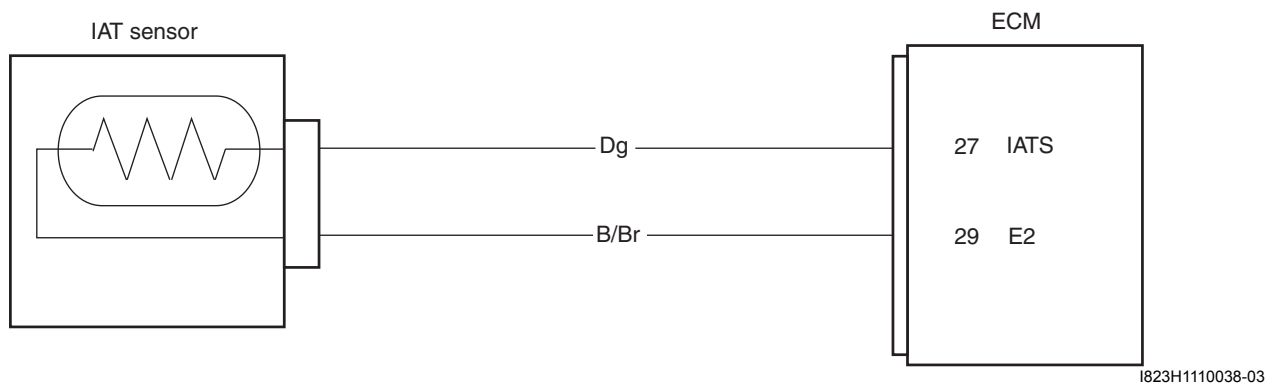
DTC “C21” (P0110-H/L): IAT Sensor Circuit Malfunction

B822H11104015

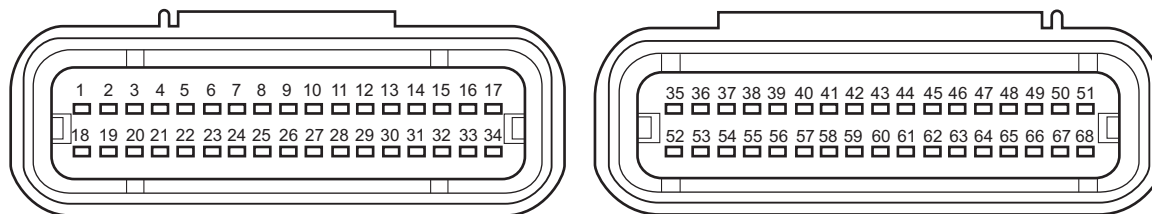
Detected Condition and Possible Cause

Detected Condition		Possible Cause
C21	Output voltage is not within the following range. $0.15\text{ V} \leq \text{Sensor voltage} < 4.85\text{ V}$	<ul style="list-style-type: none"> IAT sensor circuit open or short. IAT sensor malfunction. ECM malfunction.
P0110	H Sensor voltage is higher than specified value.	<ul style="list-style-type: none"> IAT sensor circuit open or ground circuit open.
	L Sensor voltage is lower than specified value.	<ul style="list-style-type: none"> IAT sensor circuit shorted to ground.

Wiring Diagram



ECM coupler (Harness side)



Troubleshooting

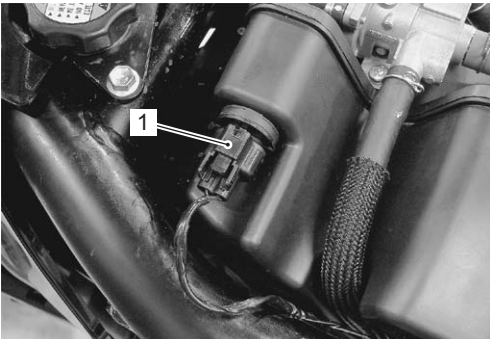

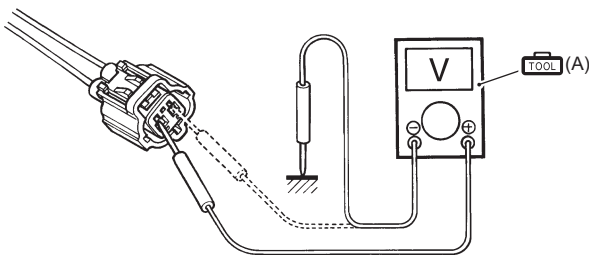
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

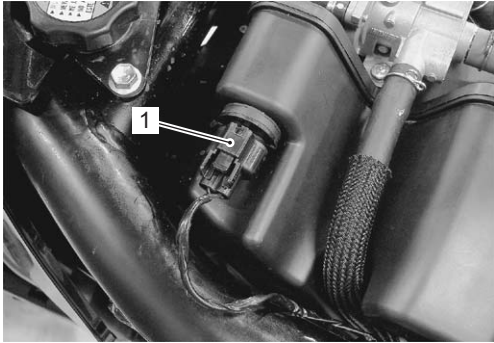
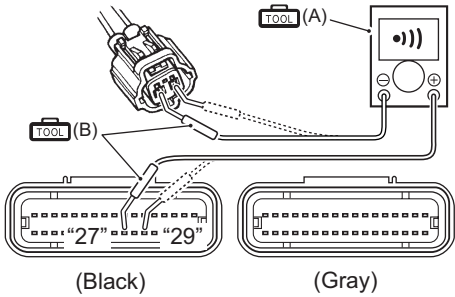
NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

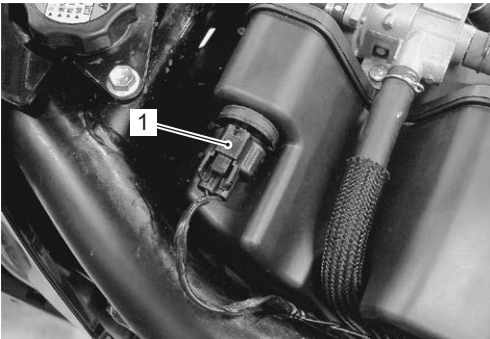

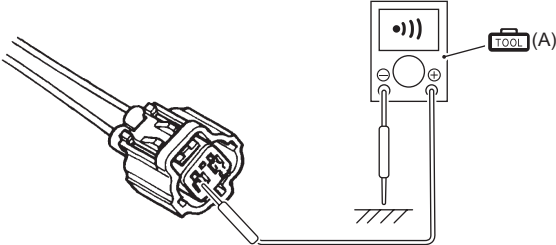
C21 (Use of mode select switch)

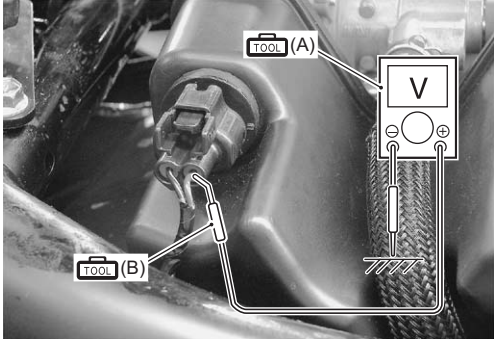
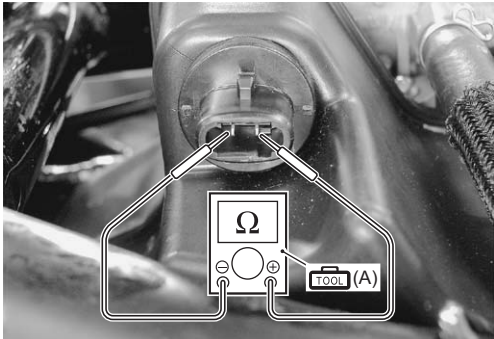
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".</p> <p>3) Check the IAT sensor coupler (1) for loose or poor contacts. If OK, then measure the IAT sensor input voltage.</p>  <p style="text-align: right; font-size: small;">I822H1110038-01</p> <p>4) Disconnect the IAT sensor coupler and turn the ignition switch ON.</p> <p>5) Measure the input voltage between the Dg wire terminal and ground. If OK, then measure the input voltage between the Dg wire terminal and B/Br wire terminal.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>IAT sensor input voltage 4.5 – 5.5 V ((+) terminal: Dg – (–) terminal: Ground, (+) terminal: Dg – (–) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">I822H1110039-01</p> <p><i>Is the voltage OK?</i></p>	<p>Go to Step 2.</p>	<ul style="list-style-type: none"> • Loose or poor contacts on the ECM coupler. • Open or short circuit in the Dg or B/Br wire.

P0110-H (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".</p> <p>3) Check the IAT sensor coupler (1) for loose or poor contacts. If OK, then check the IAT sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110040-01</p> <p>4) Disconnect the IAT sensor coupler.</p> <p>5) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>6) Insert the needle pointed probes to the lead wire coupler.</p> <p>7) Check the continuity between the Dg wire and terminal "27". Also, check the continuity between the B/Br wire and terminal "29".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p style="text-align: center;">ECM couplers (Harness side)</p>  <p style="text-align: center;">(Black) (Gray)</p> <p style="text-align: right; font-size: small;">I822H1110041-01</p> <p><i>Is the continuity OK?</i></p>	<p>Connect the ECM coupler and go to Step 2.</p>	<p>Dg or B/Br wire open.</p>

P0110-L (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".</p> <p>3) Check the IAT sensor coupler (1) for loose or poor contacts. If OK, then check the IAT sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110042-01</p> <p>4) Disconnect the IAT sensor coupler.</p> <p>5) Check the continuity between the Dg wire and ground. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I822H1110043-01</p> <p>6) Connect the IAT sensor coupler.</p> <p>7) Turn the ignition switch ON.</p> <p>8) Insert the needle pointed probes to the lead wire coupler.</p>	Go to Step 2.	<ul style="list-style-type: none"> • Dg wire shorted to ground. • If wire is OK, go to Step 2.

Step	Action	Yes	No
1	<p>9) Measure the output voltage between the Dg wire and ground.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Voltage (---)</p> <p>IAT sensor output voltage 0.15 – 4.85 V (+) terminal: Dg – (-) terminal: Ground)</p>  <p style="text-align: right; font-size: small;">I822H1110044-01</p> <p><i>Are the continuity and voltage OK?</i></p>	<p>Go to Step 2.</p>	<ul style="list-style-type: none"> • Dg wire shorted to ground. • If wire is OK, go to Step 2.
2	<p>1) Turn the ignition switch OFF. 2) Disconnect the IAT sensor coupler. 3) Measure the IAT sensor resistance.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>IAT sensor resistance Approx. 2.45 kΩ at 20 °C (68 °F) (Terminal – Terminal)</p>  <p style="text-align: right; font-size: small;">I822H1110045-01</p> <p>NOTE IAT sensor resistance measurement method is the same way as that of the ECT sensor. Refer to “ECT Sensor Inspection in Section 1C (Page 1C-4)”.</p> <p><i>Is the resistance OK?</i></p>	<ul style="list-style-type: none"> • Dg or B/Br wire open or shorted to ground, or poor “27” or “29” connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<p>Replace the IAT sensor with a new one. Refer to “IAP Sensor Removal and Installation in Section 1C (Page 1C-2)”.</p>

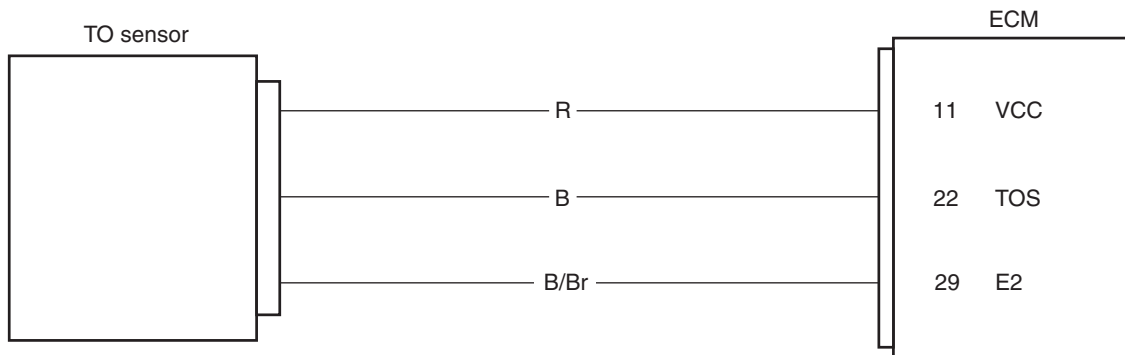
DTC “C23” (P1651-H/L): TO Sensor Circuit Malfunction

B822H11104016

Detected Condition and Possible Cause

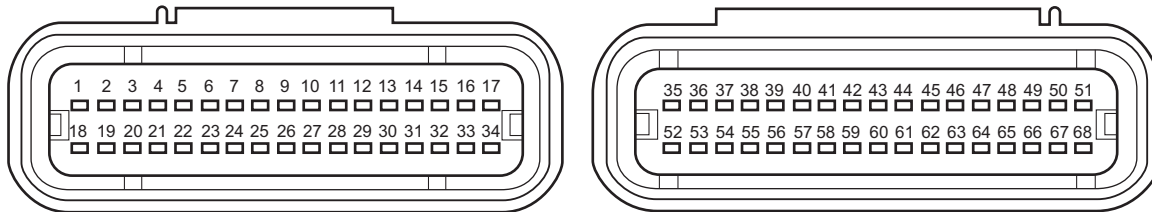
Detected Condition		Possible Cause
C23	The sensor voltage should be the following for 2 sec. and more, after ignition switch is turned ON. $0.2\text{ V} \leq \text{Sensor voltage} < 4.8\text{ V}$	<ul style="list-style-type: none"> • TO sensor circuit open or short. • TO sensor malfunction. • ECM malfunction.
P1651	H Sensor voltage is higher than specified value.	<ul style="list-style-type: none"> • TO sensor circuit is open or ground circuit open.
	L Sensor voltage is lower than specified value.	<ul style="list-style-type: none"> • TO sensor circuit is open or shorted to ground or VCC circuit open.

Wiring Diagram



I823H1110104-02

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

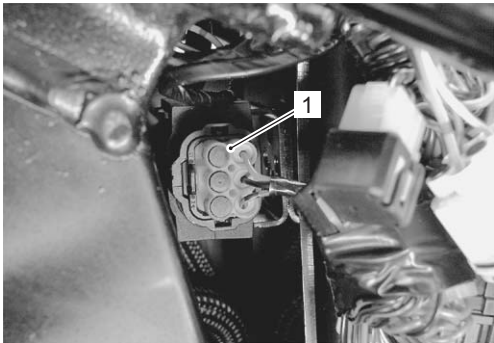

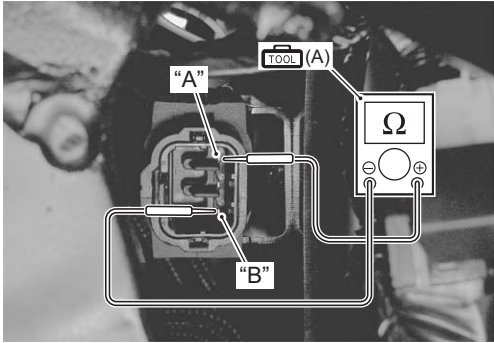
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

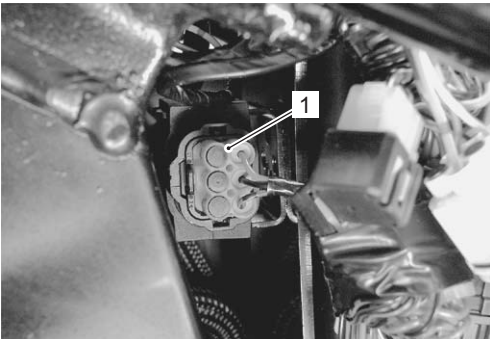

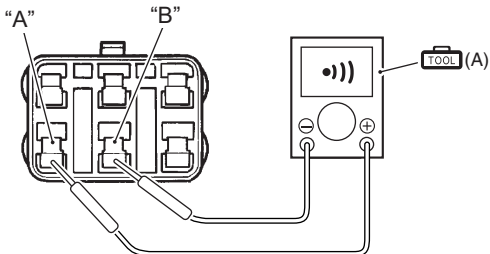
After repairing the trouble, clear the DTC using SDS tool. Refer to "Use of SDS Diagnosis Reset Procedures (Page 1A-14)".

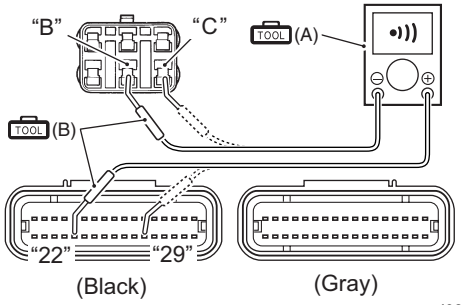
C23 (Use of mode select switch)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".</p> <p>3) Check the TO sensor coupler (1) for loose or poor contacts. If OK, then measure the TO sensor resistance.</p>  <p style="text-align: right; font-size: small;">I822H1110046-01</p> <p>4) Measure the resistance between terminal "A" and terminal "B".</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>TO sensor resistance 16.5 – 22.3 kΩ (Terminal "A" – Terminal "B")</p>  <p style="text-align: right; font-size: small;">I822H1110047-03</p> <p><i>Is the resistance OK?</i></p>	Go to Step 2.	Replace the TO sensor with a new one. Refer to "TO Sensor Removal and Installation in Section 1C (Page 1C-5)".

1A-59 Engine General Information and Diagnosis:

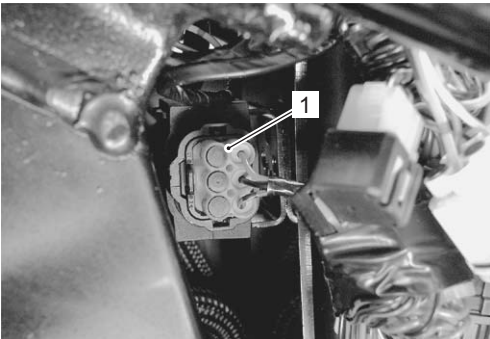

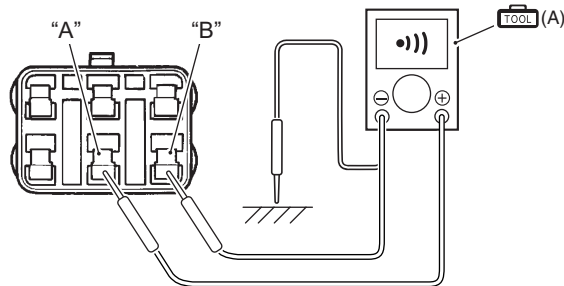
P1651-H (Use of SDS)

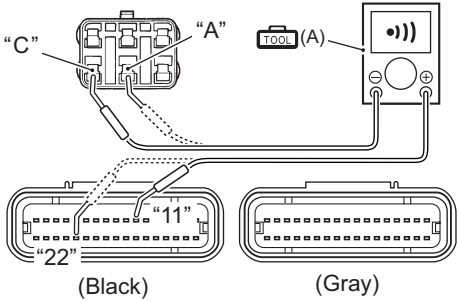
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".</p> <p>3) Check the TO sensor coupler (1) for loose or poor contacts. If OK, then check the TO sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">1822H1110048-01</p> <p>4) Disconnect the TO sensor coupler.</p> <p>5) Check the continuity between the R wire "A" and B wire "B". If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (●)))</p>  <p style="text-align: right; font-size: small;">1822H1110049-01</p>	Go to Step 2.	B wire shorted to VCC, or B/Br wire open.

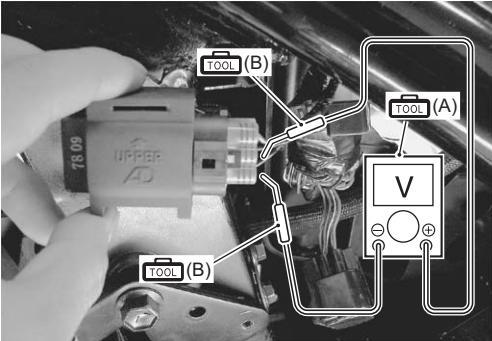
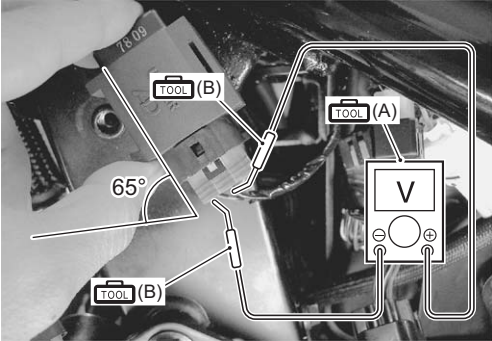
Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Insert the needle pointed probes to the lead wire coupler.</p> <p>8) Check the continuity between the B wire "B" and terminal "22". Also, check the continuity between B/Br wire "C" and terminal "29".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (●)))</p> <p>ECM coupler (Harness side)</p>  <p style="text-align: right;">I822H1110050-02</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	B wire shorted to VCC, or B/Br wire open.

1A-61 Engine General Information and Diagnosis:

P1651-L (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".</p> <p>3) Check the TO sensor coupler (1) for loose or poor contacts. If OK, then check the TO sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110051-01</p> <p>4) Disconnect the TO sensor coupler.</p> <p>5) Check the continuity between the B wire "A" and ground. Also, check the continuity between the B wire "A" and B/Br wire "B". If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I822H1110052-01</p>	Go to Step 2.	R or B wire open, or B wire shorted to ground.

Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Insert the needle pointed probes to the lead wire coupler.</p> <p>8) Check the continuity between the R wire "C" and terminal "11". Also, then check the continuity between B wire "A" and terminal "22".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (●)))</p> <p>ECM coupler (Harness side)</p>  <p>(Black) (Gray)</p> <p>I822H1110053-03</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	R or B wire open, or B wire shorted to ground.

Step	Action	Yes	No
2	<p>1) Connect the ECM coupler and TO sensor coupler.</p> <p>2) Remove the TO sensor. Refer to "TO Sensor Removal and Installation in Section 1C (Page 1C-5)".</p> <p>3) Insert the needle pointed probes to the lead wire coupler.</p> <p>4) Turn the ignition switch ON.</p> <p>5) Measure the voltage at the wire side coupler between B wire and B/Br wire.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Voltage (---)</p> <p>TO sensor voltage (Normal) 0.4 – 1.4 V (+) terminal: B – (-) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">I822H1110054-01</p> <p>6) Measure the voltage when it is leaned 65° and more to left and right, from the horizontal level.</p> <p>TO sensor voltage (Leaning) 3.7 – 4.4 V (+) terminal: B – (-) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">I822H1110055-01</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • R, B or B/Br wire open or shorted to ground, or poor "11", "22" or "29" connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	<ul style="list-style-type: none"> • Loosen or poor contacts on the ECM coupler. • Open or short circuit. • Replace the TO sensor with a new one. Refer to "TO Sensor Removal and Installation in Section 1C (Page 1C-5)".

DTC “C24” (P0351), “C25” (P0352), “C26” (P0353) or “C27” (P0354): Ignition System Malfunction

B822H11104017

NOTE

- Refer to “No Spark or Poor Spark in Section 1H (Page 1H-3)” for details.
- When indicating “C24” (P0351) and “C26” (P0353) for #1
- When indicating “C25” (P0352) and “C27” (P0354) for #2

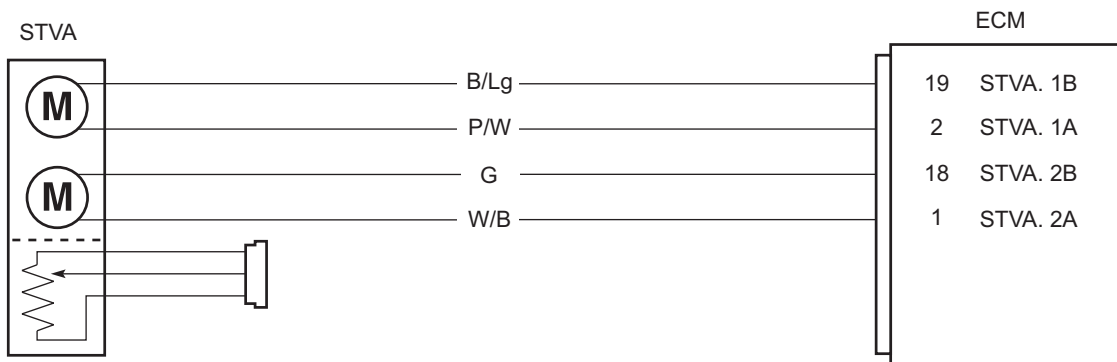
DTC “C28” (P1655): Secondary Throttle Valve Actuator (STVA) Malfunction

B822H11104018

Detected Condition and Possible Cause

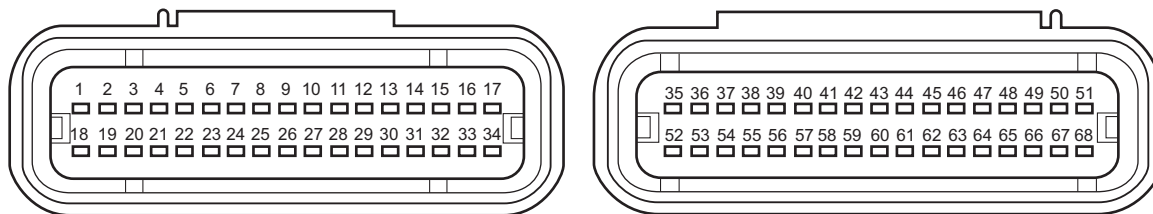
Detected Condition	Possible Cause
The operation voltage does not reach the STVA. ECM does not receive communication signal from the STVA. STVA can not operate properly.	<ul style="list-style-type: none"> • STVA malfunction. • STVA circuit open or short. • STVA motor malfunction.

Wiring Diagram



I822H1110056-01

ECM coupler (Harness side)



I822H1110010-01

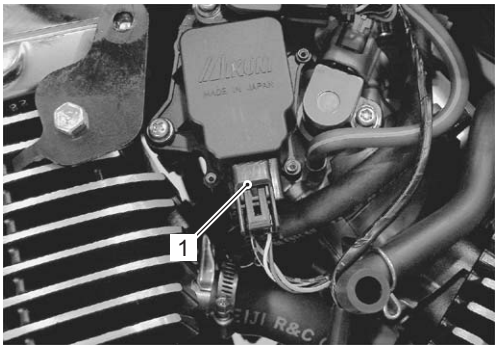
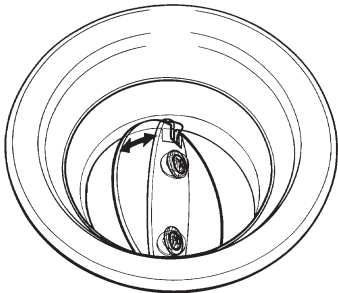
Troubleshooting


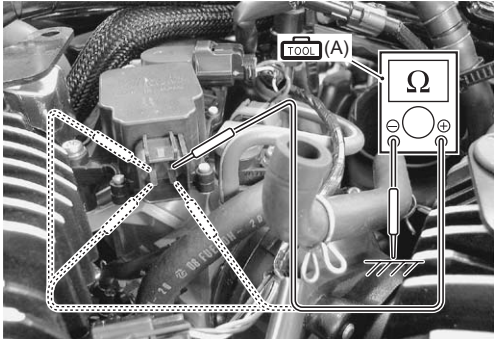

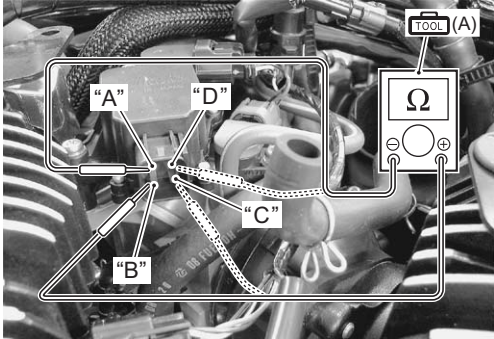
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

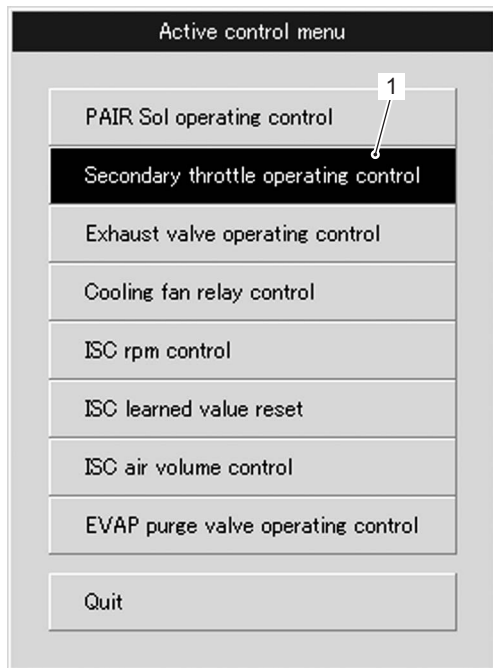
Step	Action	Yes	No
1	<p>1) Remove the air cleaner chamber. Refer to “Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)”.</p> <p>2) Check the STVA lead wire coupler (1) for loose or poor contacts.</p>  <p style="text-align: right; font-size: small;">I822H1110057-01</p> <p>3) Start the engine to check the STV operation. (STVA operating order: Open → 95% open)</p>  <p style="text-align: right; font-size: small;">I705H1110063-01</p> <p><i>Is the operation OK?</i></p>	Go to Step 2.	<ul style="list-style-type: none"> • Loose or poor contacts on the coupler. • Open or short circuit in the B/Lg, P/W, W/B or Y/W wire. • If wire and connection are OK, go to Step 2.

Step	Action	Yes	No
2	<p>1) Turn the ignition switch OFF.</p> <p>2) Disconnect the STVA lead wire coupler.</p> <p>3) Check the continuity between each terminal and ground.</p> <p>Special tool  (A): 09900–25008 (Multi-circuit tester set)</p> <p>Tester knob indication <u>Resistance (Ω)</u></p> <p>STVA continuity $\infty \Omega$ (Infinity) (Terminal – Ground)</p>  <p style="text-align: right; font-size: small;">I822H1110058-01</p> <p>4) If OK, then measure the STVA resistance (between the B wire “A” and P wire “B”) and (between the G wire “C” and W/Bl wire “D”).</p> <p>Special tool  (A): 09900–25008 (Multi-circuit tester set)</p> <p>Tester knob indication <u>Resistance (Ω)</u></p> <p>STVA resistance Approx. 7 Ω (Terminal “A” – Terminal “B”, Terminal “C” – Terminal “D”)</p>  <p style="text-align: right; font-size: small;">I822H1110059-01</p> <p><i>Is the resistance OK?</i></p>	<ul style="list-style-type: none"> • B/Lg, P/W, G and W/ B wire open or shorted to ground, or poor “19”, “2”, “18” and “1” connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<ul style="list-style-type: none"> • Loose or poor contacts on the ECM coupler. • Replace the throttle body assembly with a new one. Refer to “Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)”.

1A-67 Engine General Information and Diagnosis:

Active Control Inspection

- 1) Set up the SDS tool. (Refer to the SDS operation manual for further details.)
- 2) Turn the ignition switch ON.
- 3) Click "Secondary throttle operating control" (1).

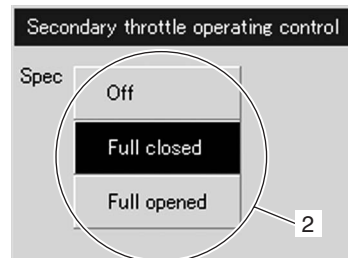


I822H1110060-01

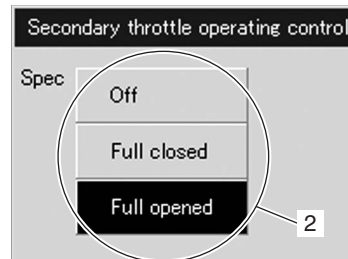
- 4) Click each button (2).

At this time, if an operation sound is heard from the STVA, the function is normal.

Item	Value	Unit	
<input type="checkbox"/> Engine speed	0	rpm	
<input type="checkbox"/> ISC valve position	58	step	
<input type="checkbox"/> Secondary throttle full opened	Except full opn		
<input type="checkbox"/> Secondary throttle full closed	Full closed		
<input type="checkbox"/> Engine coolant / oil temperature	23.0	°C	
<input type="checkbox"/> Desired idle speed	904	rpm	



Item	Value	Unit	
<input type="checkbox"/> Engine speed	0	rpm	
<input type="checkbox"/> ISC valve position	58	step	
<input type="checkbox"/> Secondary throttle full opened	Full opened		
<input type="checkbox"/> Secondary throttle full closed	Except full cls		
<input type="checkbox"/> Engine coolant / oil temperature	23.0	°C	
<input type="checkbox"/> Desired idle speed	904	rpm	



I822H1110061-01

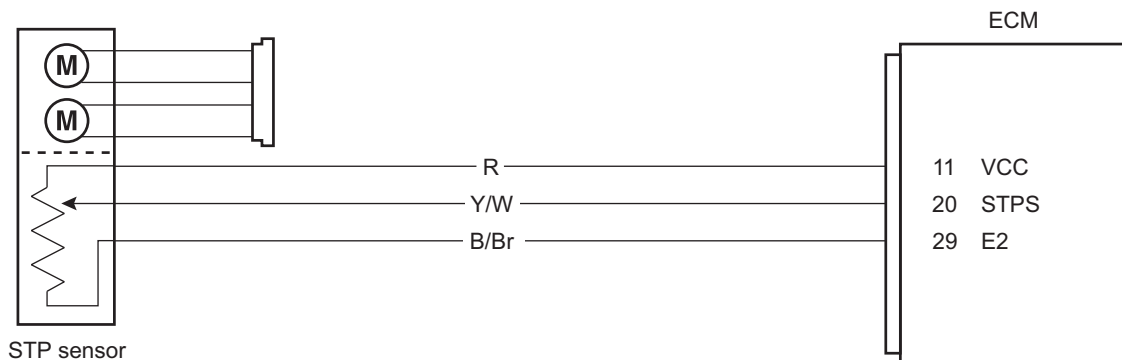
DTC “C29” (P1654-H/L): Secondary Throttle Position Sensor (STPS) Circuit Malfunction

B822H11104019

Detected Condition and Possible Cause

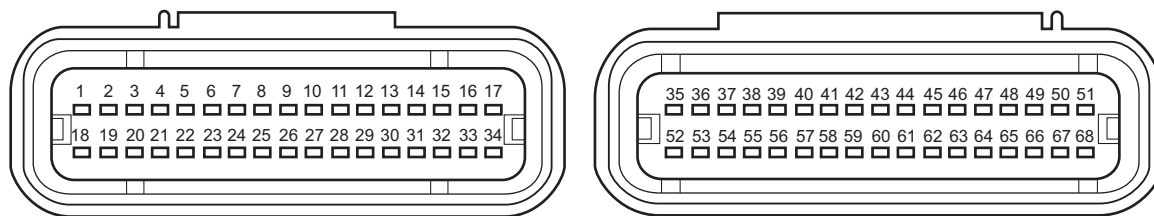
Detected Condition		Possible Cause
C29	Output voltage is not within the following range. Difference between actual throttle opening and opening calculated by ECM is larger than specified value. $0.15\text{ V} \leq \text{Sensor voltage} < 4.85\text{ V}$	<ul style="list-style-type: none"> • STP sensor maladjusted. • STP sensor circuit open or short. • STP sensor malfunction. • ECM malfunction.
P1654	H	• STP sensor circuit shorted to VCC or ground circuit open.
	L	• STP sensor circuit open or shorted to ground or VCC circuit open.

Wiring Diagram



I822H1110062-01

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

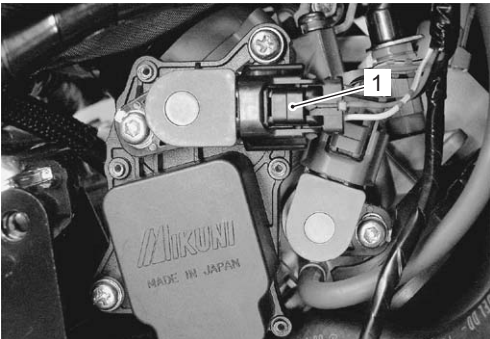

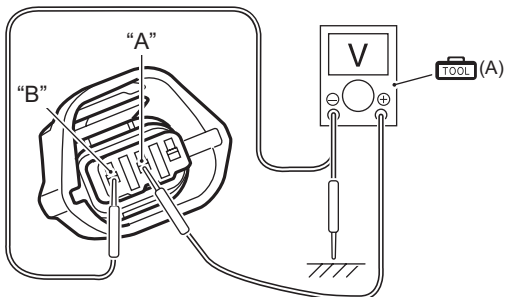
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

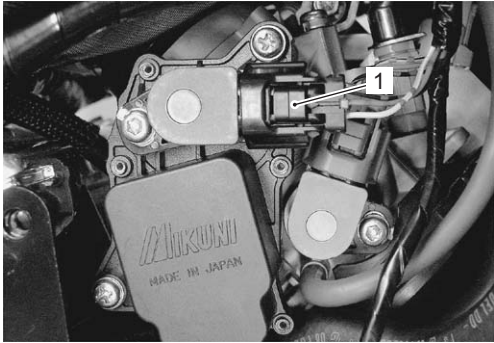

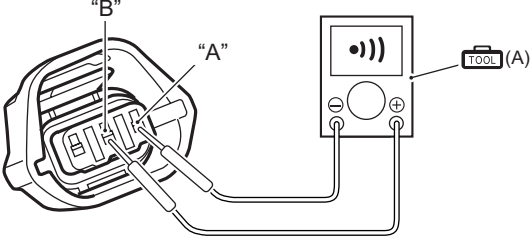
NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.



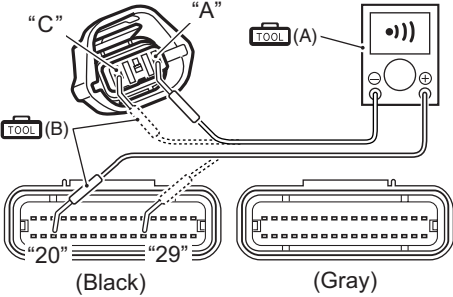
C29 (Use of mode select switch)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the STP sensor coupler (1) for loose or poor contacts. If OK, then measure the STP sensor input voltage.</p>  <p style="text-align: right; font-size: small;">1822H1110063-01</p> <p>4) Disconnect the STP sensor coupler.</p> <p>5) Turn the ignition switch ON.</p> <p>6) Measure the input voltage between the R wire "A" and ground. Also, measure the voltage between the R wire "A" and B/Br wire "B".</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>STP sensor input voltage 4.5 – 5.5 V ((+) terminal: R – (-) terminal: Ground, (+) terminal: R – (-) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">1822H1110064-01</p> <p><i>Is the voltage OK?</i></p>	Go to Step 2.	<ul style="list-style-type: none"> • Loose or poor contacts on the ECM coupler. • Open or short circuit in the R wire or B/Br wire.

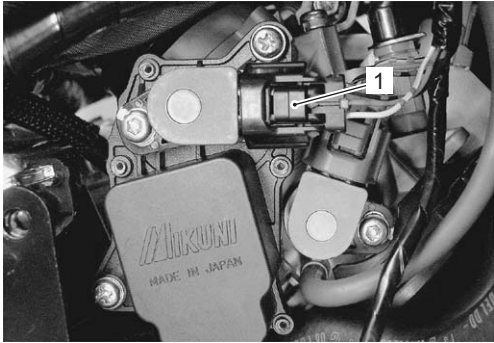

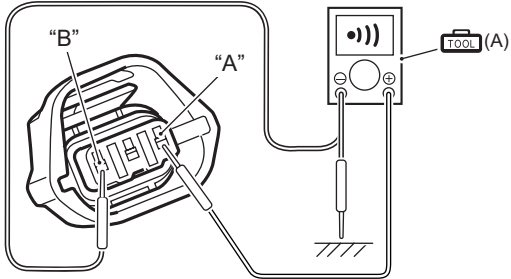
P1654-H (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the STP sensor coupler (1) for loose or poor contacts. If OK, then check the STP sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110065-01</p> <p>4) Disconnect the STP sensor coupler.</p> <p>5) Check the continuity between the Y/W wire "A" and R wire "B". If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I822H1110066-01</p>	Go to Step 3.	Y/W wire shorted to VCC, or B/Br wire open.

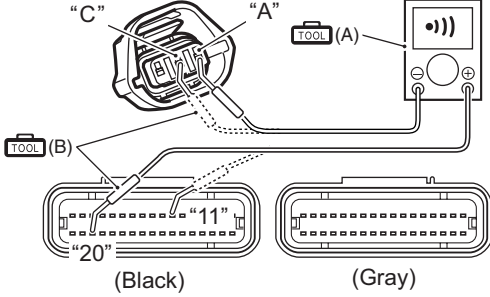
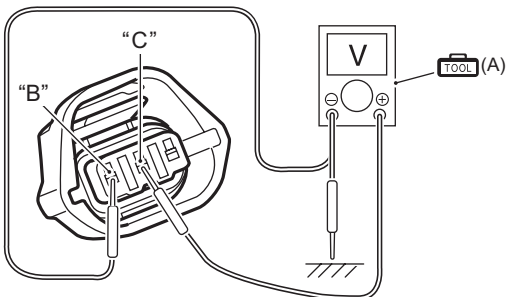
1A-71 Engine General Information and Diagnosis:

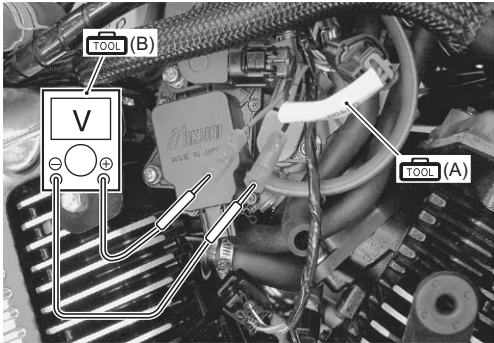
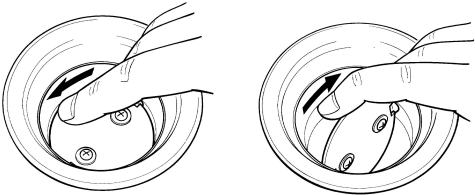
Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Check the continuity between the Y/W wire "A" and terminal "20". Also, check the continuity between the B/Br wire "C" and terminal "29".</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p>ECM couplers (Harness side)</p>  <p style="text-align: right; font-size: small;">I822H1110067-01</p> <p><i>Is the continuity OK?</i></p>	Go to Step 3.	Y/W wire shorted to VCC, or B/Br wire open.

P1654-L (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".</p> <p>3) Check the STP sensor coupler (1) for loose or poor contacts. If OK, then check the STP sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110068-01</p> <p>4) Disconnect the STP sensor coupler.</p> <p>5) Check the continuity between the Y/W wire "A" and ground. Also, check the continuity between the Y/W wire "A" and B/Br wire "B". If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I822H1110069-01</p>	Go to Step 2.	R or Y/W wire open, or Y/W wire shorted to ground.

1A-73 Engine General Information and Diagnosis:

Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Check the continuity between the Y/W wire "A" and terminal "20". Also, check the continuity between the R wire "C" and terminal "11".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p>ECM couplers (Harness side)</p>  <p style="text-align: right;">I822H1110070-02</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	R or Y/W wire open, or Y/W wire shorted to ground.
2	<p>1) Connect the ECM coupler.</p> <p>2) Turn the ignition switch ON.</p> <p>3) Measure the input voltage between the R wire "C" and ground. Also, measure the input voltage between the R wire "C" and B/Br wire "B".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>STP sensor input voltage 4.5 – 5.5 V ((+) terminal: R – (-) terminal: Ground, (+) terminal: R – (-) terminal: B/Br)</p>  <p style="text-align: right;">I822H1110071-01</p> <p><i>Is the voltage OK?</i></p>	Go to Step 3.	Open or short circuit in the R or B/Br wire.

Step	Action	Yes	No
3	<p>1) Turn the ignition switch OFF.</p> <p>2) Connect the ECM coupler.</p> <p>3) Connect the special tool between the TP sensor and its coupler.</p> <p>Special tool TOOL (A): 09900-28630 (TPS test wire harness)</p> <p>4) Disconnect the STVA lead wire coupler. Refer to "DTC "C28" (P1655): Secondary Throttle Valve Actuator (STVA) Malfunction (Page 1A-64)".</p> <p>5) Turn the ignition switch ON.</p> <p>6) Measure the STP sensor output voltage at the coupler (between the Y wire (+) and B wire (-)) by turning the secondary throttle valve (close and open) with your finger.</p> <p>Special tool TOOL (B): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>STP sensor output voltage Secondary throttle valve is closed: Approx. 0.6 V Secondary throttle valve is opened: Approx. 4.2 V (+) terminal: Y – (-) terminal: B)</p>  <p style="text-align: right; font-size: small;">I822H1110072-01</p>  <p style="text-align: right; font-size: small;">I705H1110071-01</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • R, Y/W or B/Br wire open or shorted to ground, or poor "11", "20" or "29" connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	<p>If check result is not satisfactory, replace the STP sensor with a new one. Refer to "STP Sensor Removal and Installation in Section 1C (Page 1C-6)".</p>

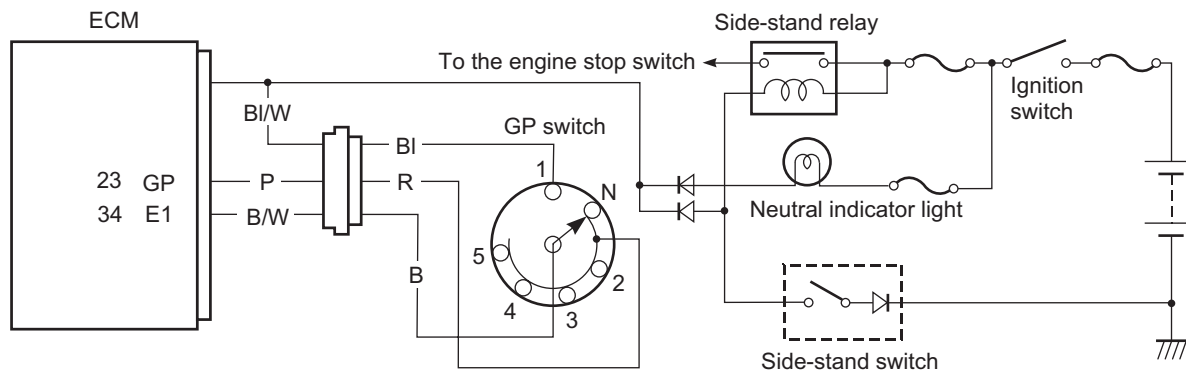
DTC “C31” (P0705): GP Switch Circuit Malfunction

B822H11104020

Detected Condition and Possible Cause

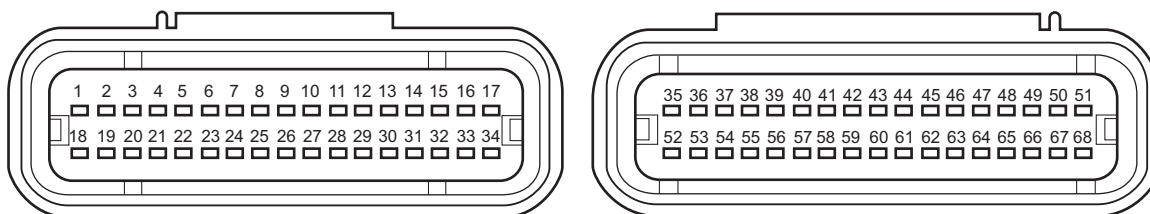
Detected Condition	Possible Cause
No Gear Position switch voltage GP switch voltage is not within the following range. GP switch voltage ≥ 0.6 V	<ul style="list-style-type: none"> GP switch circuit open or short. GP switch malfunction. ECM malfunction.

Wiring Diagram



I822H1110073-03

ECM coupler (Harness side)



I822H1110010-01

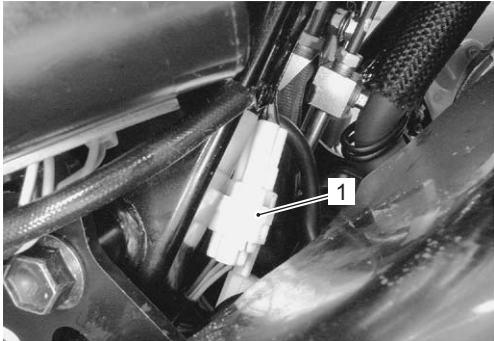


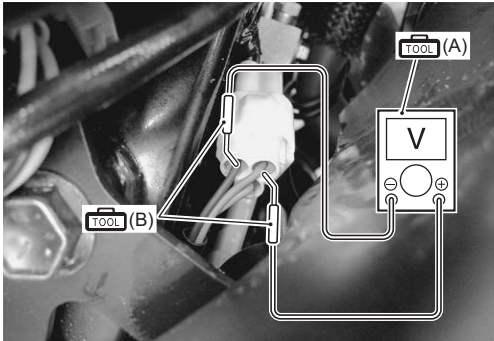
Troubleshooting

⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the left side cover (All models) and EVAP canister (For E-33). Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)" (Except for E-33) and "Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)".</p> <p>3) Check the GP switch coupler (1) for loose or poor contacts. If OK, then measure the GP switch voltage.</p>  <p style="text-align: right; font-size: small;">I822H1110074-01</p> <p>4) Support the motorcycle with a jack.</p> <p>5) Fold the side-stand to up position.</p> <p>6) Make sure the engine stop switch is in the "RUN" position.</p> <p>7) Insert the needle pointed probe to the lead wire coupler.</p> <p>8) Turn the ignition switch ON.</p> <p>9) Measure the voltage between the P and B wire, when shifting the gearshift lever from 1st to Top.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Voltage (---)</p> <p>GP switch voltage 0.6 V and more ((+) terminal: R – (-) terminal: B)</p>  <p style="text-align: right; font-size: small;">I822H1110075-01</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • P wire open or shorted to ground. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	<ul style="list-style-type: none"> • P or B wire open, or P wire shorted to ground. • Loose or poor contacts on the ECM coupler. • If wire and connection are OK, replace the GP switch with a new one. Refer to "Gear Position (GP) Switch Removal and Installation in Section 5B (Page 5B-12)".

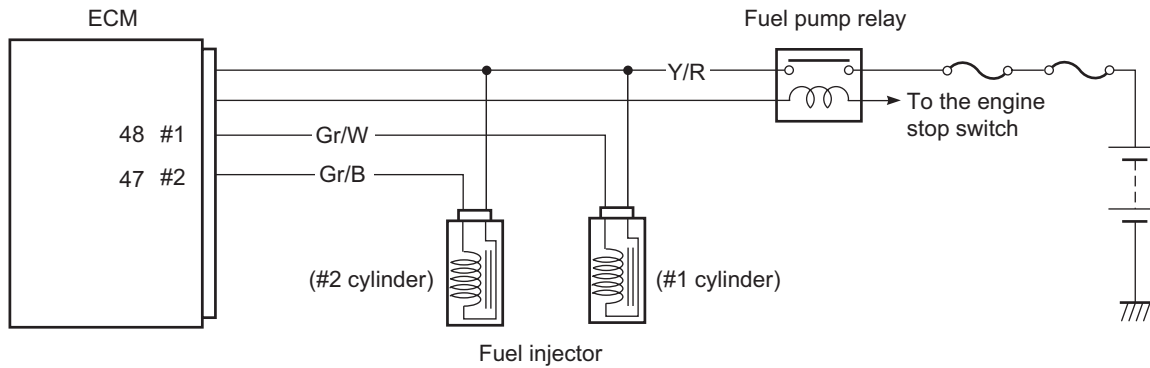
DTC “C32” (P0201), “C33” (P0202): Fuel Injector Circuit Malfunction

B822H11104021

Detected Condition and Possible Cause

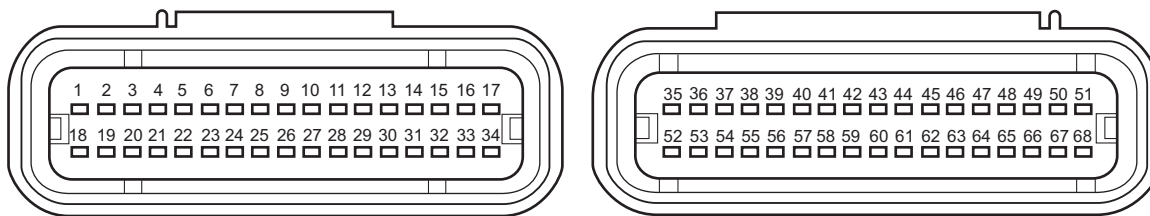
Detected Condition	Possible Cause
CKP signal is produced but fuel injector signal is interrupted by 4 times or more continuity.	<ul style="list-style-type: none"> • Injector circuit open or short. • Injector malfunction. • ECM malfunction.

Wiring Diagram



I822H1110076-03

ECM coupler (Harness side)



I822H1110010-01

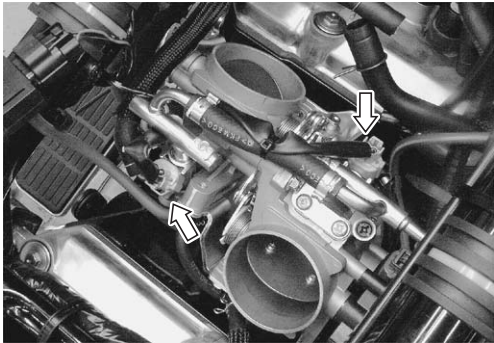

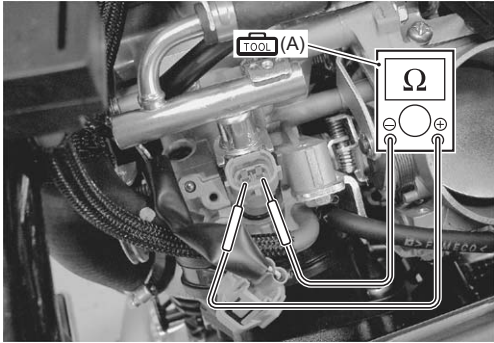
Troubleshooting

⚠ CAUTION


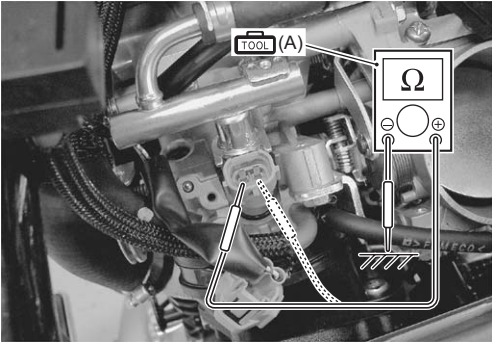

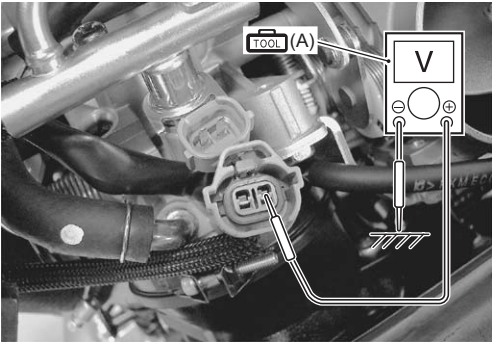
When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the air cleaner chamber. Refer to “Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)”.</p> <p>3) Check the primary fuel injector coupler for loose or poor contacts. If OK, then measure the injector resistance.</p>  <p style="text-align: right; font-size: small;">I822H1110077-01</p> <p>4) Disconnect the injector coupler and measure the resistance between terminals.</p> <p>Special tool  (A): 09900–25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>Injector resistance 11 – 13 Ω at 23 °C (73 °F) (Terminal – Terminal)</p>  <p style="text-align: right; font-size: small;">I822H1110078-01</p>	Go to Step 2.	Replace the injector with a new one. Refer to “Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)”.

1A-79 Engine General Information and Diagnosis:

Step	Action	Yes	No
1	<p>5) If OK, then check the continuity between each terminal and ground.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Injector continuity $\infty \Omega$ (Infinity)</p>  <p style="text-align: right; font-size: small;">I822H1110079-01</p> <p><i>Are the resistance and continuity OK?</i></p>	<p>Go to Step 2.</p>	<p>Replace the injector with a new one. Refer to "Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)".</p>
2	<p>1) Turn the ignition switch ON.</p> <p>2) Measure the injector voltage between the Y/R wire and ground.</p> <p>NOTE</p> <p>Injector voltage can be detected only for 3 seconds after ignition switch is turned ON.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>Injector voltage Battery voltage ((+) terminal: Y/R – (-) terminal: Ground)</p>  <p style="text-align: right; font-size: small;">I822H1110080-01</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • Gr/W wire open or shorted to ground, or poor "48" connection (#1 cylinder side). • Gr/B wire open or shorted to ground, or poor "47" connection (#2 cylinder side). • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	<p>Open circuit in the Y/R wire.</p>

DTC “C40” (P0505 / P0506 / P0507): ISC Valve Circuit Malfunction

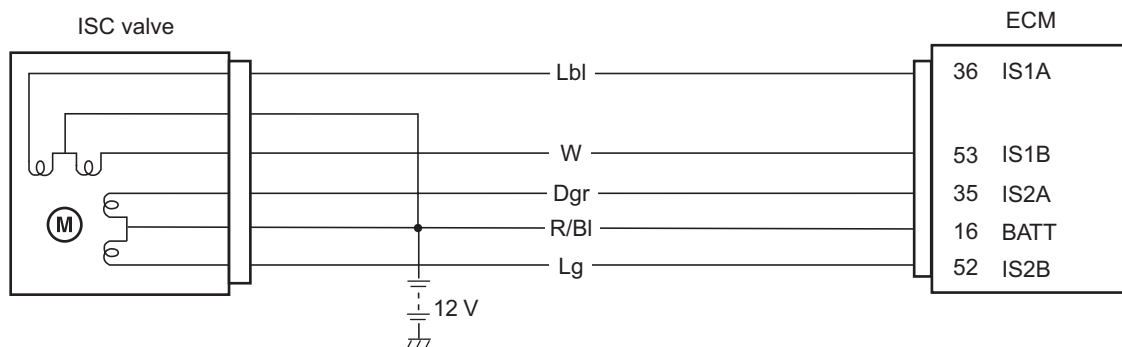
B822H11104022

Detected Condition and Possible Cause

Detected Condition		Possible Cause
C40/P0505	H	ISC valve motor current is higher than the specified value.
	L	ISC valve motor circuit is open.
C40/P0506		Idle speed is lower than the desired idle speed.
C40/P0507		Idle speed is higher than the desired idle speed.

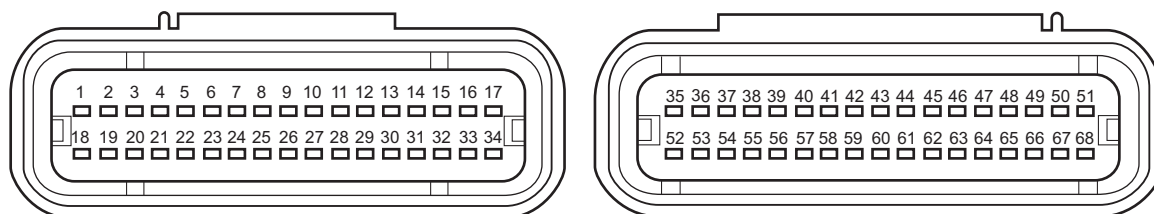
- ISC valve circuit shorted to BATT or ground circuit open.
- ISC valve circuit open or shorted to ground or BATT circuit open.
- W/Y or Lg wire open or short.
- ISC valve is fixed.
- Air circuit clogged.
- W/Y or Dgr wire open or short.
- Disconnected ISC valve hose.

Wiring Diagram



I822H1110081-02

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

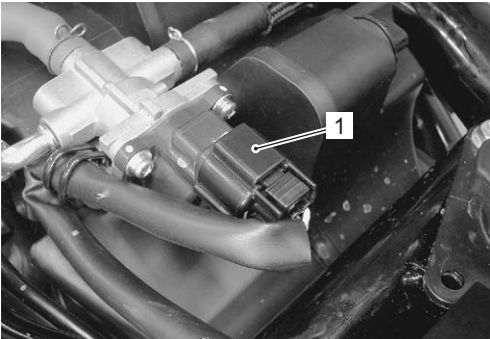


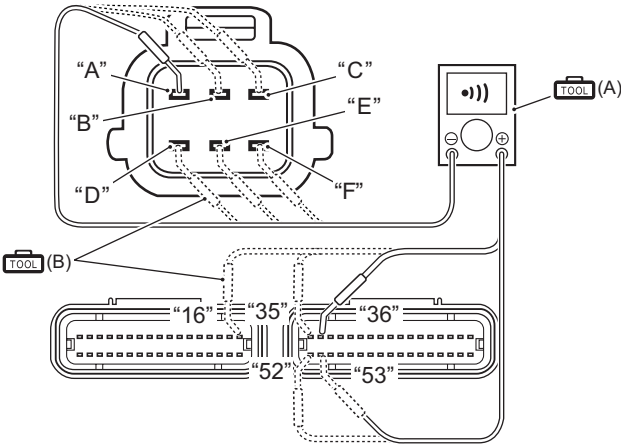
⚠ CAUTION

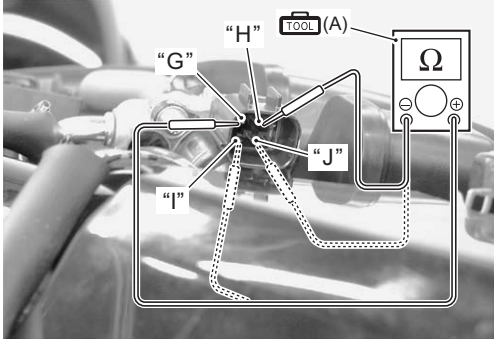
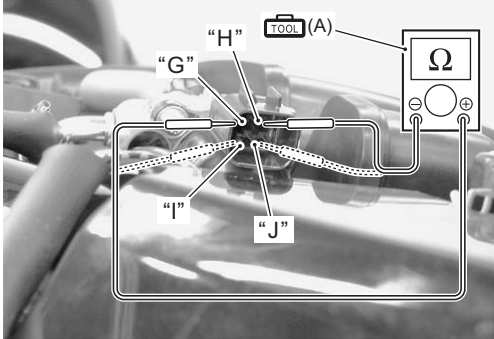
- Be careful not to disconnect the ISC valve coupler at least 5 seconds after ignition switch is turned to OFF.
If the ECM coupler is disconnected within 5 seconds after ignition switch is turned to OFF, there is a possibility of an unusual valve being written in the ECM and causing an error of ISC valve operation.
- When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

1A-81 Engine General Information and Diagnosis:

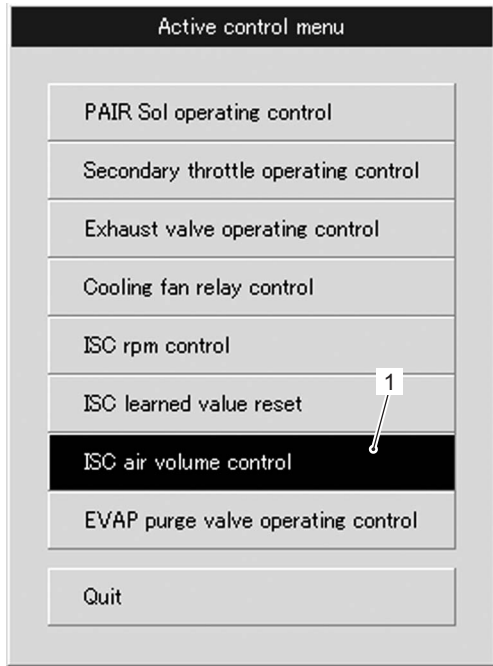
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".</p> <p>3) Check the ISC valve coupler (1) for loose or poor contacts. If OK, then check the ISC valve lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110082-01</p> <p>4) Disconnect the ISC valve coupler and ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>5) Check the continuity between terminal "A" and terminal "53", terminal "B" and terminal "16", terminal "C" and terminal "36", terminal "D" and terminal "52", terminal "E" and terminal "16", terminal "F" and terminal "35".</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (●)))</p> <p style="text-align: center;">ECM couplers (Harness side)</p>  <p style="text-align: right; font-size: small;">I822H1110083-02</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	Lbl, W/Y, Dgr, R/Bl or Lg wire open.

Step	Action	Yes	No
2	<p>1) Check the continuity between each ISC valve terminal "G" and "I", terminal "H" and "J".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>ISC valve continuity $\infty \Omega$ (Infinity) (Terminal "G" – Terminal "I") (Terminal "H" – Terminal "J")</p>  <p style="text-align: right; font-size: small;">I822H1110084-01</p> <p>2) If OK, then measure the resistance (between the BI/R wire terminal "A" and Y wire terminal "B") and (between the W/BI wire terminal "C" and Br wire terminal "D").</p> <p>ISC valve resistance Approx. 30 Ω at 20 °C (68 °F) (Terminal: "G" – Terminal: "H", Terminal: "I" – Terminal: "J")</p>  <p style="text-align: right; font-size: small;">I822H1110085-01</p> <p><i>Is the resistance OK?</i></p>	<p>If wire is OK, intermittent trouble or faulty ECM.</p>	<p>Replace the ISC valve with a new one. Refer to "Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)".</p>

Active Control Inspection (ISC RPM Control)

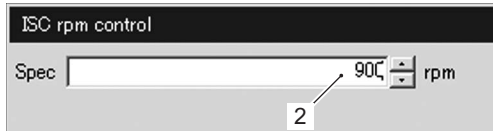
Check 1

- 1) Set up the SDS tool. (Refer to the SDS operation manual for further details.)
- 2) Check that the engine is running.
- 3) Click the “Active control”.
- 4) Click the “ISC rpm control” (1).



I822H1110086-01

- 5) Check that the “Spec” (2) is idle speed 900 ± 100 rpm.
- 6) Check that the “Desired idle speed” (3) is within the specified idle rpm.



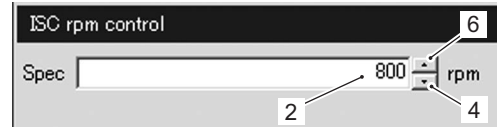
I822H1110087-01

Item	Value	Unit
<input type="checkbox"/> Engine speed	963	rpm
<input type="checkbox"/> ISC valve position	31	step
<input type="checkbox"/> Desired idle speed	904	rpm
<input type="checkbox"/> Throttle position	27.9	°

I822H1110088-01

Check 2

- 1) Click the button (4) and decrease the “Spec” (2) to 800 rpm slowly.
- 2) Check that the “Desired idle speed” (3) is nearly equal to the “Spec” (2). At the same time, check that the number of steps (5) in the ISC valve position decreases.
- 3) Click the button (6) and increase the “Spec” (2) slowly.
- 4) Check that the “Desired idle speed” (3) is nearly equal to the “Spec” (2). Also, check that the number of steps (5) in the ISC valve position increases.



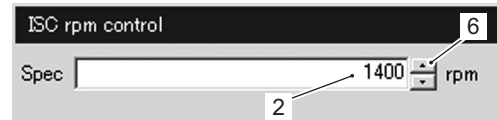
I822H1110089-01

Item	Value	Unit
<input type="checkbox"/> Engine speed	849	rpm
<input type="checkbox"/> ISC valve position	28	step
<input type="checkbox"/> Desired idle speed	866	rpm
<input type="checkbox"/> Throttle position	27.9	°

I822H1110090-01

Check 3

- 1) Click the button (6) and increase the “Spec” (2) to 1400 rpm slowly.
- 2) Check that the “Desired idle speed” (3) is nearly equal to the “Spec” (2). Also, check that the number of steps (5) in the ISC valve position increases.



I822H1110091-01

Item	Value	Unit
<input type="checkbox"/> Engine speed	1436	rpm
<input type="checkbox"/> ISC valve position	61	step
<input type="checkbox"/> Desired idle speed	1405	rpm
<input type="checkbox"/> Throttle position	27.9	°

I822H1110092-01

NOTE

Be careful not to increase the “Spec” to 1 500 rpm, or the “Engine speed” may reach the upper limit.

If the ISC valve does not function properly, inspect the ISC valve or replace the ISC valve. Refer to “DTC “C40” (P0505 / P0506 / P0507): ISC Valve Circuit Malfunction (Page 1A-80)” or “Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)”.

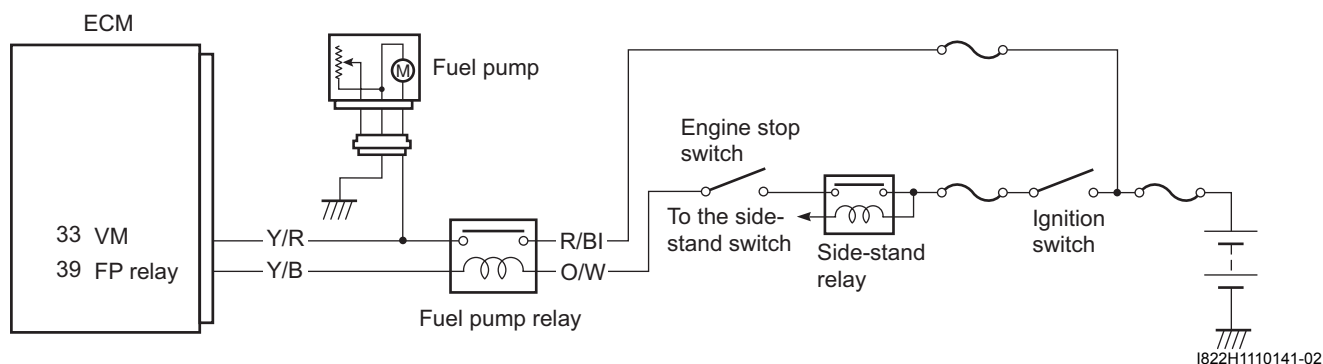
DTC “C41” (P0230-H/L): FP Relay Circuit Malfunction

B822H11104023

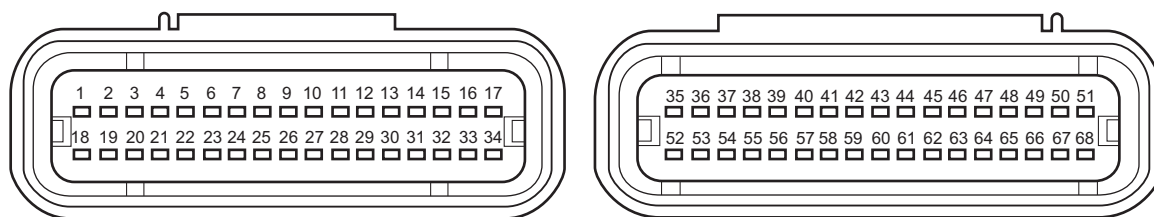
Detected Condition and Possible Cause

Detected Condition		Possible Cause
C41	No voltage is applied to fuel pump.	<ul style="list-style-type: none"> Fuel pump relay circuit open or short. Fuel pump relay malfunction.
P0230	H Voltage is applied to fuel pump although fuel pump relay is turned OFF.	<ul style="list-style-type: none"> Fuel pump relay switch circuit is shorted to power source.
	L No voltage is applied to fuel pump although fuel pump relay is turned ON.	<ul style="list-style-type: none"> Faulty pump relay (switch side). Fuel pump relay coil circuit open or short. Faulty pump relay (coil side).

Wiring Diagram



ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

⚠ CAUTION

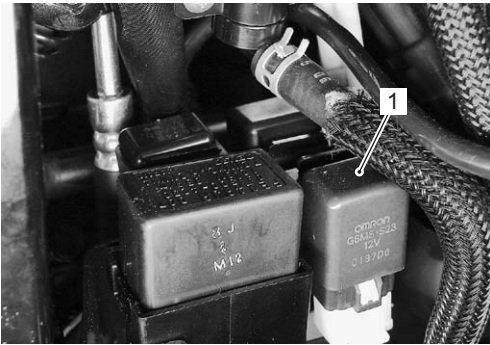
When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

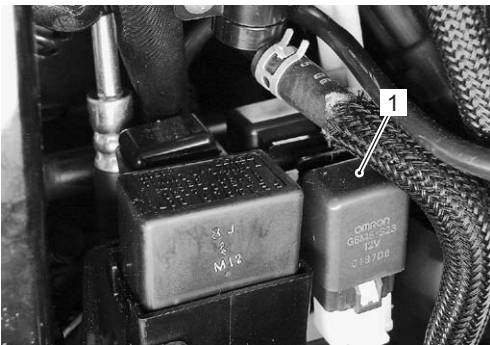
After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

1A-85 Engine General Information and Diagnosis:

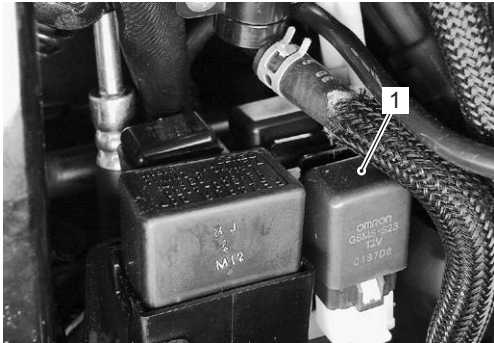
C41 (Use of mode select switch)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the battery and battery holder. Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)".</p> <p>3) Check the FP relay coupler (1) for loose or poor contacts. If OK, then check the FP relay. Refer to "Fuel Pump Relay Inspection in Section 1G (Page 1G-6)".</p>  <p style="text-align: right; font-size: small;">I822H1110093-02</p> <p><i>Is the FP relay OK?</i></p>	<ul style="list-style-type: none"> • Y/B or O/W wire open or shorted or poor "39" connection. • Y/R or R/BI wire open, shorted or poor "33" connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	<p>Replace the FP relay with a new one.</p>

P0230-H (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the battery and battery holder. Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)".</p> <p>3) Check the FP relay coupler (1) for loose or poor contacts. If OK, then check the FP relay. Refer to "Fuel Pump Relay Inspection in Section 1G (Page 1G-6)".</p>  <p style="text-align: right; font-size: small;">I822H1110094-02</p> <p><i>Is the FP relay OK?</i></p>	<ul style="list-style-type: none"> • Y/B wire shorted to power source. • Y/B wire shorted to ground. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	<p>Replace the FP relay with a new one.</p>

P0230-L (Use of SDS)

Step	Action	Yes	No
1	1) Turn the ignition switch OFF. 2) Remove the battery and battery holder. Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)". 3) Check the FP relay coupler (1) for loose or poor contacts. If OK, then check the FP relay. Refer to "Fuel Pump Relay Inspection in Section 1G (Page 1G-6)".  <p style="text-align: right; font-size: small;">I822H1110095-02</p> <p><i>Is the FP relay OK?</i></p>	<ul style="list-style-type: none"> • Y/B wire open or poor "39" connection. • O/W wire open or shorted to ground. • R/BI or Y/R wire open or shorted to ground, or poor "33" connection. • If wire and connection are OK, intermittent trouble of faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	Replace the FP relay with a new one.

DTC "C42" (P1650): IG Switch Circuit Malfunction

B822H11104025

Detected Condition and Possible Cause

Detected Condition	Possible Cause
Ignition switch signal is not input to the ECM.	<ul style="list-style-type: none"> • Ignition system circuit open or short. • ECM malfunction.

Troubleshooting

NOTE

- Refer to "Ignition Switch Inspection in Section 1H (Page 1H-10)" for details.
- After repairing the trouble, clear the DTC using SDS tool. Refer to "Use of SDS Diagnosis Reset Procedures (Page 1A-14)".

1A-87 Engine General Information and Diagnosis:

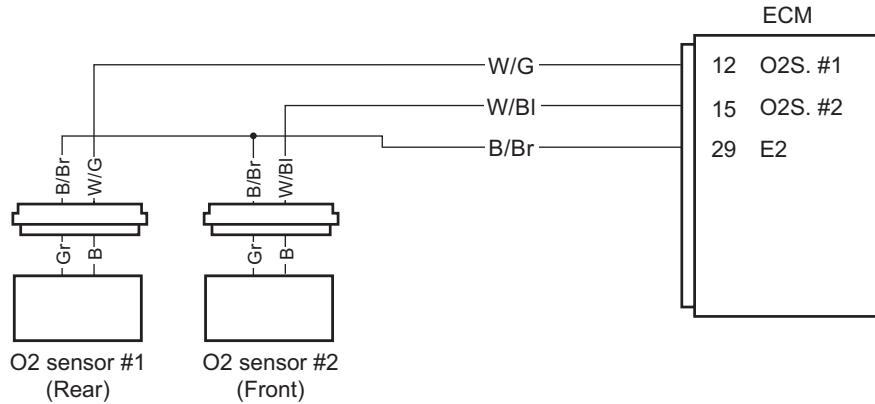
DTC "C44" (P0156) or "C64" (P0130): O2 Sensor (O2S) Circuit Malfunction (For E-02, 19, 24, 33)

B822H11104026

Detected Condition and Possible Cause

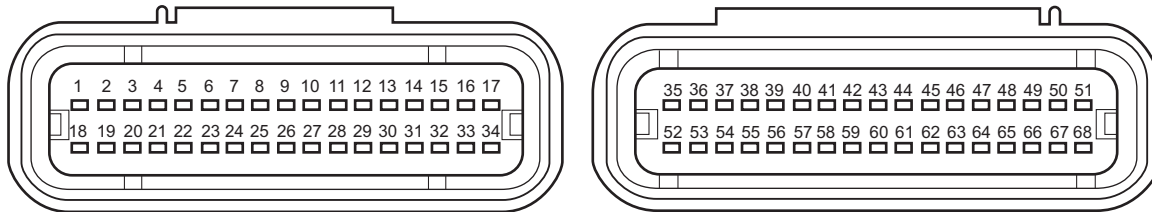
Detected Condition		Possible Cause
C44/C64	O2 sensor output voltage is not input to ECM during engine operation and running condition. Sensor voltage < 1.0 V	<ul style="list-style-type: none"> • O2 sensor circuit open or shorted to ground. • Fuel system malfunction. • ECM malfunction.
P0156/P0130		

Wiring Diagram



I822H1110096-03

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting


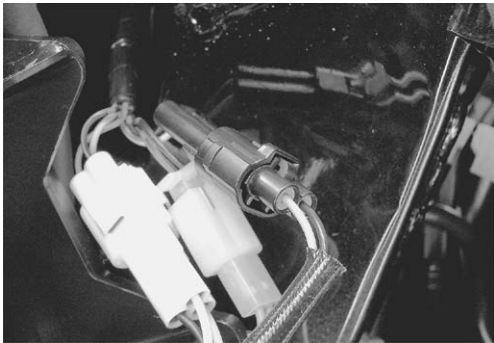
⚠ CAUTION

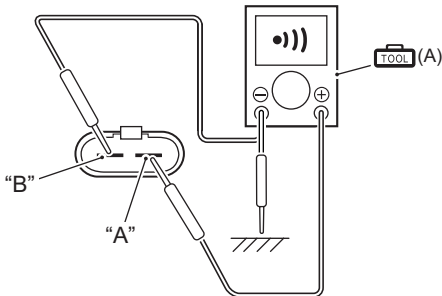
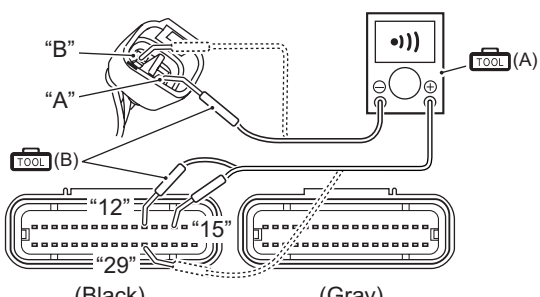
When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.



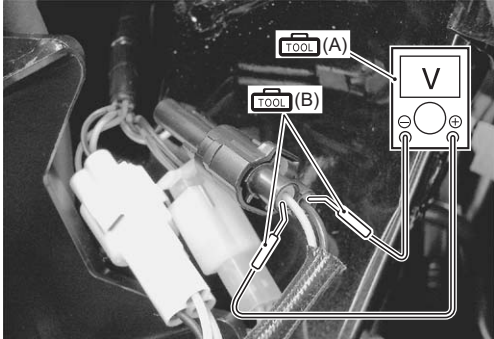
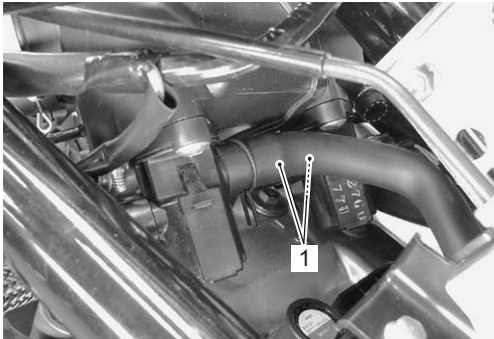
NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

When indicating C44/P0156 for O2 sensor #2 / When indicating C64/P0130 for O2 sensor #1 (Use of mode select switch)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover (All models) and EVAP canister (For E-33). Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)” (All models) and “Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)”.</p> <p>3) Check the O2 sensor for loose or poor contacts. If OK, then check the O2 sensor lead wire continuity.</p> <p style="text-align: center;">O2 sensor #2</p>  <p style="text-align: right; font-size: small;">I822H1110097-01</p> <p style="text-align: center;">O2 sensor #1</p>  <p style="text-align: right; font-size: small;">I822H1110098-01</p>	Go to Step 2.	W/G or W/Bl wire shorted to the power source, or W/G and W/Bl or B/Br wire open.

Step	Action	Yes	No
1	<p>4) Disconnect the O2 sensor coupler.</p> <p>5) Check the continuity between the W/G (#1) wire or W/BI (#2) wire "A" and ground. Also, check the continuity between W/G (#1) wire or W/BI (#2) wire "A" and B/Br wire "B". If the sound is not hard from the tester, the circuit condition is OK.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (•)))</p>  <p style="text-align: right; font-size: small;">I822H1110099-01</p> <p>6) Disconnect the ECM coupler. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)".</p> <p>7) Check the continuity between the W/G wire or W/BI wire "A" and terminal "12", "15". Also, check the continuity between the B/Br wire "B" and terminal "29".</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p style="text-align: center;">ECM couplers (Harness side)</p>  <p style="text-align: right; font-size: small;">I822H1110100-02</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2.	W/G or W/BI wire shorted to the power source, or W/G and W/BI or B/Br wire open.

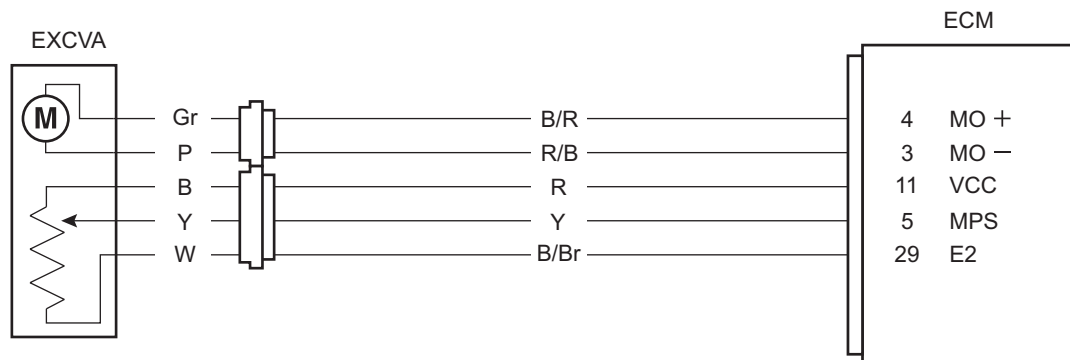
Step	Action	Yes	No
2	<p>1) Connect the ECM coupler and O2 sensor coupler.</p> <p>2) Warm up the engine enough.</p> <p>3) Insert the needle pointed probes to the lead wire coupler.</p> <p>4) Measure the O2 sensor output voltage between the W/G wire or W/BI wire and B/Br wire, in idling condition.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Voltage (---)</p> <p>O2 sensor output voltage at idle speed 0.4 V and less (+) terminal: W/G – (-) terminal: B/Br</p>  <p style="text-align: right; font-size: small;">I822H1110101-01</p> <p>5) If OK, then pinch the PAIR hoses (1) with a proper hose clamps.</p>  <p style="text-align: right; font-size: small;">I822H1110102-02</p> <p>6) Measure the O2 sensor output voltage while holding the engine speed at 3 000 r/min.</p> <p>O2 sensor output voltage at 3 000 r/min 0.6 V and more (+) terminal: W/G – (-) terminal: B/Br</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • W/G, W/BI or B/Br wire open or shorted to the power source, or poor “12”, “15” or “29” connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspection it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<p>Replace the O2 sensor with a new one. Refer to “Oxygen Sensor (O2S) Removal and Installation in Section 1B (Page 1B-9)”.</p>

DTC “C46” (P1657-H/L or P1658): EXCV Actuator Circuit Malfunction

B822H11104033

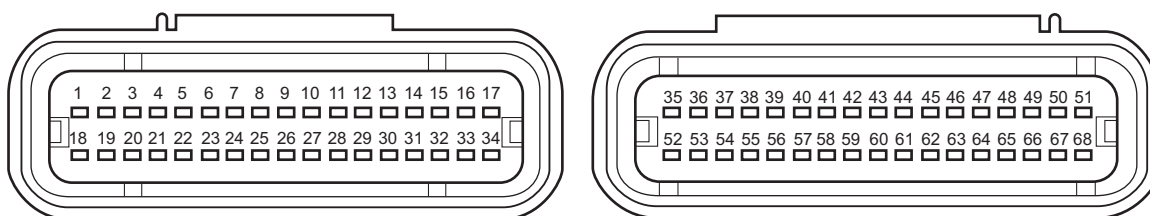
Detected Condition		Possible Cause
C46	The operation signal does not reach the EXCV actuator. EXCVA position sensor voltage low or high $0.1\text{ V} \leq \text{Sensor voltage} < 4.9\text{ V}$ (without the above range) EXCVA can not operate properly.	<ul style="list-style-type: none"> EXCVA maladjusted. EXCVA circuit open or short. EXCVA motor malfunction. EXCVA position sensor malfunction. EXCVA position sensor circuit shorted to VCC or ground circuit open. EXCVA position sensor circuit open or shorted to ground or VCC circuit open. EXCVA motor circuit open or short. EXCVA motor malfunction.
P1657	H Sensor voltage is higher than specified value.	
	L Sensor voltage is lower than specified value.	
P1658	The operation signal does not reach the EXCVA motor. ECM does not receive communication signal from the EXCVA motor. EXCVA can not operate properly.	

Wiring Diagram



I822H1110103-03

ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

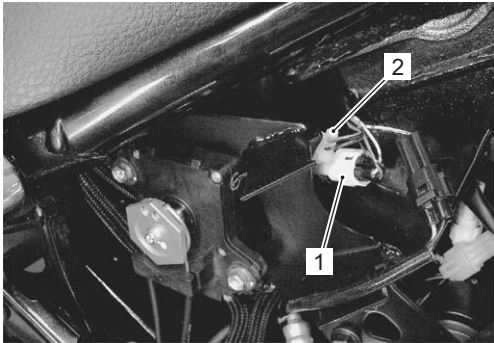
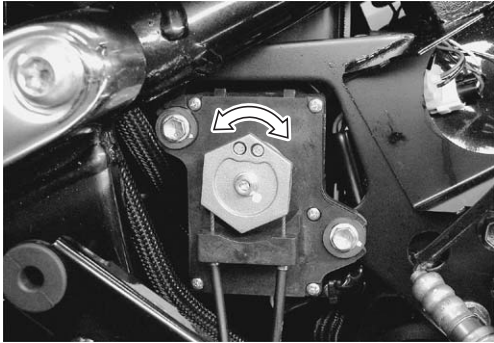
⚠ CAUTION

When using the multi-circuit taster, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

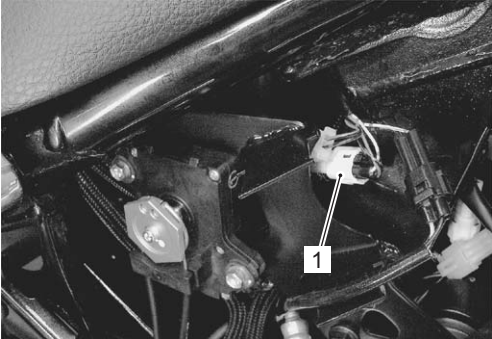

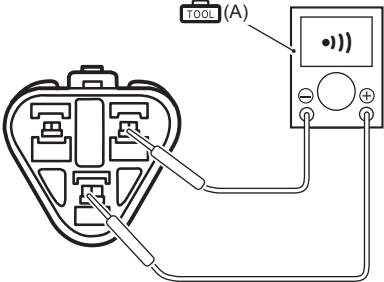
NOTE



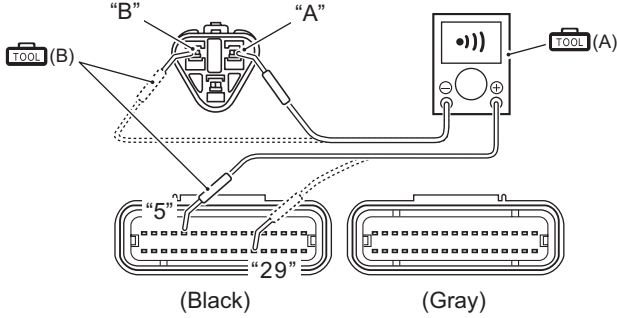
After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

C46 (Use of mode select switch)

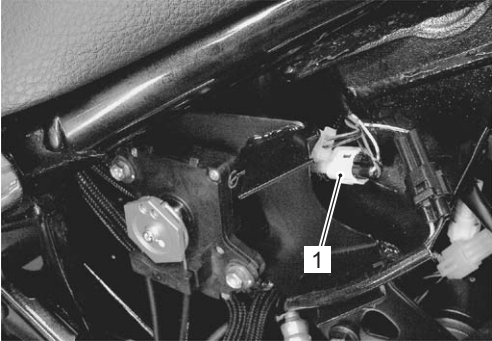

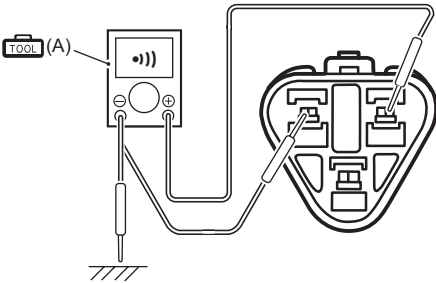
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover (All models) and EVAP canister (For E-33). Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)” (All models) and “Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)”.</p> <p>3) Check the EXCVA position sensor coupler (1) and EXCVA motor coupler (2) for loose or poor contacts.</p>  <p style="text-align: right; font-size: small;">I822H1110104-01</p> <p>4) Turn the ignition switch ON.</p> <p>5) Check the operation of the EXCVA. (EXCVA operation order: Full close → Full open → Approx. 30% open)</p>  <p style="text-align: right; font-size: small;">I822H1110105-01</p> <p><i>Is the operation OK?</i></p>	Go to Step 2.	Go to Step 6.



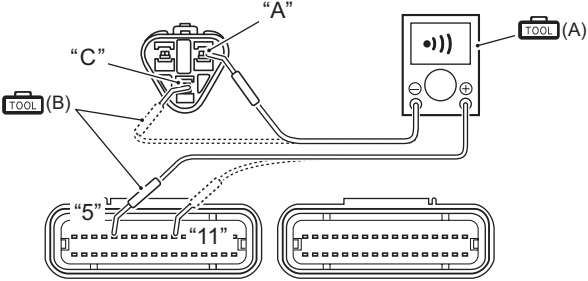
P1657-H (Use of SDS)

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover (All models) and EVAP canister (For E-33). Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)" (All models) and "Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)".</p> <p>3) Check the EXCVA position sensor coupler (1) for loose or poor contacts. If OK, then check the EXCVA position sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110106-01</p> <p>4) Disconnect the EXCVA position sensor coupler.</p> <p>5) Check the continuity between R wire and Y wire. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication <u>Continuity (•))</u></p>  <p style="text-align: right; font-size: small;">I823H1110170-01</p> <p>6) Disconnect the ECM coupler.</p>	Go to Step 4.	Lbl wire shorted to VCC, or B/Br wire open.

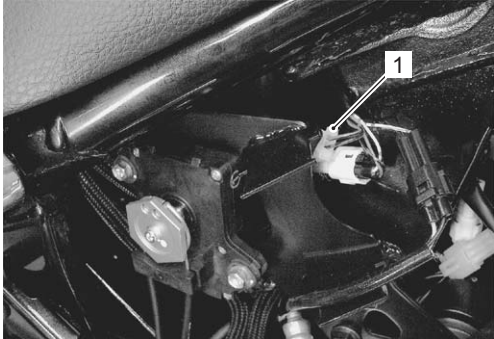
Step	Action	Yes	No
1	<p>7) Check the continuity between Y wire "A" and terminal "5". Also, check the continuity between B/Br wire "B" and terminal "29".</p> <p>Special tool  : 09900-25008 (Multi-circuit tester set)  : 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p>EXCVA lead wire continuity Continuity (•)))</p> <p>ECM couplers (Harness side)</p>  <p style="text-align: center;">(Black) (Gray)</p> <p style="text-align: right; font-size: small;">I822H1110107-01</p> <p><i>Is the continuity OK?</i></p>	Go to Step 4.	Lbl wire shorted to VCC, or B/Br wire open.

P1657-L (Use of SDS)

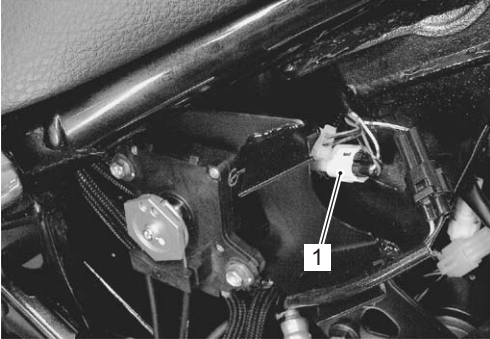

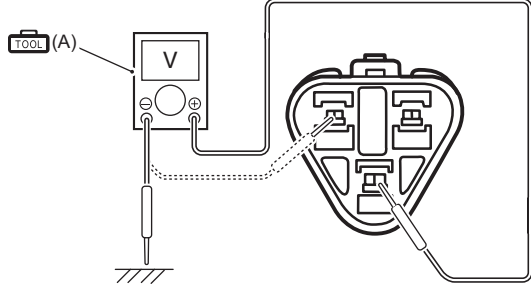
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover (All models) and EVAP canister (For E-33). Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)" (All models) and "Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)".</p> <p>3) Check the EXCVA position sensor coupler (1) for loose or poor contacts. If OK, then check the EXCVA position sensor lead wire continuity.</p>  <p style="text-align: right; font-size: small;">I822H1110108-01</p> <p>4) Disconnect the EXCVA position sensor coupler.</p> <p>5) Check the continuity between Lbl wire and ground. Also, check the continuity between Y wire and B/Br wire. If the sound is not heard from the tester, the circuit condition is OK.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Continuity (●)))</p>  <p style="text-align: right; font-size: small;">I823H1110171-02</p>	<p>Go to Step 2 and go to Step 4.</p>	<p>R or Y wire open, or Y wire shorted to ground.</p>

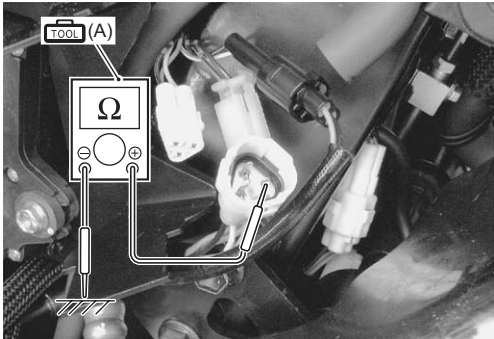
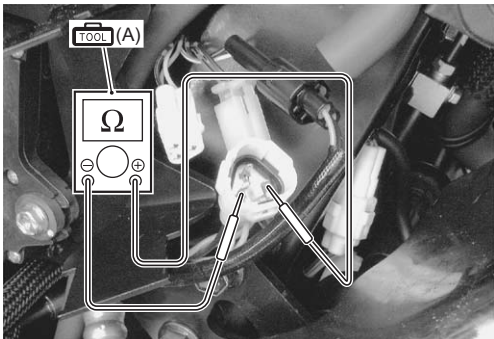
Step	Action	Yes	No
1	<p>6) Disconnect the ECM coupler.</p> <p>7) Check the continuity between Y wire "A" and terminal "5". Also, check the continuity between R wire "C" and terminal "11".</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)  (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Continuity (•)))</p> <p>EXCVA lead wire continuity Continuity (•)))</p> <p style="text-align: center;">ECM couplers (Harness side)</p>  <p style="text-align: right; font-size: small;">I822H1110109-01</p> <p><i>Is the continuity OK?</i></p>	Go to Step 2 and go to Step 4.	R or Y wire open, or Y wire shorted to ground.

P1658 (Use of SDS)

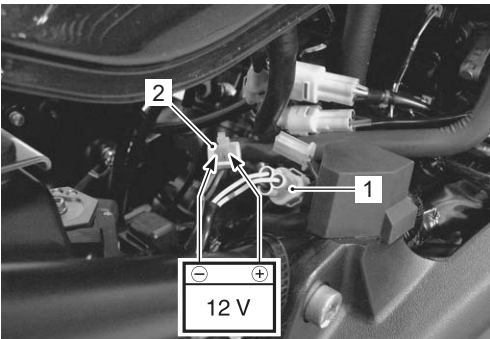


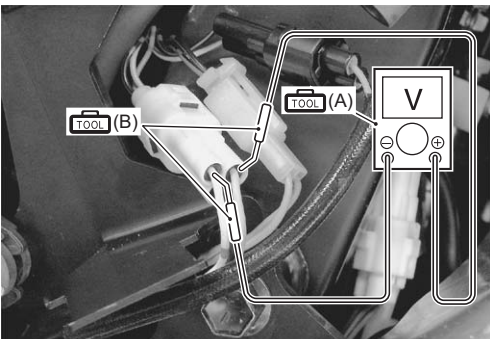
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the right frame cover (All models) and EVAP canister (For E-33). Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)" (All models) and "Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)".</p> <p>3) Check the EXCVA motor coupler (1) for loose or poor contacts.</p>  <p style="text-align: right; font-size: small;">I822H1110110-01</p> <p><i>Is the contacting OK?</i></p>	Go to Step 6.	Loose or poor contacts on the EXCV motor coupler.

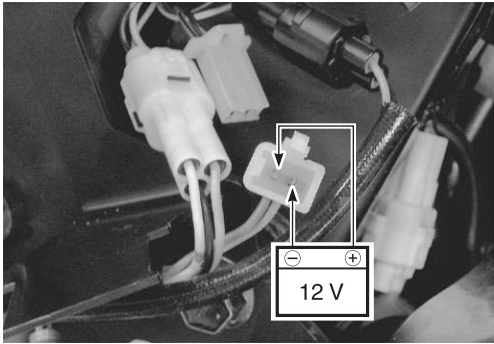
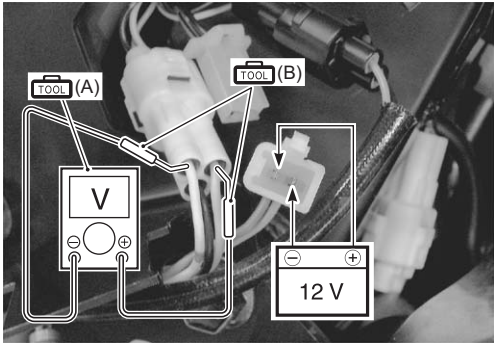
1A-97 Engine General Information and Diagnosis:

Step	Action	Yes	No
2	<p>1) Disconnect the EXCVA position sensor coupler (1).</p>  <p style="text-align: right; font-size: small;">I822H1110111-01</p> <p>2) Turn the ignition switch ON. 3) Measure the voltage between the R wire and ground. 4) If OK, then measure the voltage between the R wire and B/Br wire.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>EXCVA position sensor input voltage 4.5 – 5.5 V ((+) terminal: R – (-) terminal: Ground) ((+) terminal: R – (-) terminal: B/Br)</p>  <p style="text-align: right; font-size: small;">I823H1110161-02</p> <p><i>Is the voltage OK?</i></p>	Go to Step 3.	<ul style="list-style-type: none"> • Loose or poor contacts on the ECM coupler (terminal “11” or “29”). • Open or short circuit in the R or B/Br wire.

Step	Action	Yes	No
3	<p>1) Turn the ignition switch OFF.</p> <p>2) Check the continuity between Y wire and ground.</p> <p><u>EXCVA position sensor continuity</u> $\infty \Omega$ (Infinity)</p>  <p style="text-align: right; font-size: small;">I822H1110112-01</p> <p>3) If OK, then measure the EXCVA position sensor resistance.</p> <p>4) Connect the EXCVA position sensor coupler and set the EXCVA to adjustment position. Refer to “EXCVA / EXCV Cable Removal and Installation in Section 1K (Page 1K-4)”.</p> <p>5) Disconnect the EXCVA position sensor coupler and measure the resistance (between Y and W wires).</p> <p>Special tool <u>TOOL (A): 09900–25008 (Multi-circuit tester set)</u></p> <p><u>Tester knob indication</u> Resistance (Ω)</p> <p><u>EXCVA position sensor resistance at adjustment position</u> Approx. 3.1 kΩ ((+) Y – (-) W)</p>  <p style="text-align: right; font-size: small;">I822H1110113-01</p> <p><i>Is the resistance OK?</i></p>	<p>Go to Step 4.</p>	<p>Replace the EXCVA with a new one.</p>

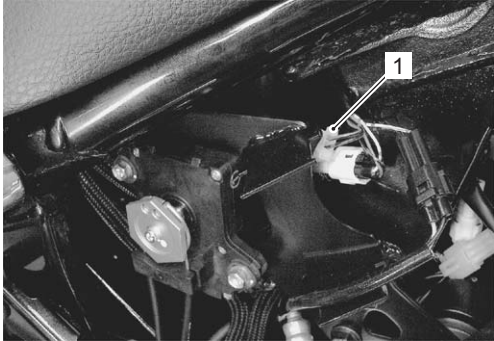
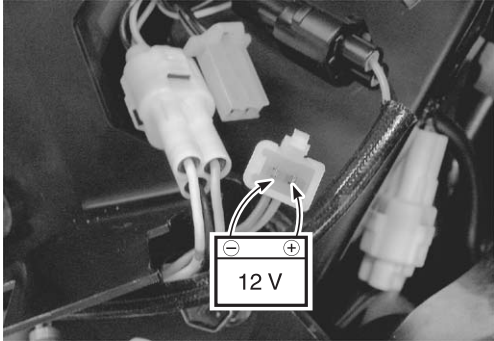
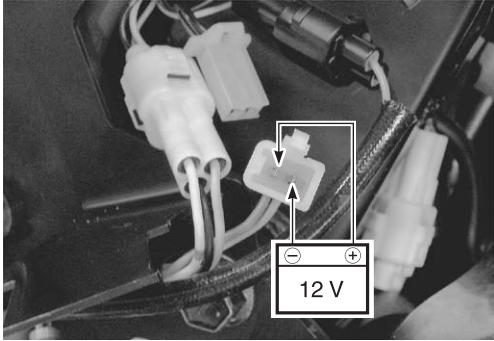
1A-99 Engine General Information and Diagnosis:

Step	Action	Yes	No
4	<p>1) Turn the ignition switch OFF.</p> <p>2) Connect the EXCVA position sensor coupler (1).</p> <p>3) Disconnect the EXCVA motor coupler (2).</p> <p>4) Measure the EXCVA position sensor output voltage at EXCV fully closed position and fully opened position. To set the EXCV to fully closed position, apply 12 V to the terminals as follows.</p> <p>Positive wire – P wire terminal Negative wire – Gr wire terminal</p>  <p style="text-align: right; font-size: small;">I823H1110164-01</p> <p>5) Insert the needle pointed probes to the back side of the EXCVA position sensor coupler ((+) Y – (-) W).</p> <p>6) Turn the ignition switch ON.</p> <p>7) Measure the EXCVA position sensor output voltage at EXCV fully closed position.</p> <p>Special tool</p> <p> (A): 09900-25008 (Multi-circuit tester set)</p> <p> (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication</p> <p>Voltage (---)</p> <p>EXCVA position sensor output voltage</p> <p>EXCV is fully closed: 0.5 – 1.5 V</p> <p>((+) Y – (-) W)</p>  <p style="text-align: right; font-size: small;">I822H1110114-01</p>	<p>Replace the ECM with a known good one, and inspect it again.</p>	<p>Go to Step 5.</p>

Step	Action	Yes	No
4	<p>8) Then, to set the EXCV to fully opened position, apply 12 V to the terminals oppositely. Positive wire – Gr wire terminal Negative wire – P wire terminal</p>  <p style="text-align: right; font-size: small;">I822H1110115-01</p> <p>9) Measure the EXCVA position sensor output voltage at EXCV fully opened position.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set) TOOL (B): 09900-25009 (Needle pointed probe set)</p> <p>Tester knob indication Voltage (---)</p> <p>EXCVA position sensor output voltage EXCV is fully opened: 3.5 – 4.5 V ((+) Y – (-) W)</p>  <p style="text-align: right; font-size: small;">I822H1110116-01</p> <p><i>Is the voltage OK?</i></p>	<p>Replace the ECM with a known good one, and inspect it again.</p>	<p>Go to Step 5.</p>

1A-101 Engine General Information and Diagnosis:

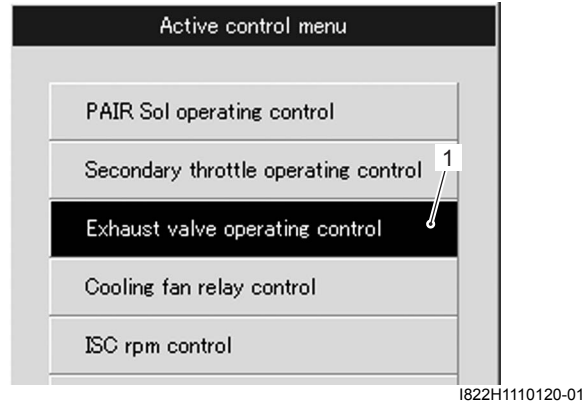
Step	Action	Yes	No
5	<p>1) If the EXCVA position sensor output voltage is 0.5 V and less at EXCV fully closed position, adjust the output voltage to the specified value by adjusting the length of EXCV cable No. 1. Refer to "EXCVA / EXCV Cable Removal and Installation in Section 1K (Page 1K-4)".</p> <p>2) Repeat the procedure in Step 4 until the output voltage is set within the specified value. (If C46/P1657 code is indicated after adjusting the voltage, increase the voltage to 0.4 V).</p> <p>⚠ CAUTION</p> <hr/> <ul style="list-style-type: none"> • Adjusting the cable with the EXCV fully opened or fully closed can damage the EXCVA. Be sure to adjust the cable with the EXCV set in the adjustment position. Refer to "EXCVA / EXCV Cable Removal and Installation in Section 1K (Page 1K-4)". • Do not turn the EXCVA pulley using the wrench. <hr/> <p>3) If the EXCVA position sensor output voltage is 4.55 V and more at EXCV fully opened position, adjust the output voltage to the specified value by adjusting the EXCV cable No. 2. Refer to "EXCVA / EXCV Cable Removal and Installation in Section 1K (Page 1K-4)". Repeat the procedure in Step 4 until the output voltage is set within the specified value.</p> <p><u>EXCVA position sensor output voltage</u> EXCV is fully closed: $0.5 \leq \text{Output voltage} \leq 1.5$ EXCV is fully opened: $3.5 \leq \text{Output voltage} \leq 4.5$</p> <p><i>Is the voltage OK?</i></p>	<p>Replace the ECM with a known good one, and inspect it again.</p>	<p>Replace the EXCVA with a new one.</p>

Step	Action	Yes	No
6	<p>1) Turn the ignition switch OFF.</p> <p>2) Disconnect the EXCVA motor coupler (1).</p>  <p style="text-align: right; font-size: small;">I822H1110117-01</p> <p>3) Apply 12 V to the terminals and check the operation of EXCVA.</p>  <p style="text-align: right; font-size: small;">I822H1110118-01</p> <p>4) Then, switch the wires supplied 12 V and check the operation of EXCVA. (Check the operation of EXCVA in both way.)</p>  <p style="text-align: right; font-size: small;">I822H1110119-01</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • Loose or poor contacts on the EXCVA or ECM coupler (terminal “4” or “3”). • Open or short circuit in the B/R wire or R/B wire. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. 	<ul style="list-style-type: none"> • Replace the EXCVA with a new one. • Inspect that the EXCV and two cables move smoothly.

1A-103 Engine General Information and Diagnosis:

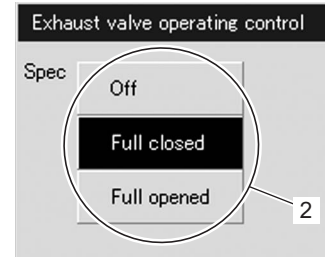
Active Control Inspection

- 1) Set up the SDS tool. (Refer to the SDS operation manual for further details.)
- 2) Turn the ignition switch ON.
- 3) Click "Exhaust valve operating control" (1).

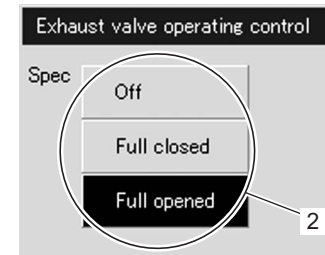


- 4) Click each button (2).
At this time, if an operation sound is heard from the EXCVA, the function is normal.

<input type="checkbox"/> EVAP purge valve	Off
<input type="checkbox"/> PAIR control solenoid valve	Off
<input type="checkbox"/> Exhaust valve full opened	Except full opn
<input type="checkbox"/> Exhaust valve full closed	Full closed
<input type="checkbox"/> Ignition switch signal	Normal
<input type="checkbox"/> Tip over sensor	Off



<input type="checkbox"/> EVAP purge valve	Off
<input type="checkbox"/> PAIR control solenoid valve	Off
<input type="checkbox"/> Exhaust valve full opened	Full opened
<input type="checkbox"/> Exhaust valve full closed	Except full cls
<input type="checkbox"/> Ignition switch signal	Normal
<input type="checkbox"/> Tip over sensor	Off



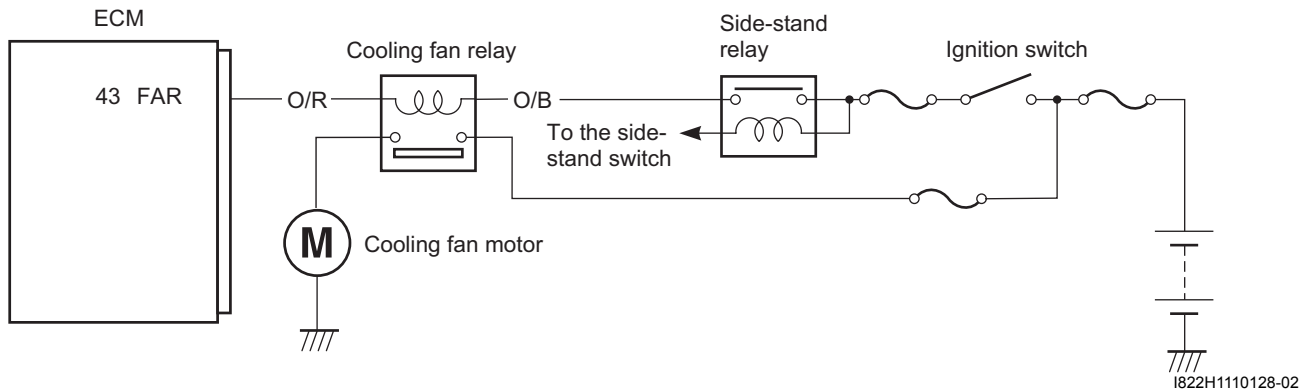
DTC “C60” (P0480): Cooling Fan Relay Circuit Malfunction

B822H11104028

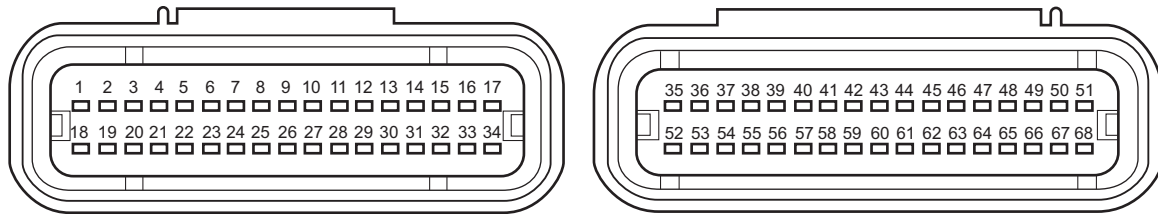
Detected Condition and Possible Cause

Detected Condition	Possible Cause
Cooling fan relay signal is not input to ECM.	<ul style="list-style-type: none"> Cooling fan relay circuit open or short. ECM malfunction.

Wiring Diagram



ECM coupler (Harness side)



I822H1110010-01

Troubleshooting

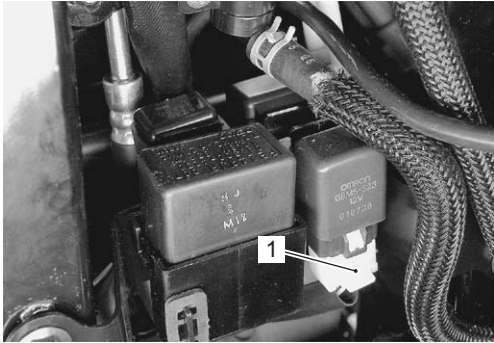
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

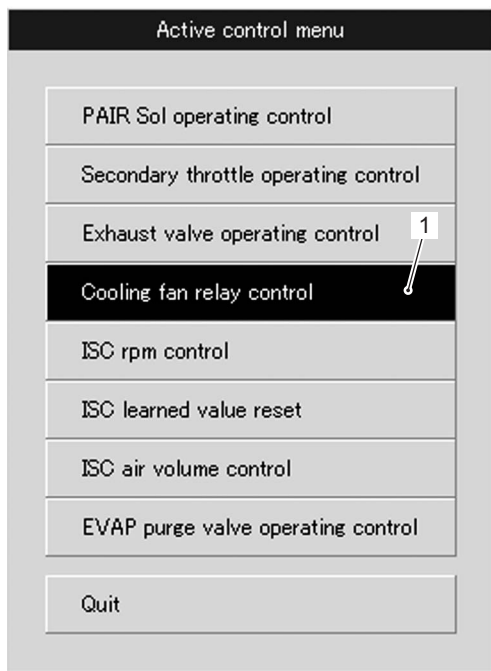
After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

1A-105 Engine General Information and Diagnosis:

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the battery holder. Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)".</p> <p>3) Check the cooling fan relay (1) coupler for loose or poor contacts. If OK, then inspection the cooling fan relay. Refer to "Cooling Fan Inspection in Section 1F (Page 1F-8)".</p>  <p style="text-align: right; font-size: small;">I822H1110129-01</p> <p><i>Is the cooling fan relay OK?</i></p>	<ul style="list-style-type: none"> • O/B and O/R wire open or shorted to ground, or poor "43" connection. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to "ECM Removal and Installation in Section 1C (Page 1C-1)". 	Replace the cooling fan relay with a new one.

Active Control Inspection

- 1) Set up the SDS tool. (Refer to SDS operation manual for further details.)
- 2) Start the engine and run it in idling condition.
- 3) Click "Cooling fan relay control" (1).



I822H1110130-01

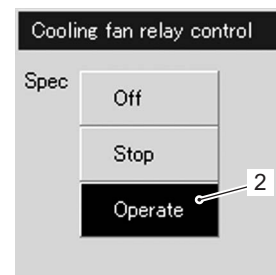
4) Click the “Operate” (2).

At this time, if an operation sound is heard from the cooling fan relay and cooling fan motors are operated, the function is normal.

NOTE

Cooling fan relay and cooling fan motor operation can be checked until the engine coolant temperature is less than 100 °C (212 °F) after starting the engine.

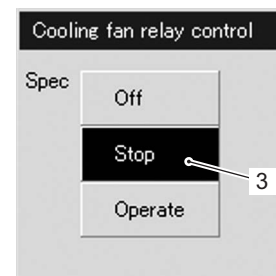
<input type="checkbox"/> Engine coolant / oil temperature	64.7	°C	
<input type="checkbox"/> Desired idle speed	904	rpm	
<input type="checkbox"/> Cooling fan relay	On		
<input type="checkbox"/> Throttle position	27.9	°	



I822H1110131-01

5) Click the “Stop” (3) to check the operation properly.

<input type="checkbox"/> Engine coolant / oil temperature	99.3	°C	
<input type="checkbox"/> Desired idle speed	904	rpm	
<input type="checkbox"/> Cooling fan relay	Off		
<input type="checkbox"/> Throttle position	27.9	°	



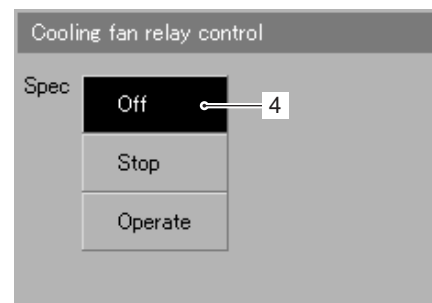
I822H1110132-01

6) Click the off button (4) to check the cooling fan relay and cooling fan motor operation.

NOTE

- This inspection should be begun from when the engine coolant temperature is below 50 °C (122 °F). Check that the cooling fan relay operates for a few seconds as the engine coolant temperature arrives each at 50 °C (122 °F), 70 °C (158 °F) and 90 °C (194 °F) / above 4 000 r/min. It is cooling fan motor malfunction or its circuit failure when the motor would not run even if the relay turns to ON.
- There is a tolerance of operating temperature of cooling fan relay.

<input type="checkbox"/> Desired idle speed	904	rpm	
<input type="checkbox"/> ISC valve position	65	step	
<input type="checkbox"/> Gear position	N		
<input type="checkbox"/> Cooling fan relay	On		
<input type="checkbox"/> PAIR control solenoid valve	On		



I822H1110133-01

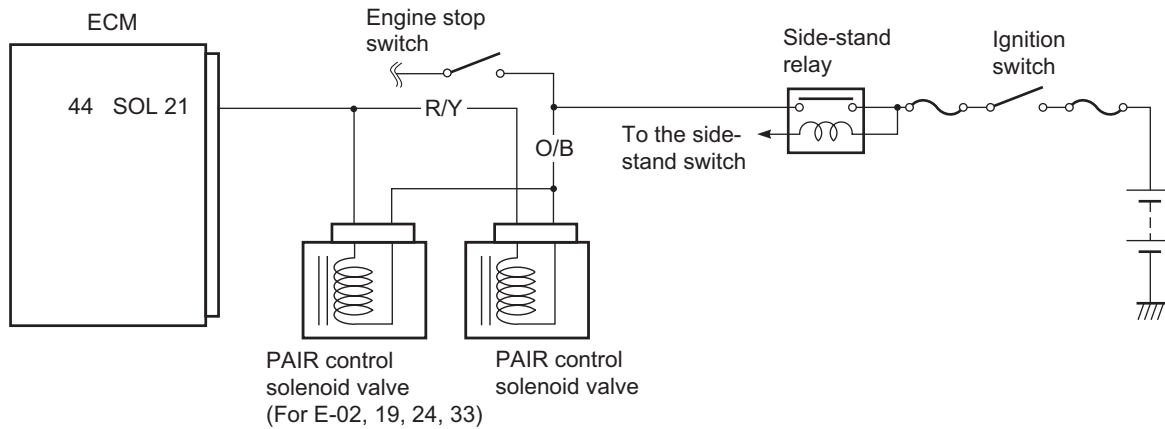
DTC “C61” (P1656): PAIR Control Solenoid Valve Circuit Malfunction

B822H11104027

Detected Condition and Possible Cause

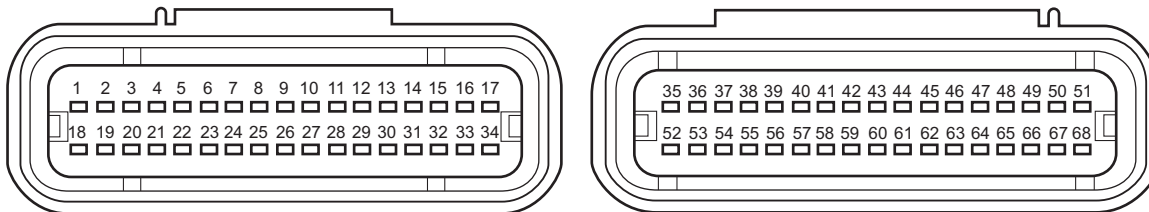
Detected Condition	Possible Cause
<p>PAIR control solenoid valve voltage is not input to ECM.</p> <p>NOTE</p> <p>With two PAIR control solenoid valves (E-02, 19, 24, 33); When two PAIR control solenoid valve signals are not received by the ECM, the DTC “C61” (P1656) is indicated.</p>	<ul style="list-style-type: none"> • PAIR control solenoid valve circuit open or short. • PAIR control solenoid valve malfunction. • ECM malfunction.

Wiring Diagram



I822H1110121-03

ECM coupler (Harness side)



I822H1110010-01

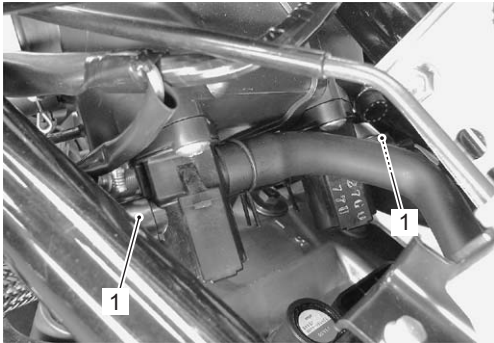

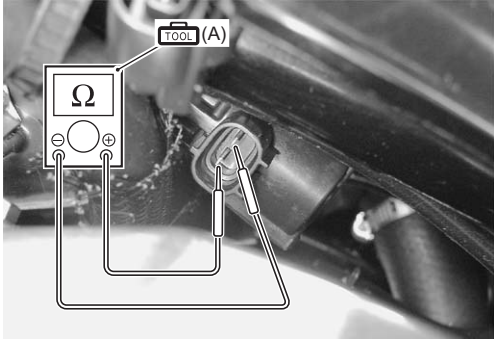
Troubleshooting

⚠ CAUTION


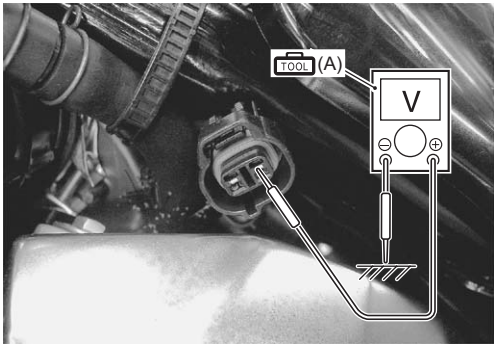
When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

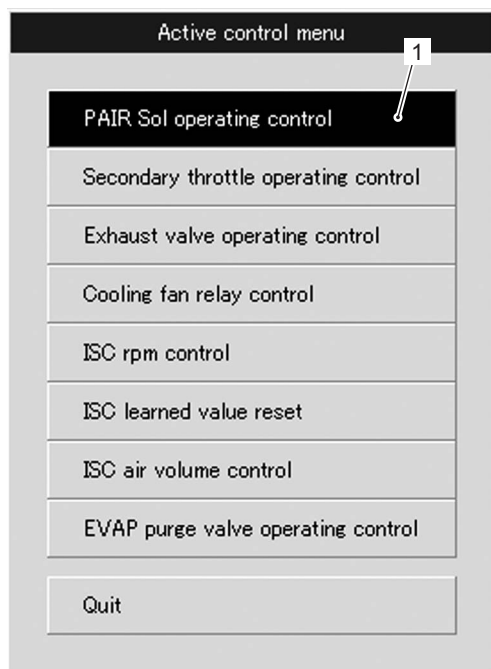
Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the frame head cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.</p> <p>3) Check the PAIR control solenoid valve coupler(-s) (1) for loose or poor contacts. If OK, then measure the PAIR control solenoid valve(-s) resistance.</p>  <p style="text-align: right; font-size: small;">I822H1110123-01</p> <p>4) Disconnect the PAIR control solenoid valve coupler.</p> <p>5) Measure the resistance between terminals.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>PAIR control solenoid valve resistance 20 – 24 Ω at 20 – 30 °C (68 – 86 °F) (Terminal – Terminal)</p>  <p style="text-align: right; font-size: small;">I822H1110124-01</p> <p><i>Is the resistance OK?</i></p>	Go to Step 2.	Replace the PAIR control solenoid(-s) with a new one. Refer to “PAIR Control Solenoid Valve Removal and Installation in Section 1B (Page 1B-10)”.

1A-109 Engine General Information and Diagnosis:

Step	Action	Yes	No
2	<p>1) Turn the ignition switch ON.</p> <p>2) Measure the voltage between the O/W wire and ground.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>PAIR control solenoid valve voltage Battery voltage (+) terminal: O/B – (-) terminal: Ground)</p>  <p style="text-align: right; font-size: small;">I822H1110125-01</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • R/Y wire open or shorted to ground, or poor “44” connection failure. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<p>Open or short circuit in the O/B wire.</p>

Active Control Inspection

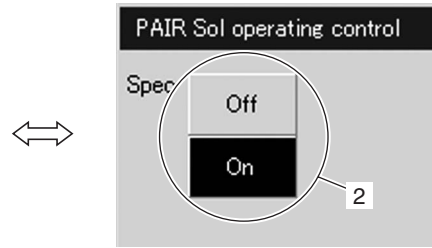
- 1) Set up the SDS tool. (Refer to SDS operation manual for further details.)
- 2) Turn the ignition switch ON.
- 3) Click “PAIR Sol operating control” (1).



I822H1110126-01

4) Click each button (2). At this time, if an operating sound is heard from the PAIR control solenoid valve, the function is normal.

<input type="checkbox"/> Throttle position	27.0 °
<input type="checkbox"/> PAIR control solenoid valve	On
<input type="checkbox"/> Manifold absolute pressure 1	102.0 kPa
<input type="checkbox"/> Intake air temperature	48.4 °C



I822H1110127-01

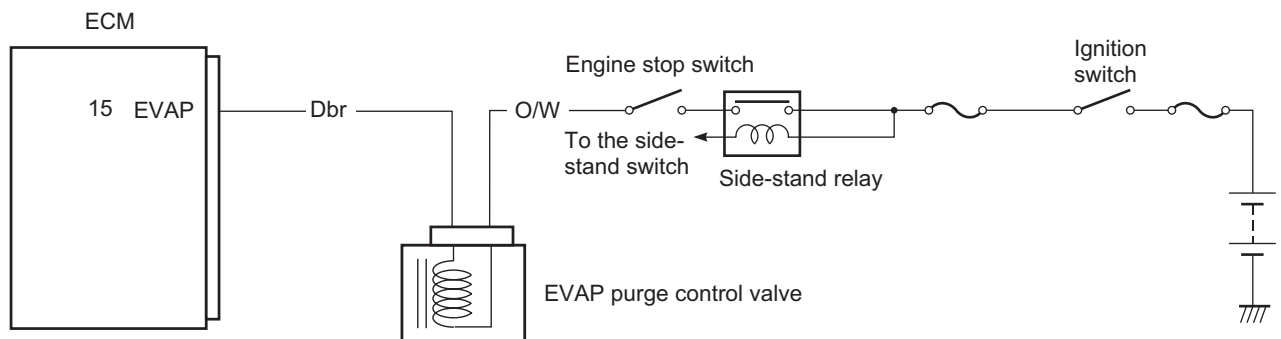
DTC “C62” (P0443): EVAP System Purge Control Solenoid Valve Circuit Malfunction (For E-33)

B822H11104030

Detected Condition and Possible Cause

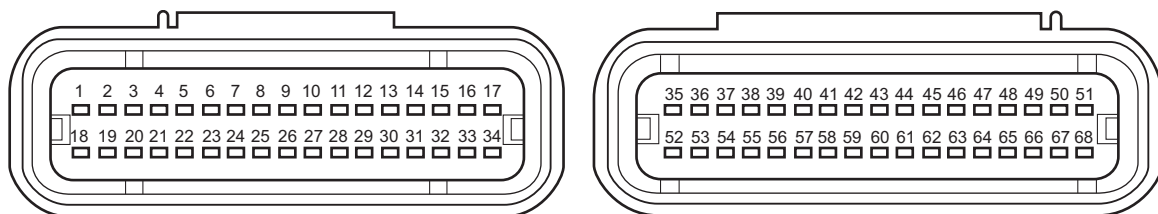
Detected Condition	Possible Cause
EVAP system purge control valve voltage is not input to ECM.	<ul style="list-style-type: none"> • EVAP system purge control valve circuit open or short. • EVAP system purge control valve malfunction. • ECM malfunction.

Wiring Diagram



I822H1110134-03

ECM coupler (Harness side)



I822H1110010-01

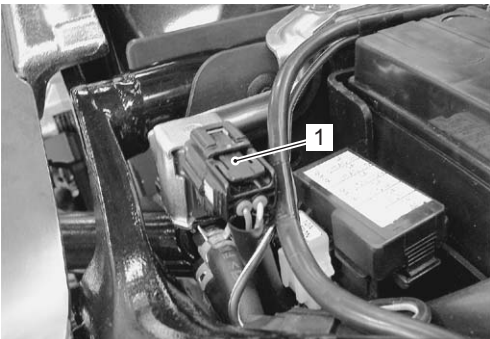

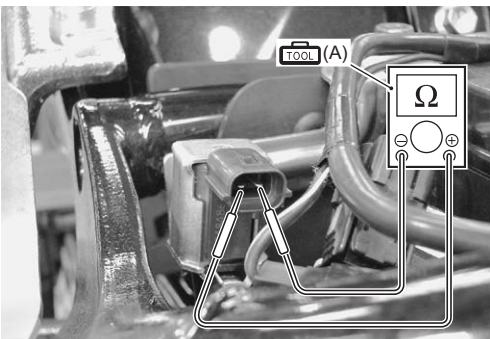
Troubleshooting

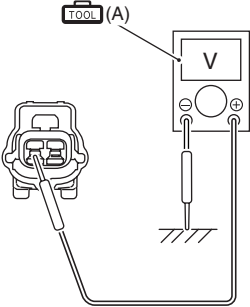
⚠ CAUTION

When using the multi-circuit tester, do not strongly touch the terminal of the ECM coupler with a needle pointed tester probe to prevent terminal damage.

NOTE

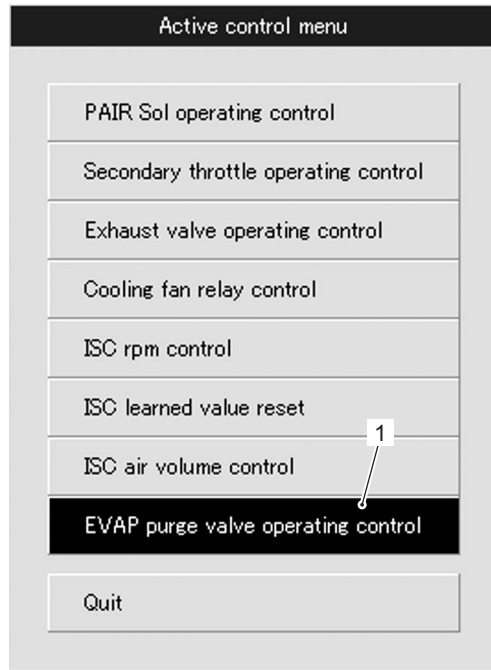
After repairing the trouble, clear the DTC using SDS tool. Refer to “Use of SDS Diagnosis Reset Procedures (Page 1A-14)”.

Step	Action	Yes	No
1	<p>1) Turn the ignition switch OFF.</p> <p>2) Remove the seat. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.</p> <p>3) Check the EVAP system purge control valve coupler (1) for loose or poor contacts. If OK, then measure the EVAP system purge control valve resistance.</p>  <p style="text-align: right; font-size: small;">I822H1110135-01</p> <p>4) Disconnect the EVAP system purge control valve coupler.</p> <p>5) Measure the resistance between terminals.</p> <p>Special tool  (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Resistance (Ω)</p> <p>EVAP system purge control valve resistance Approx. 32 Ω at 20 °C (68 °F) (Terminal – Terminal)</p>  <p style="text-align: right; font-size: small;">I822H1110136-01</p> <p><i>Is the resistance OK?</i></p>	Go to Step 2.	Replace the EVAP system purge control with a new one. Refer to “Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)”.

Step	Action	Yes	No
2	<p>1) Turn the ignition switch ON.</p> <p>2) Measure the voltage between the O/W wire and ground.</p> <p>Special tool TOOL (A): 09900-25008 (Multi-circuit tester set)</p> <p>Tester knob indication Voltage (---)</p> <p>EVAP system purge control valve voltage Battery voltage ((+) terminal: O/W – (-) terminal: Ground)</p>  <p style="text-align: right;">I718H2110003-01</p> <p><i>Is the voltage OK?</i></p>	<ul style="list-style-type: none"> • W/Y wire open or shorted to ground, or poor “15” connection failure. • If wire and connection are OK, intermittent trouble or faulty ECM. • Recheck each terminal and wire harness for open circuit and poor connection. • Replace the ECM with a known good one, and inspect it again. Refer to “ECM Removal and Installation in Section 1C (Page 1C-1)”. 	<p>Open or short circuit in the O/W wire.</p>

Active Control Inspection

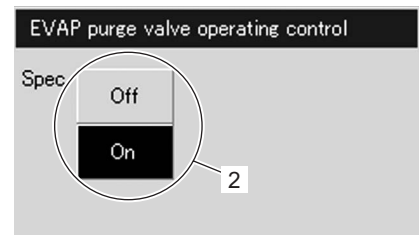
- 1) Set up the SDS tool. (Refer to SDS operation manual for further details.)
- 2) Turn the ignition switch ON.
- 3) Click “EVAP purge valve operating control” (1).



I822H1110137-01

- 4) Click each button (2). At this time, if an operating sound is heard from the EVAP system purge control valve, the function is normal.

<input type="checkbox"/> Secondary throttle actuator position sensor	35.7	%	
<input type="checkbox"/> Exhaust control valve actuator position sens...	96.7	%	
<input type="checkbox"/> EVAP purge valve	On		
<input type="checkbox"/> Ignition switch signal	Normal		
<input type="checkbox"/> Tip over sensor	Off		



I822H1110138-01

Specifications

Service Data

B822H11107001

Injector

Item	Specification	Note
Injector resistance	11 – 13 Ω at 23 °C (73 °F)	

FI Sensors

Item	Specification	Note
CKP sensor resistance	190 – 290 Ω	
CKP sensor peak voltage	1.5 V and more	When cranking
IAP sensor input voltage (F & R)	4.5 – 5.5 V	
IAP sensor output voltage (F & R)	Approx. 2.6 V at idle speed	
TP sensor input voltage	4.5 – 5.5 V	
TP sensor resistance	Closed	Approx. 1.1 k Ω
	Opened	Approx. 4.3 k Ω
TP sensor output voltage	Closed	Approx. 1.1 V
	Opened	Approx. 4.3 V
ECT sensor input voltage	4.5 – 5.5 V	
ECT sensor output voltage	0.15 – 4.85 V	
ECT sensor resistance	Approx. 2.45 k Ω at 20 °C (68 °F)	
IAT sensor input voltage	4.5 – 5.5 V	
IAT sensor output voltage	0.15 – 4.84 V	
IAT sensor resistance	Approx. 2.45 k Ω at 20 °C (68 °F)	
TO sensor resistance	16.5 – 22.3 k Ω	
TO sensor voltage	Normal	0.4 – 1.4 V
	Leaning	3.7 – 4.4 V
GP switch voltage	0.6 V and more	From 1st to Top
Injector voltage	Battery voltage	
Ignition coil primary peak voltage	250 V and more	#2: (+) G, (–) Ground #1: (+) Y, (–) Ground
Ignition coil/Plug cap primary peak voltage	80 V and more	#2: (+) B, (–) Ground #1: (+) W/BI, (–) Ground
STP sensor input voltage	4.5 – 5.5 V	
STP sensor resistance	Closed	Approx. 0.6 k Ω
	Opened	Approx. 4.2 k Ω
STP sensor output voltage	Closed	Approx. 0.6 V
	Opened	Approx. 4.2 V
STV actuator resistance	Approx. 7 Ω	
EXCVA position sensor input voltage	4.5 – 5.5 V	
EXCVA position sensor resistance	Approx. 3.1 k Ω	At adjustment position
EXCVA position sensor output voltage	Closed	0.5 – 1.5 V
	Opened	3.5 – 4.5 V
Oxygen sensor output voltage	0.4 V and less at idle speed	E-02, 19, 24, 33
	0.6 V and more at 3 000 r/min	E-02, 19, 24, 33
PAIR solenoid valve resistance	18 – 22 Ω at 20 – 30 °C (68 – 86 °F)	

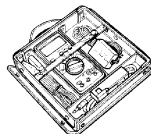
Special Tools and Equipment

Special Tool

B822H11108001

09900–25008

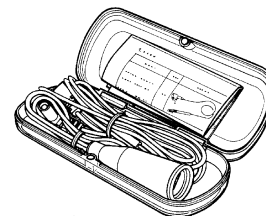
Multi-circuit tester set



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- ☞ (Page 1A-29) /
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- ☞ (Page 1A-111) /
- ☞ (Page 1A-112) /
- ☞ (Page 1A-31) /
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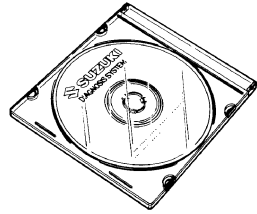
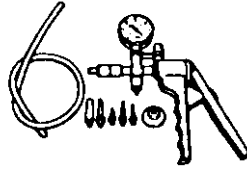
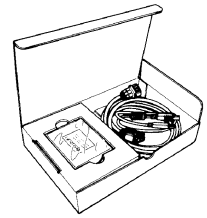
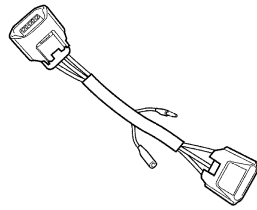
09900–25009

Needle pointed probe set



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- ☞ (Page 1A-33) /
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- ☞ (Page 1A-96) /
- ☞ (Page 1A-99) /
- ☞ (Page 1A-100) /

<p>09900-28630 TPS test wire harness ☞ (Page 1A-44) / ☞ (Page 1A-45) / ☞ (Page 1A-46) / ☞ (Page 1A-74)</p>	<p>09904-41010 SDS set ☞ (Page 1A-13) / ☞ (Page 1A-17)</p>
<p>09917-47011 Vacuum pump gauge ☞ (Page 1A-37)</p>	<p>09930-82720 Mode select switch ☞ (Page 1A-3) / ☞ (Page 1A-12) / ☞ (Page 1A-12)</p>
<p>99565-01010-014 CD-ROM Ver.14 ☞ (Page 1A-13) / ☞ (Page 1A-17)</p>	



Emission Control Devices

Precautions

Precautions for Emission Control Devices

B822H1120001

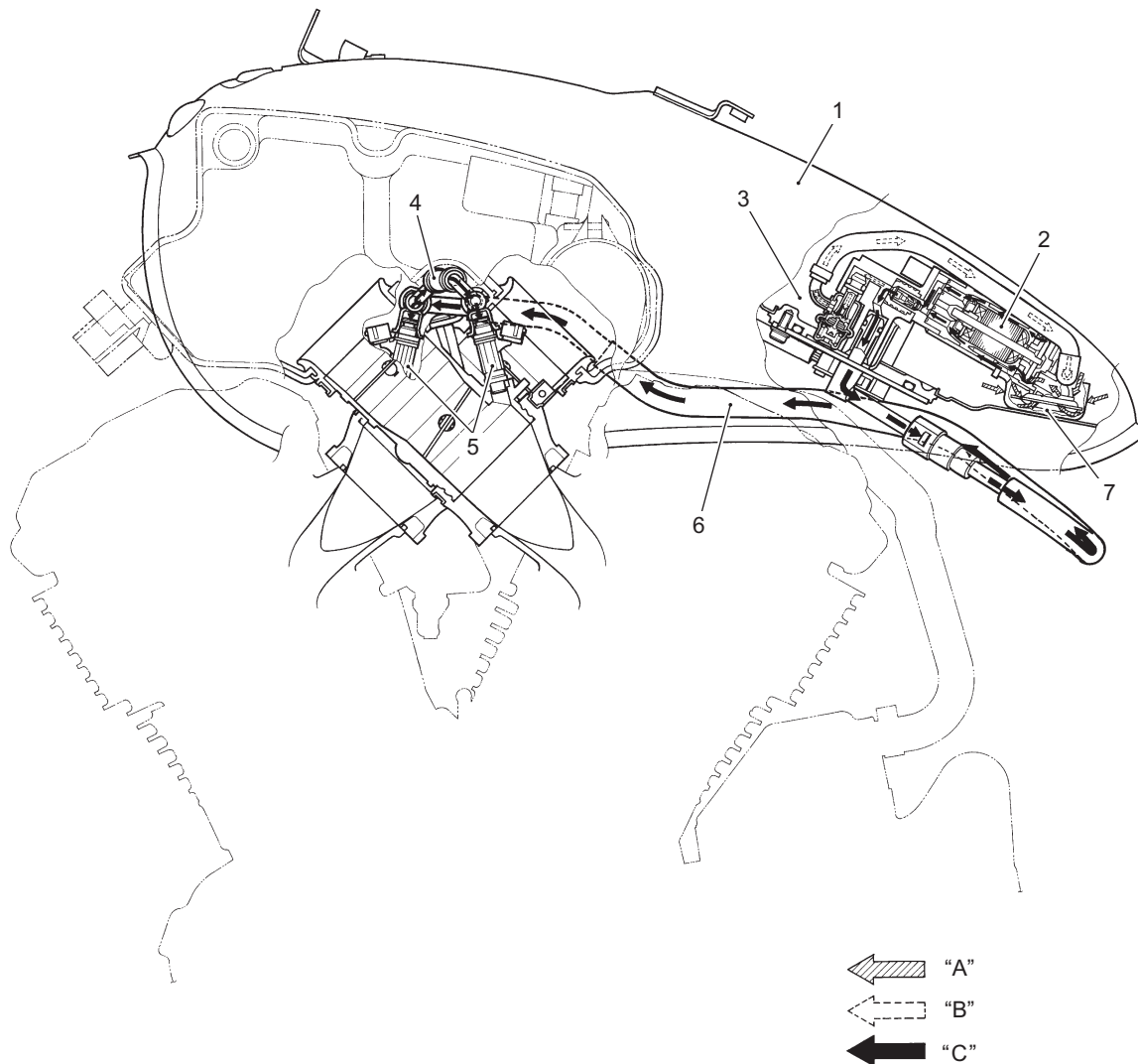
Refer to "General Precautions in Section 00 (Page 00-1)".

General Description

Fuel Injection System Description

B822H11201001

VLR1800 motorcycles are equipped with a fuel injection system for emission level control. This fuel injection system is precision designed, manufactured and adjusted to comply with the applicable emission limits. With varying engine conditions, all of the fuel injection volumes are precisely controlled by the programmed injection maps in the ECM to reduce CO, NOX and HC. Adjusting, interfering with, improper replacement, or resetting of any of the fuel injection components may adversely affect injection performance and cause the motorcycle to exceed the exhaust emission level limits.



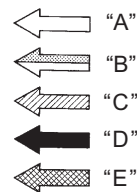
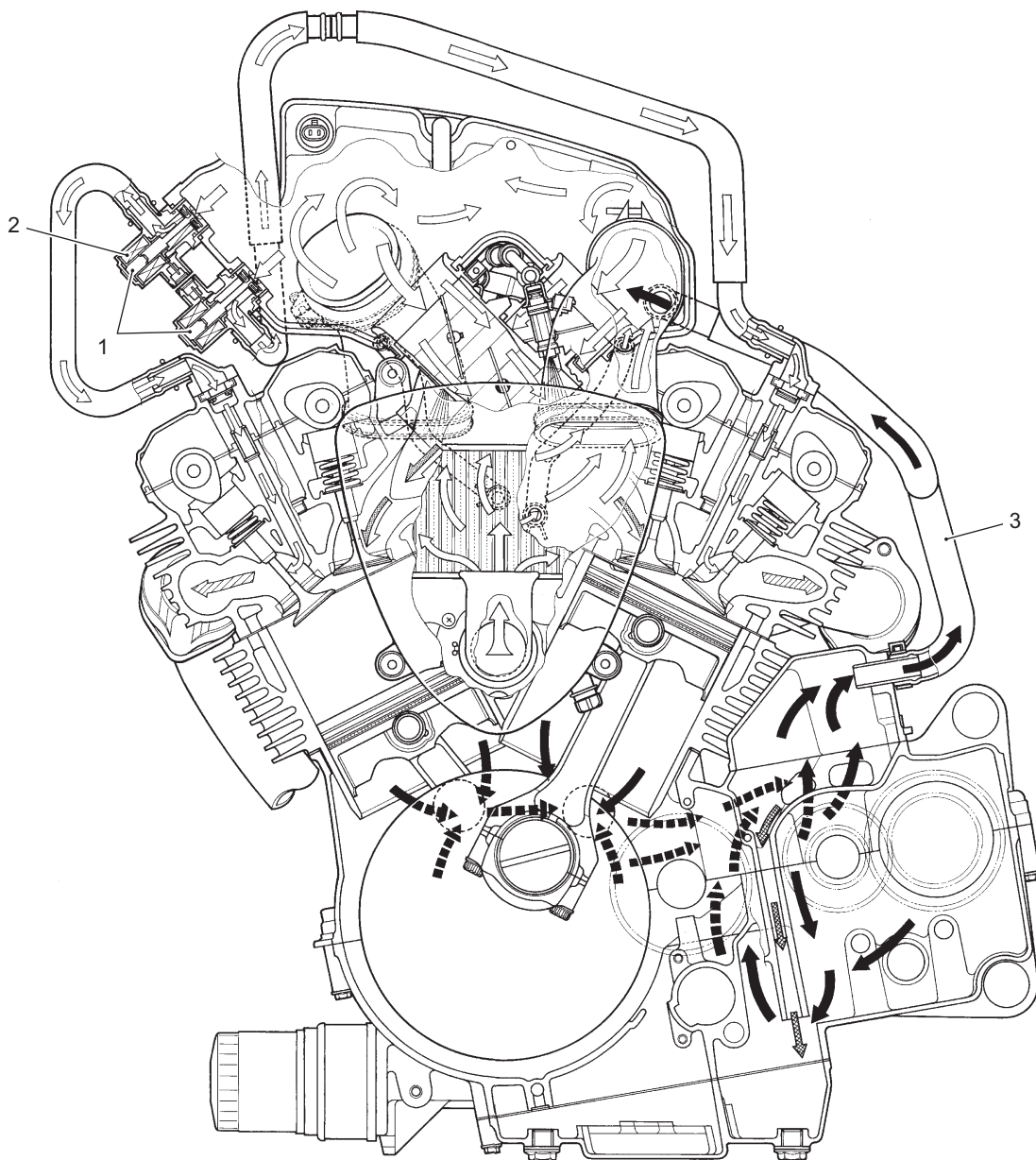
I822H1120029-03

1. Fuel tank	5. Fuel injector	"B": Pressurized fuel
2. Fuel pump	6. Fuel feed hose	"C": Relieved fuel
3. Fuel pressure regulator	7. Fuel filter (For low pressure)	
4. Fuel delivery pipe	"A": Before-pressurized fuel	

Crankcase Emission Control System Description

B822H11201002

The engine is equipped with a PCV system to prevent discharging crankcase emissions into the atmosphere. Blow-by gas in the engine is constantly drawn into the crankcase, which is returned to the combustion chamber through the PCV (breather) hose, air cleaner and throttle body.



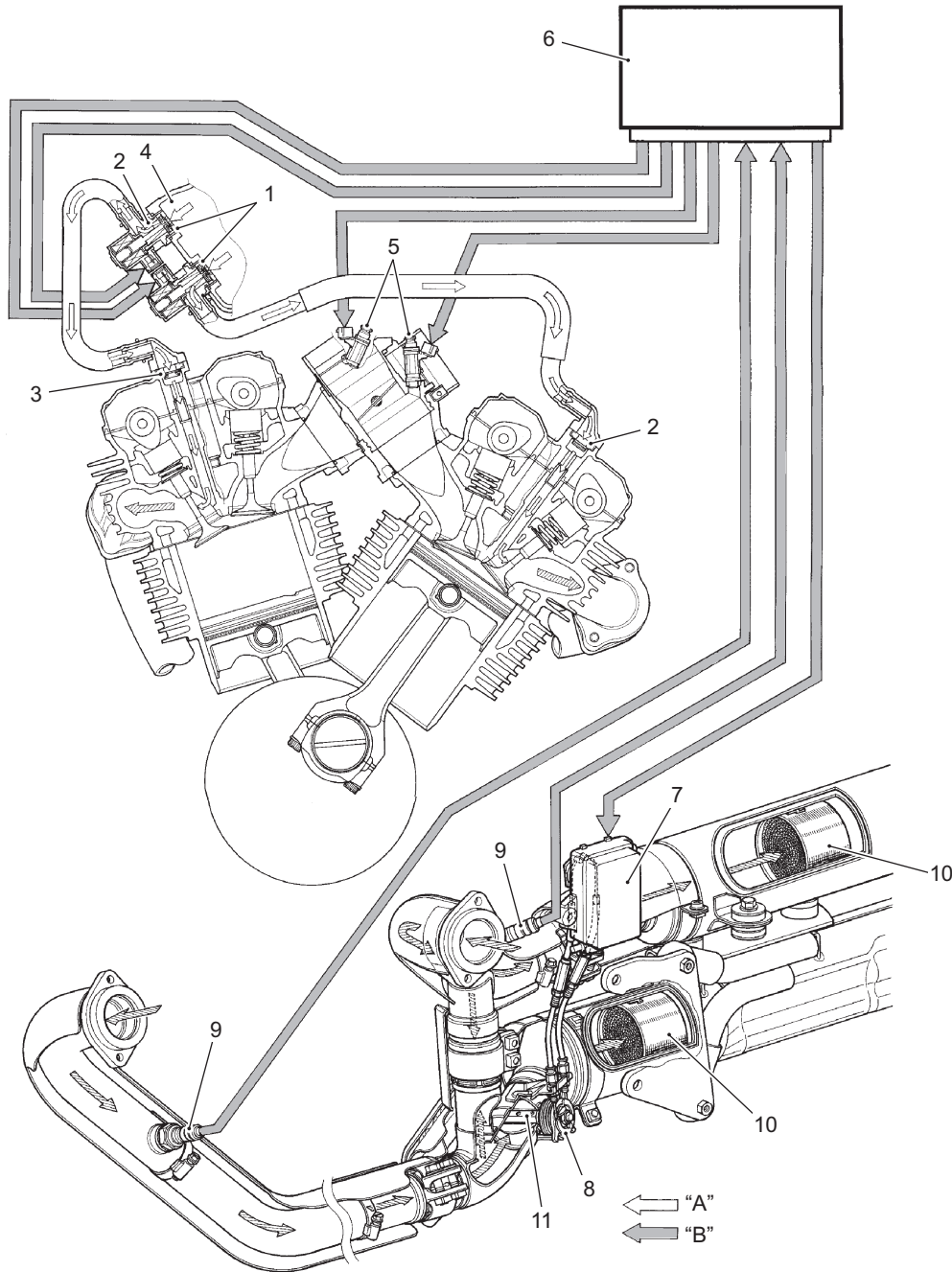
I822H1120030-03

1. PAIR control solenoid valve (For E-02, 19, 24, 33)	3. PCV hose	"B": Fuel/Air mixture	"D": Blow-by gas
2. PAIR control solenoid valve (For E-03, 28)	"A": Fresh air	"C": Exhaust gas	"E": Return oil

Exhaust Emission Control System Description

B822H11201003

The exhaust emission control system is composed of the PAIR system, exhaust control system, O2 sensor and catalyst system. The fresh air is drawn into the exhaust port through the PAIR control solenoid valve and PAIR reed valve. The PAIR control solenoid valve is operated by the ECM, and the fresh air flow is controlled according to the TPS, ECTS, IATS, IAPS and CKPS. The exhaust gas flow is performed by the exhaust control valve actuator which is controlled by the ECM by changing the exhaust control valve angle.



I822H1120031-03

1. PAIR control solenoid valve (For E-02, 19, 24, 33)	6. ECM	11. Exhaust control valve
2. PAIR control solenoid valve (For E-03, 28)	7. Exhaust control valve actuator	"A": Fresh air
3. PAIR reed valve	8. Exhaust control valve pulley	"B": Exhaust gas
4. Air cleaner chamber	9. O2 sensor (For E-02, 19, 24, 33)	
5. Fuel injector	10. Catalyst	

Noise Emission Control System Description

B822H11201004

TAMPERING WITH THE NOISE CONTROL SYSTEM PROHIBITED: Local law or federal law prohibits the following acts or the causing thereof:

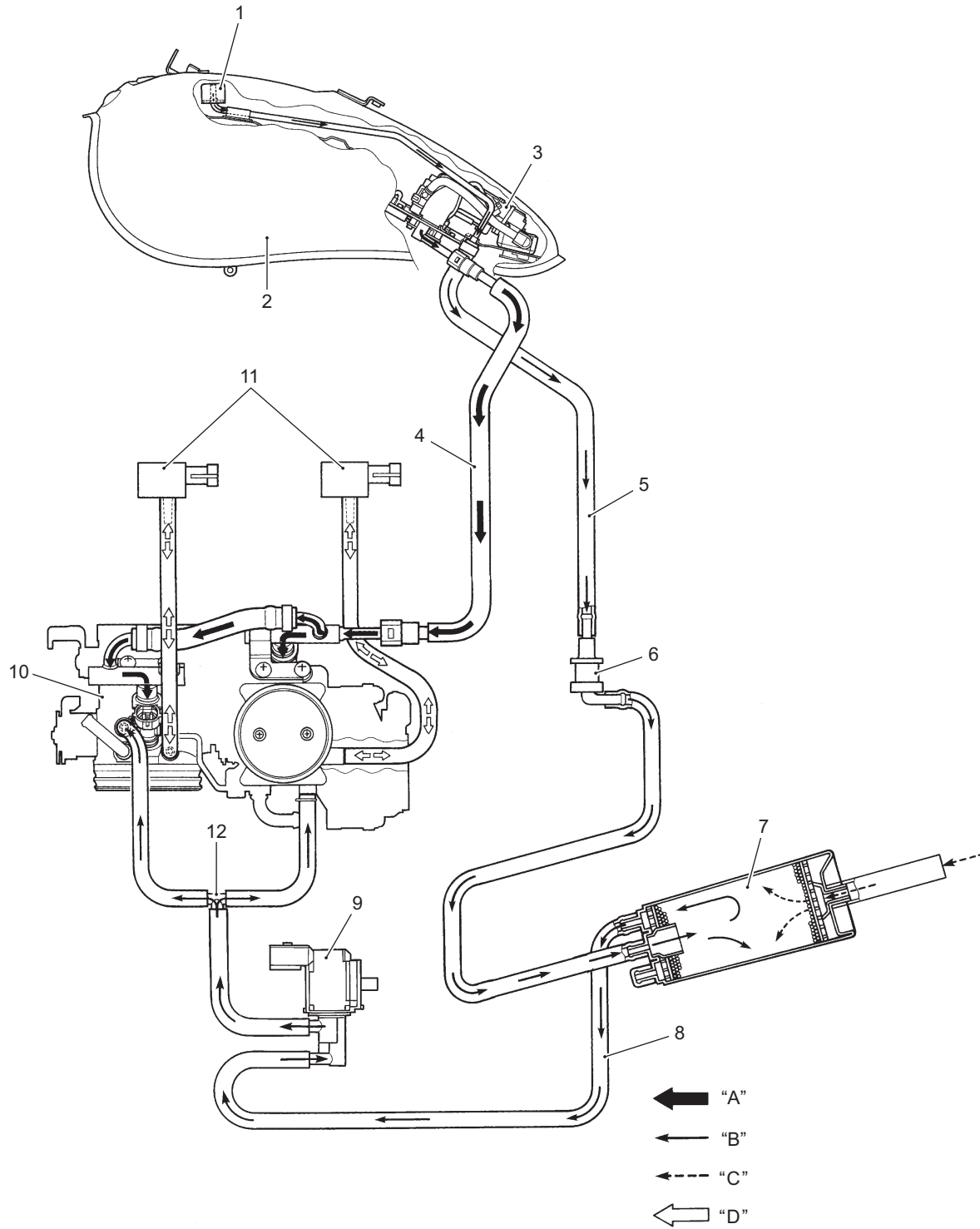
- The removal or rendering inoperative by any person, other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or
- 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, screen type spark arrester (if equipped) or any other component which conducts exhaust gases.
- Removing or puncturing the air cleaner case, air cleaner cover, baffles or any other component which conducts intake air.
- 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.

Evaporative Emission Control System Diagram (Only for E-33)

B822H11201005



1822H1120034-01

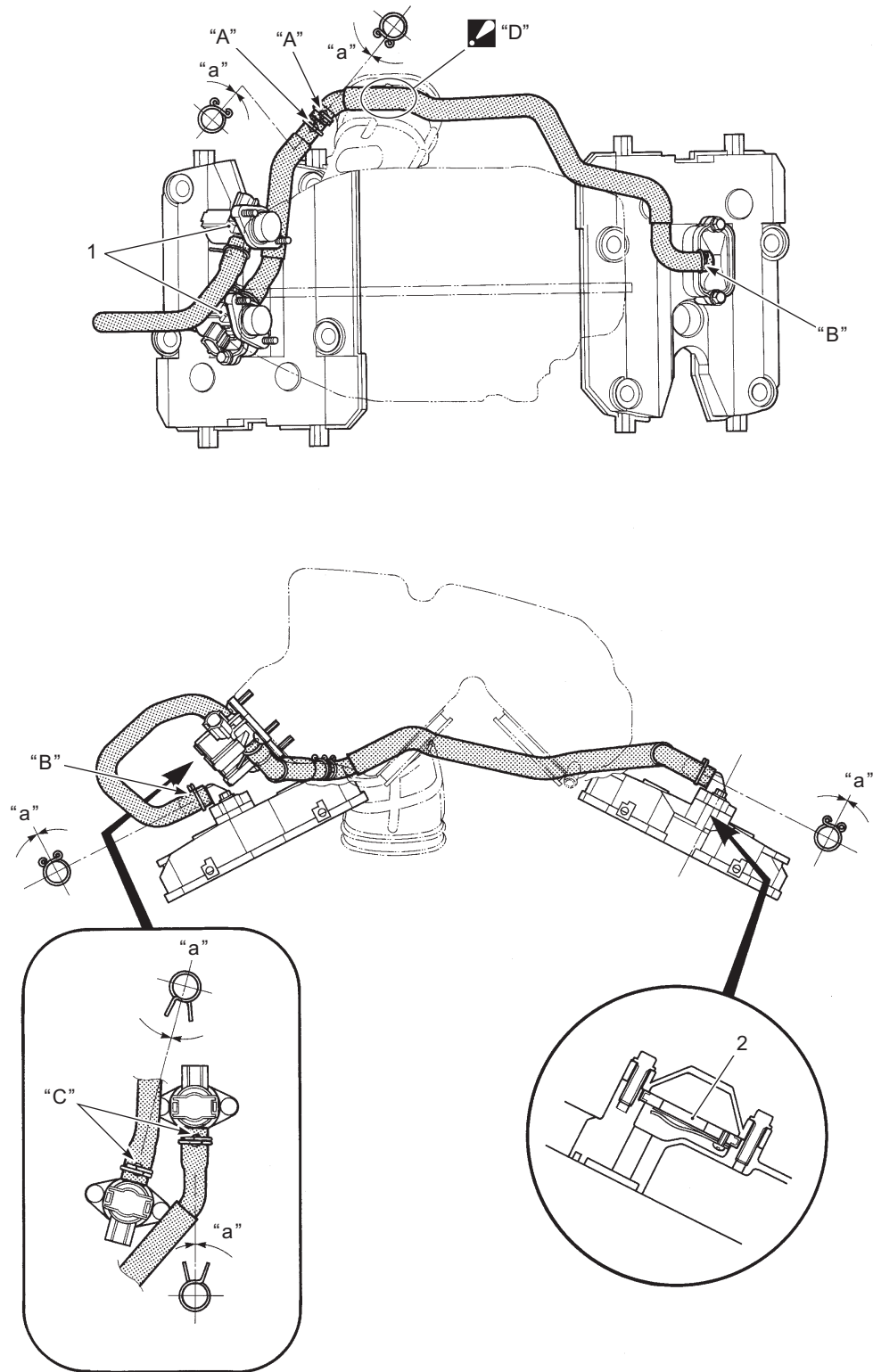
1. Fuel-vapor separator	7. EVAP canister	"A": Fuel
2. Fuel tank	8. Purge hose	"B": HC vapor
3. Fuel pump	9. EVAP purge control valve	"C": Fresh air
4. Fuel feed hose	10. Throttle body	"D": Vacuum
5. Surge hose	11. IAP sensor	
6. Fuel shut-off valve	12. 3-way connector	

Schematic and Routing Diagram

PAIR System Hose Routing Diagram

For E-02, 19, 24, 33

B822H11202002

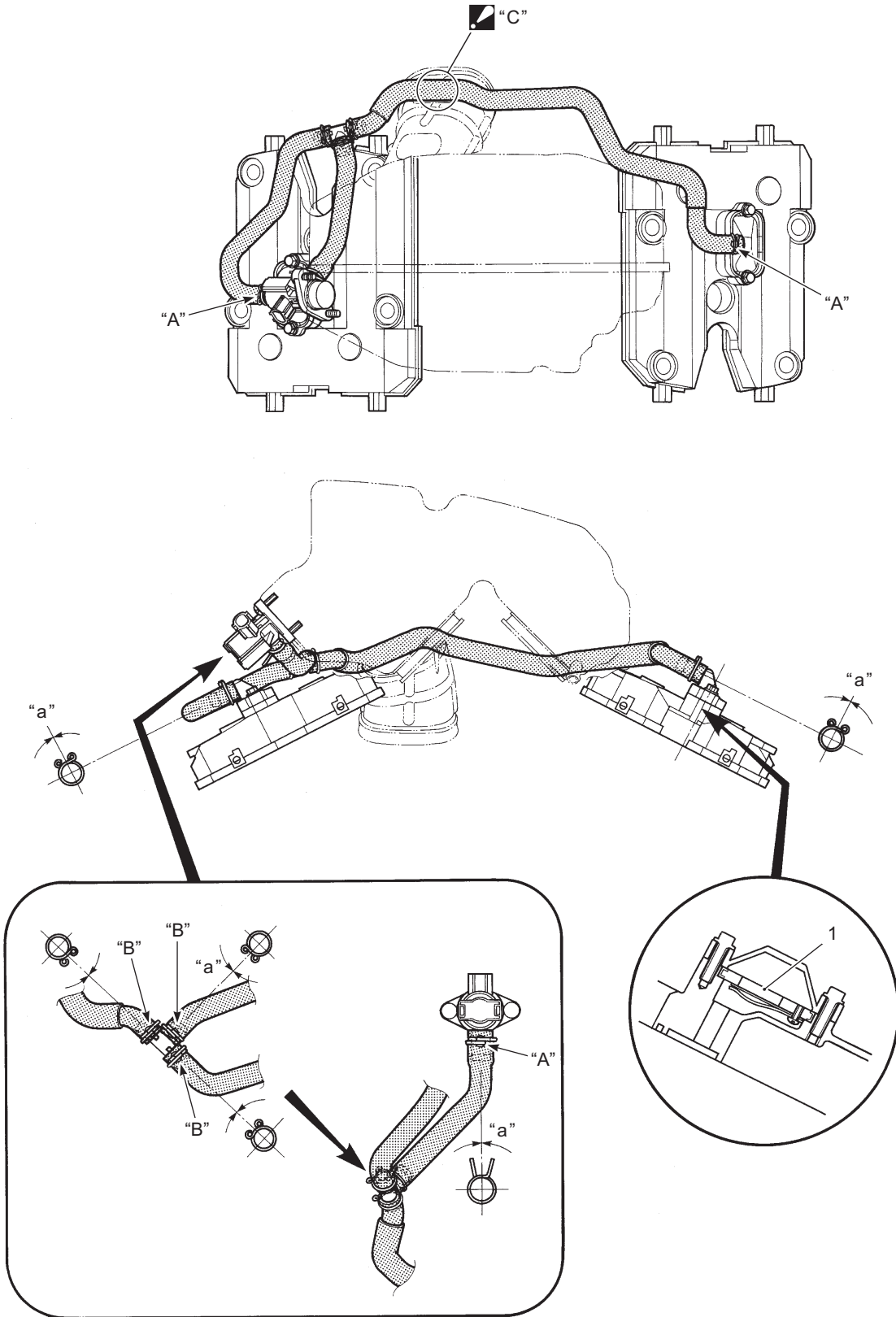


1. PAIR control solenoid valve	"C": Blue mark
2. PAIR reed valve	▣ "D": Set the PAIR hose to the concave of the air cleaner tube.
"A": Yellow mark	"a": 0°
"B": White mark	

I822H1120032-01

1B-7 Emission Control Devices:

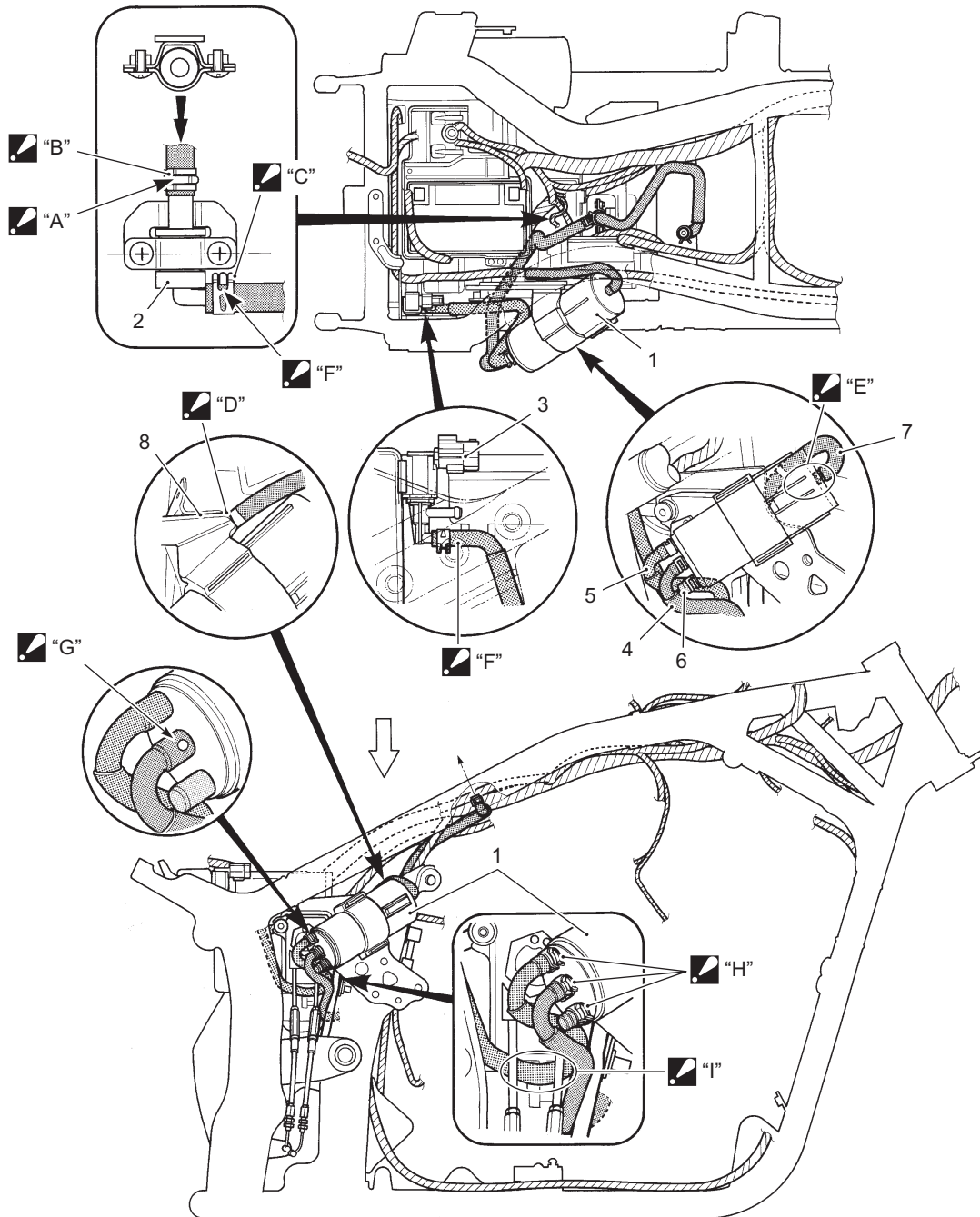
For E-03, 28



1. PAIR reed valve	▣ "C": Set the PAIR hose to the concave of the air cleaner tube.
"A": White mark	"a": 0°
"B": Yellow mark	

EVAP Canister Hose Routing Diagram (Only for E-33)

B822H11202001



I822H1120035-02

1. EVAP canister	☑ "B": Face the tip of the clip to backward.
2. Fuel shut-off valve	☑ "C": Face the tip of the clip to upper.
3. Purge control valve	☑ "D": Align the white mark on the hose with the engine mounting plate edge.
4. Surge hose	☑ "E": Align the white mark on the hose with the ribs on the canister.
5. Purge hose	☑ "F": Face the white mark on the hose to upper.
6. Cap	☑ "G": Face the white mark on the hose to outside.
7. Purge air hose	☑ "H": Face the tip of the clip to outside.
8. Engine mounting plate	☑ "I": Pass the purge hose inside the exhaust cables.
☑ "A": Face the white mark on the hose to backward.	

Repair Instructions

Oxygen Sensor (O2S) Removal and Installation

B822H11206001

Removal

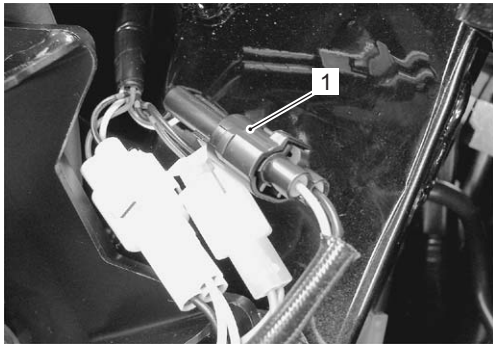
⚠ WARNING

Do not remove the O2 sensor while it is hot.

⚠ CAUTION

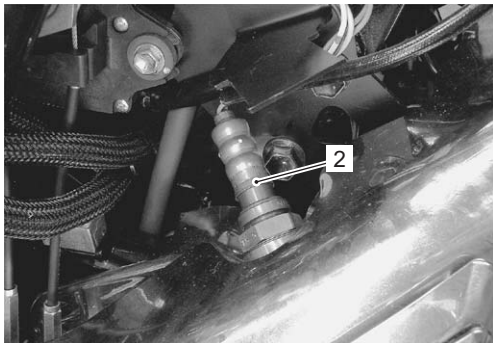
- Be careful not to expose the O2 sensor to excessive shock.
- Do not use an impact wrench when removing or installing the O2 sensor.
- Be careful not to twist or damage the sensor lead wires.

- 1) Remove the right frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Remove the EVAP canister. Refer to “Evaporative Emission Control System Removal and Installation (Only for E-33) (Page 1B-13)”.
- 3) Disconnect the O2 sensor (#1 cylinder) lead wire coupler (1).



I822H1120001-01

- 4) Remove the O2 sensor (#1 cylinder) (2).



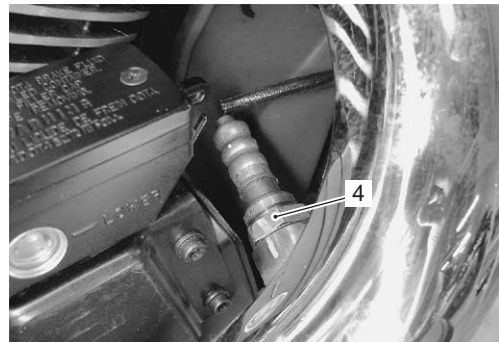
I822H1120002-01

- 5) Disconnect the O2 sensor (#2 cylinder) read wire coupler (3).



I822H1120003-02

- 6) Remove the O2 sensor (#2 cylinder) (4).



I822H1120004-01

Installation

Install the O2 sensor in the reverse order of removal. Pay attention to the following points:

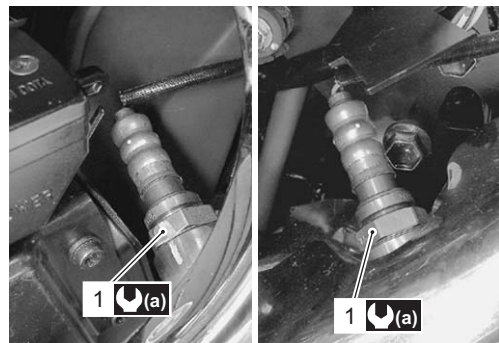
⚠ CAUTION

Do not apply oil or other materials to the sensor air hole.

- Tighten the O2 sensor (1) to the specified torque.

Tightening torque

O2 sensor (a): 48 N·m (4.8 kgf-m, 34.5 lb-ft)



I822H1120005-01

- Route the O2 sensor lead wire properly. Refer to “Wiring Harness Routing Diagram in Section 9A (Page 9A-7)”.

Heated Oxygen Sensor (O2S) Inspection

B822H11206002

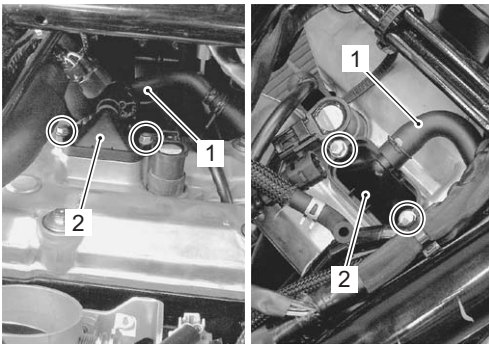
Refer to “DTC “C44” (P0156) or “C64” (P0130): O2 Sensor (O2S) Circuit Malfunction (For E-02, 19, 24, 33) in Section 1A (Page 1A-87)”.

PAIR Reed Valve Removal and Installation

B822H11206003

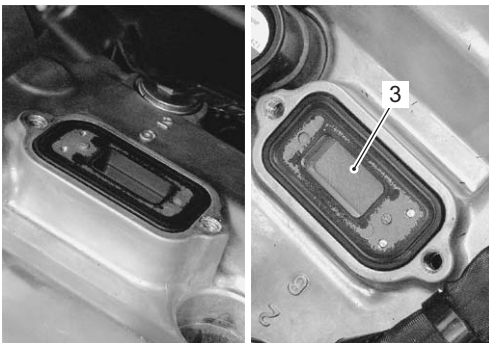
Removal

- 1) Remove the fuel tank. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.
- 2) Remove the air cleaner chamber. Refer to “Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)”.
- 3) Disconnect the PAIR hoses (1) and remove the PAIR reed valve covers (2).



I822H1120006-01


- 4) Remove the PAIR reed valves (3).

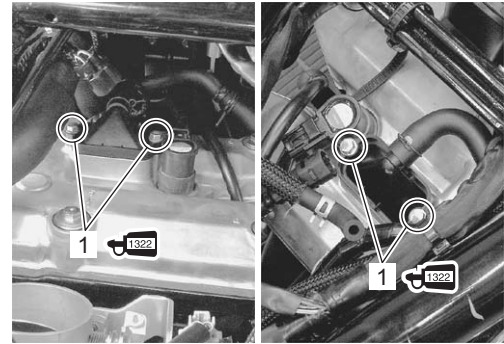


I822H1120007-01

Installation

Install the PAIR reed valve in the reverse order of removal. Pay attention to the following points:

- Apply thread lock to the bolts (1) and tighten them.
-  : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)



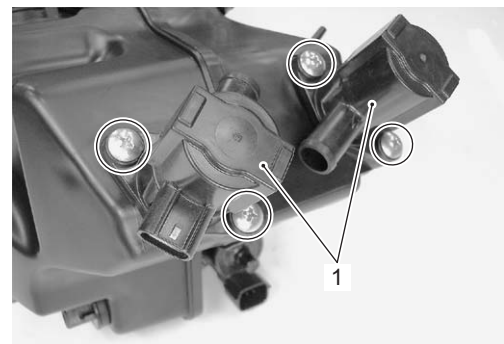
I822H1120008-03

PAIR Control Solenoid Valve Removal and Installation

B822H11206004

Removal

- 1) Remove the fuel tank. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.
- 2) Remove the air cleaner chamber. Refer to “Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)”.
- 3) Remove the PAIR control solenoid valves (1) (For E-02, 19, 24, 33).
Remove the PAIR control solenoid valve (1) (For E-03, 28).



I822H1120009-01

1B-11 Emission Control Devices:

Installation

Install the PAIR control solenoid valve in the reverse order of removal. Pay attention to the following points:

- Apply thin coat of the engine oil to the O-ring (-s).

CAUTION

Replace the O-ring (s) with new ones.

- Connect the PAIR control solenoid valve coupler and PAIR hoses securely. Refer to "PAIR System Hose Routing Diagram (Page 1B-6)".



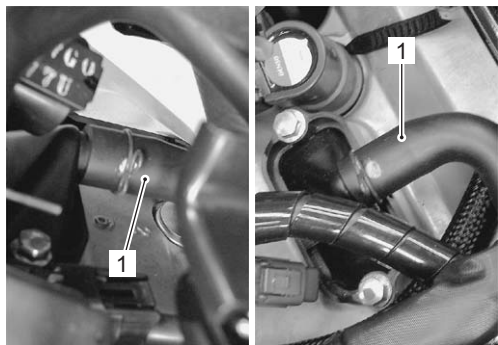
I822H1120010-01

PAIR System Inspection

B822H11206005

PAIR Hose

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Remove the air cleaner Chamber. Refer to "Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)".
- 3) Inspect the PAIR hoses (1) for wear or damage. If it is worn or damaged, replace the PAIR hose with a new one. Refer to "PAIR System Hose Routing Diagram (Page 1B-6)".



I822H1120011-01

- 4) Reinstall the removed parts.

PAIR Reed Valve

NOTE

PAIR control solenoid valve can be checked without removing it from the motorcycle. Refer to "DTC "C61" (P1656): PAIR Control Solenoid Valve Circuit Malfunction in Section 1A (Page 1A-107)".

- 1) Remove the PAIR reed valves. Refer to "PAIR Reed Valve Removal and Installation (Page 1B-10)".
- 2) Inspect the reed valves for the carbon deposit. If the carbon deposit is found in the reed valve, replace the PAIR reed valve with a new one.

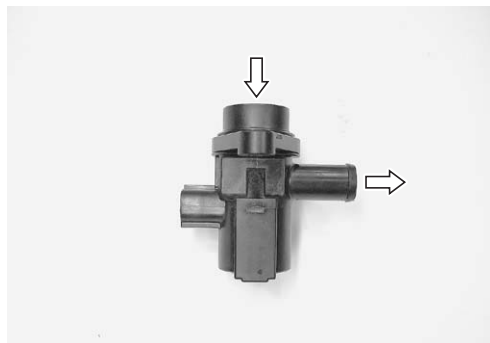


I822H1120012-01

- 3) Reinstall the PAIR reed valves. Refer to "PAIR Reed Valve Removal and Installation (Page 1B-10)".

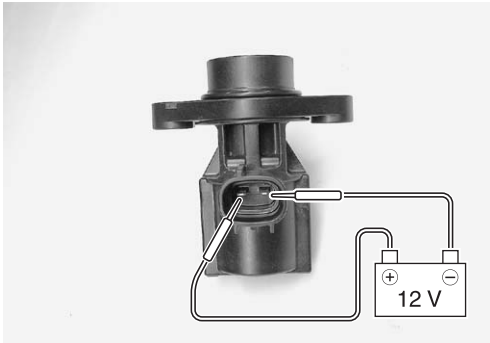
PAIR Control Solenoid Valve

- 1) Remove the PAIR control solenoid valve. Refer to "PAIR Control Solenoid Valve Removal and Installation (Page 1B-10)".
- 2) Check that air flows through the air inlet port to the air outlet port. If air does not flow out, replace the PAIR control solenoid valve with a new one.



I822H1120013-01

- 3) Connect the 12 V battery to the PAIR control solenoid valve terminals and check the air flow. If air does not flow out, the solenoid valve is in normal condition.



I822H1120014-01

- 4) Check the resistance between the terminals of the PAIR control solenoid valve.

Special tool

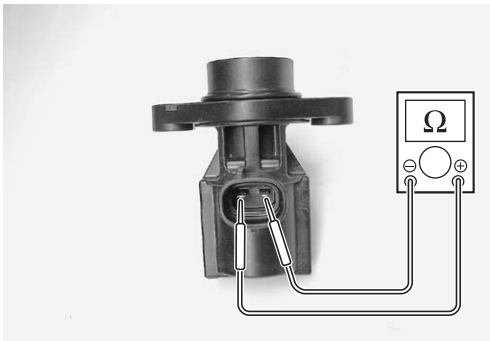
 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Resistance (Ω)

PAIR control solenoid valve resistance

18 – 22 Ω at 20 – 30 °C (68 – 86 °F)



I822H1120015-01

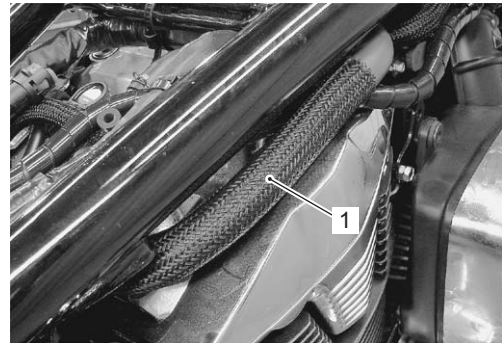
- 5) Reinstall the PAIR control solenoid valve. Refer to "PAIR Control Solenoid Valve Removal and Installation (Page 1B-10)".

Crankcase Breather (PCV) Hose Inspection

B822H11206006

Inspect the crankcase breather (PCV) hose in the following procedures:

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Inspect the PCV hose (1) for wear and damage. If it is worn or damaged, replace the PCV hose with a new one.
- 3) Check that the PCV hose (1) is securely connected.
- 4) Install the removed parts.



I822H1120016-01

Crankcase Breather (PCV) Hose Cover Removal and Installation

B822H11206007

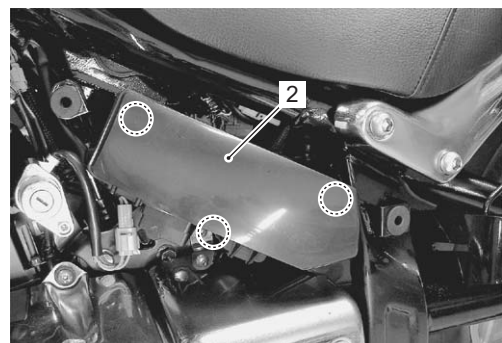
Removal

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Disconnect the air cleaner chamber side of PCV hose (1).



I822H1120017-02

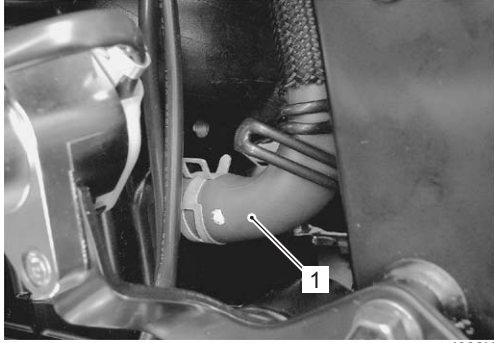
- 3) Remove the luggage box (2).



I822H1120018-01

1B-13 Emission Control Devices:

- 4) Disconnect the crankcase (PCV) cover side of PCV hose (1).



I822H1120019-01

- 5) Remove the crankcase breather cover. Refer to "Engine Bottom Side Disassembly in Section 1D (Page 1D-59)".

Installation

Installation is in the reverse order of removal. Pay attention to the following points:

- Install the crankcase breather cover. Refer to "Engine Bottom Side Assembly in Section 1D (Page 1D-68)".
- Install the PCV hose as shown in the throttle body construction. Refer to "Throttle Body Construction in Section 1D (Page 1D-9)".

Crankcase Breather (PCV) Cover Inspection

B822H11206008

Inspect the crankcase breather (PCV) cover in the following procedures:

- 1) Remove the PCV cover. Refer to "Engine Bottom Side Disassembly in Section 1D (Page 1D-59)".
- 2) Inspect the PCV cover in the carbon deposit. If the carbon deposit is found in the PCV cover, remove the carbon.
- 3) Reinstall the PCV cover. Refer to "Engine Bottom Side Assembly in Section 1D (Page 1D-68)".

Evaporative Emission Control System Removal and Installation (Only for E-33)

B822H11206009

Hose

Removal

- 1) Remove the fuel tank. refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Remove the EVAP hose as shown in the EVAP canister hose routing diagram. Refer to "EVAP Canister Hose Routing Diagram (Only for E-33) (Page 1B-8)".

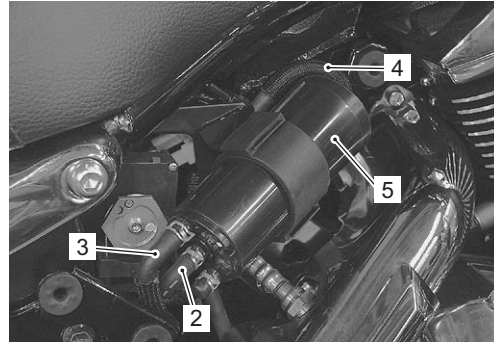
Installation

- 1) Install the EVAP hose as shown in the EVAP canister hose routing diagram. Refer to "EVAP Canister Hose Routing Diagram (Only for E-33) (Page 1B-8)".
- 2) Reinstall the removed parts.

EVAP Canister

Removal

- 1) Remove the right frame side cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Disconnect the surge hose (2), purge hose (3) and drain hose (4).
- 3) Remove the EVAP canister (5).



I822H1120020-03

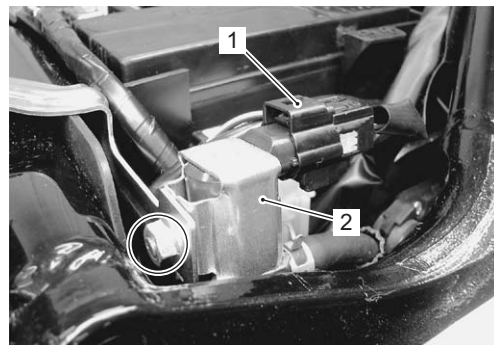
Installation

Install the EVAP canister in the reverse order of removal.

EVAP System Purge Control Solenoid Valve

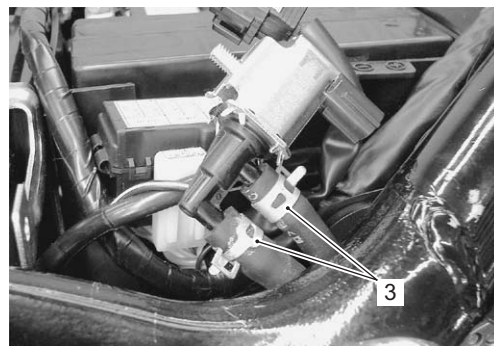
Removal

- 1) Lift and support the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Disconnect the coupler (1) and EVAP system purge control solenoid valve (2).



I822H1120021-01

- 3) Disconnect the purge hose (3).



I822H1120022-01

Installation

- 1) Install the EVAP system purge control solenoid valve as shown in the EVAP canister hose routing diagram. Refer to "EVAP Canister Hose Routing Diagram (Only for E-33) (Page 1B-8)".
- 2) Reinstall the removed parts.

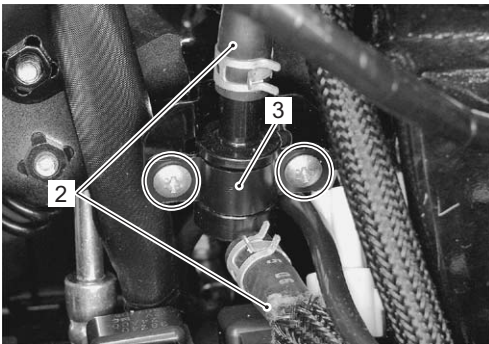
Fuel Shut-off Valve**Removal**

- 1) Remove the battery holder (1). Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)".



I822H1120023-02

- 2) Disconnect the surge hoses (2).
- 3) Remove the fuel shut-off valve (3).



I822H1120024-01

Installation

- 1) Install the fuel shut-off valve as shown in the EVAP canister hose routing diagram. Refer to "EVAP Canister Hose Routing Diagram (Only for E-33) (Page 1B-8)".
- 2) Reinstall the removed parts.

Evaporative Emission Control System Inspection (For E-33 only)

B822H11206010

Refer to "Evaporative Emission Control System Removal and Installation (Only for E-33) (Page 1B-13)".

Hose

Inspect the hoses for wear or damage. If it is worn or damaged, replace the hose with a new one.

NOTE

Make sure that the hoses are securely connected.

EVAP Canister

Inspect the EVAP canister body for damage to the body. If any defect is found, replace the EVAP canister with a new one.



I822H1120025-02

EVAP System Purge Control Solenoid Valve**NOTE**

EVAP system purge control solenoid valve can be checked without removing it from the motorcycle. Refer to "DTC "C62" (P0443): EVAP System Purge Control Solenoid Valve Circuit Malfunction (For E-33) in Section 1A (Page 1A-110)".

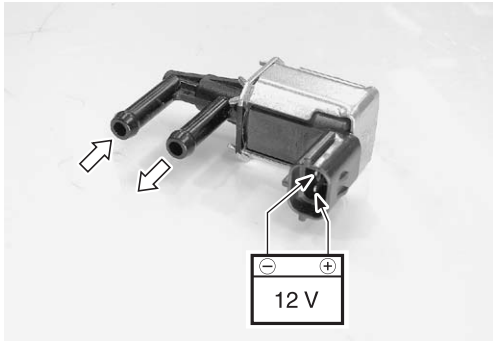
- 1) Check that no air flows through both of the air inlet and outlet ports. If air flows out, replace the EVAP system purge control solenoid valve with a new one.



I822H1120026-01

1B-15 Emission Control Devices:


- 2) Connect the 12 V battery to the terminals of the EVAP system purge control solenoid valve and check the air flow. If air flows out, the solenoid valve is in normal condition.



I822H1120027-01

- 3) Check the resistance between the terminals of the EVAP system purge control solenoid valve. If the resistance is not within the standard range, replace the EVAP system purge control solenoid valve with a new one.

Special tool

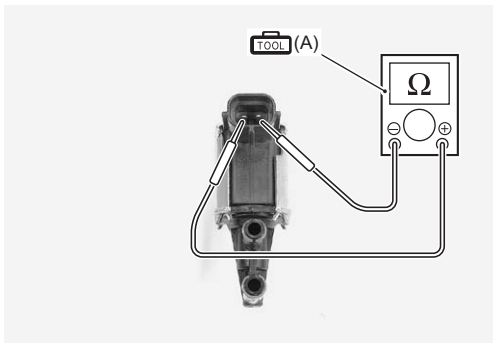
 (A): 09900-25008 (Multi-circuit tester set)

Tester knob indication

Resistance (Ω)

EVAP system purge control solenoid valve resistance

Approx. 32 Ω at 20 °C (68 °F)

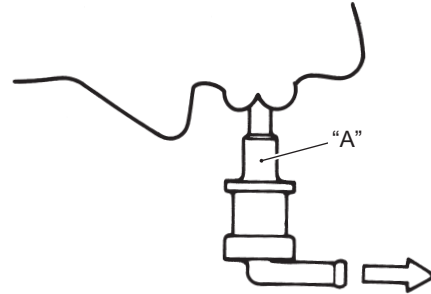


I822H1120028-01

Fuel Shut-Off Valve

Inspect the fuel shut-off valve body for damage. Inspect the fuel shut-off valve operation in the following procedures:

- 1) When air is blown into the fuel shut-off valve with its side "A" positioned upward, the air can pass through to the canister side.

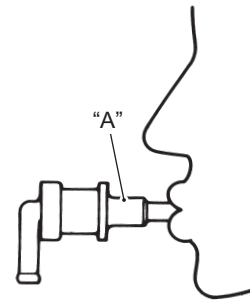


I823H1120037-01

- 2) When air is blown into the fuel shut-off valve with its side "A" positioned sideways, the air cannot pass through to the canister side. If the fuel shut-off valve operates otherwise, it must be replaced.

▲ WARNING

Gasoline and gasoline vapor is toxic. A small amount of fuel remains in the fuel shut-off valve when checking it. Do not swallow the fuel when blowing the fuel shut-off valve.



I823H1120038-02

Specifications

Service Data

B822H11207001

FI Sensors

Item	Specification	Note
Heated oxygen sensor output voltage	0.4 V and less at idle speed	E-02, 19, 24, 33
	0.6 V and more at 3 000 r/min	E-02, 19, 24, 33
PAIR solenoid valve resistance	18 – 22 Ω at 20 – 30 °C (68 – 86 °F)	

Tightening Torque Specifications

B822H11207002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
O2 sensor	48	4.8	34.5	☞ (Page 1B-9)

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment


Recommended Service Material

B822H11208001

Material	SUZUKI recommended product or Specification		Note
Thread lock cement	THREAD LOCK CEMENT SUPER 1322 or equivalent	P/No.: 99000–32110	☞ (Page 1B-10)

Special Tool

B822H11208002

09900–25008 Multi-circuit tester set ☞ (Page 1B-12) / ☞ (Page 1B-15)		
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Engine Electrical Devices

Precautions

Precautions for Engine Electrical Device

B822H1130001

Refer to "General Precautions in Section 00 (Page 00-1)" and "Precautions for Electrical Circuit Service in Section 00 (Page 00-2)".

Component Location

Engine Electrical Components Location

B822H11303001

Refer to "Electrical Components Location in Section 0A (Page 0A-7)".

Diagnostic Information and Procedures

Engine Symptom Diagnosis

B822H11304001

Refer to "Engine Symptom Diagnosis in Section 1A (Page 1A-8)".

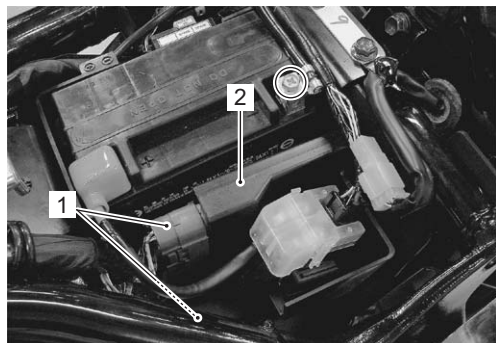
Repair Instructions

ECM Removal and Installation

B822H11306001

Removal

- 1) Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Remove the battery (-) lead wire.
- 3) Disconnect the ECM couplers (1) and remove the ECM (2).



I822H1130001-02

Installation

Install the ECM in the reverse order of removal.

CKP Sensor Inspection

B822H11306002

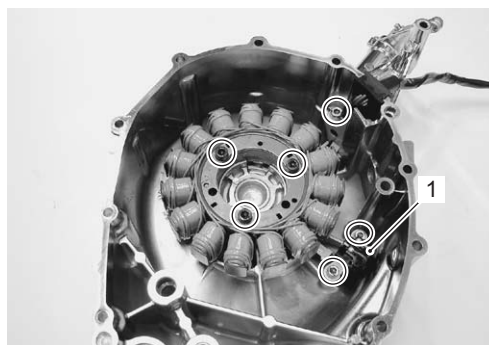
Refer to "CKP Sensor Inspection in Section 1H (Page 1H-9)".

CKP Sensor Removal and Installation

B822H11306003

Removal

- 1) Remove the generator cover. Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".
- 2) Remove the CKP sensor (1) along with generator starter.



I822H1130002-01

Installation

Install the CKP sensor in the reverse order of removal. Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".

IAP Sensor Inspection

B822H11306004

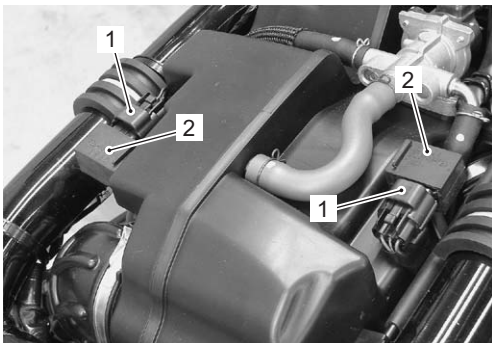
Refer to "DTC "C13" (P1750-H/L) or "C17" (P0105-H/L): IAP Sensor Circuit Malfunction in Section 1A (Page 1A-30)".

IAP Sensor Removal and Installation

B822H11306005

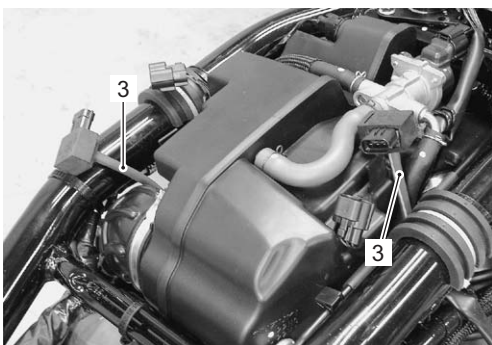
Removal

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Disconnect the IAP sensor (front and rear) couplers (1) and IAP sensors (2) (front and rear) from the air cleaner chamber.



I822H1130003-01

- 3) Remove the vacuum hoses (3).



I822H1130004-01

Installation

Install the IAP sensors in the reverse order of removal.

TP Sensor Inspection

B822H11306006

Refer to "DTC "C14" (P0120-H/L): TP Sensor Circuit Malfunction in Section 1A (Page 1A-38)".

TP Sensor Removal and Installation

B822H11306007

Refer to "Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)".


TP Sensor Adjustment

B822H11306025

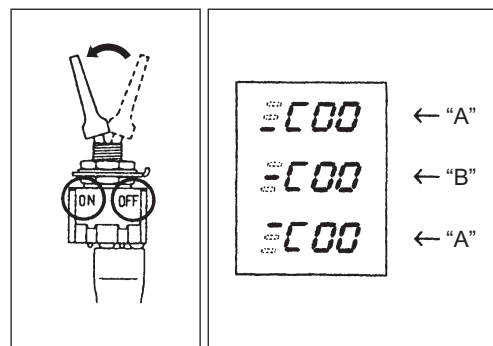
Inspect the TP sensor setting position and adjust it if necessary in the following procedures:

- 1) Connect the special tool (Mode select switch) to the dealer mode coupler. Refer to "Self-Diagnostic Procedures in Section 1A (Page 1A-12)".

Special tool

 : 09930-82720 (Mode select switch)

- 2) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".
- 3) Warm up the engine and keep it running in idling speed.
- 4) Turn the mode select switch ON.
- 5) Check the position of the bar in the left of C code displayed on the LCD panel.



I823H1130022-01

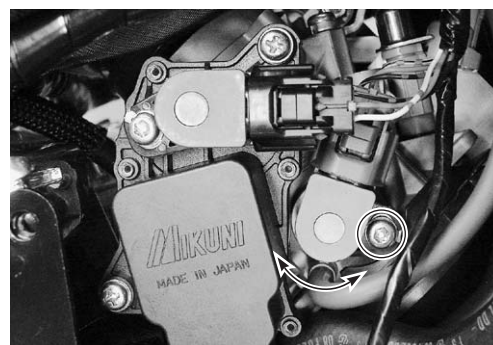
"A": Incorrect position

"B": Correct position

- 6) Loosen the TP sensor mounting screw using the special tool and turn the TP sensor to bring the bar to the correct position.

Special tool

 : 09930-11950 (Torx wrench)



I822H1130021-01

- 7) Tighten the TP sensor mounting screw to the specified torque.

Tightening torque

TP sensor mounting screw: 3.5 N·m (0.35 kgf·m, 2.5 lb·ft)

- 8) Turn off the engine and install the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".

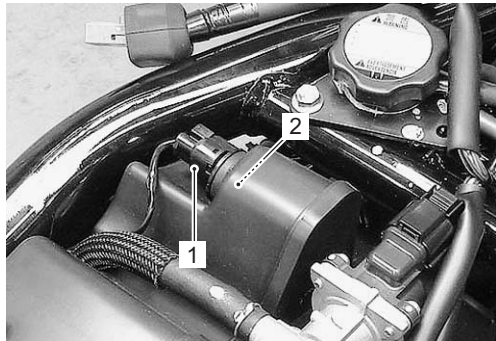
1C-3 Engine Electrical Devices:

IAT Sensor Removal and Installation

B822H11306024

Removal

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Disconnect the IAT sensor coupler (1) and remove the IAT sensor (2).



I822H1130019-01

Installation

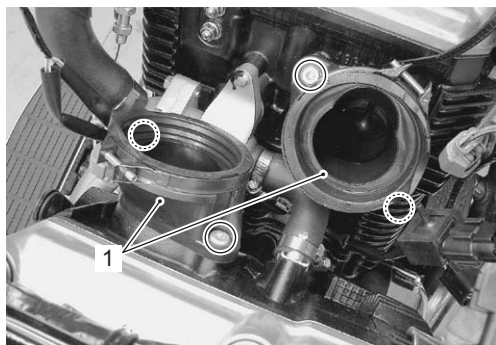
Install the IAT sensor in the reverse order of removal.

ECT Sensor Removal and Installation

B822H11306008

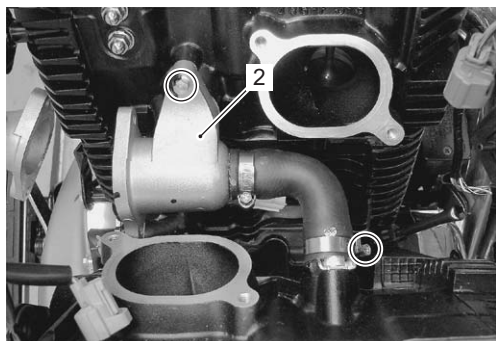
Removal

- 1) Drain engine coolant. Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".
- 2) Remove the throttle body. Refer to "Throttle Body Removal and Installation in Section 1D (Page 1D-10)".
- 3) Remove the intake pipes (1).



I822H1130005-01

- 4) Remove the thermostat case (2) along with the water hose.

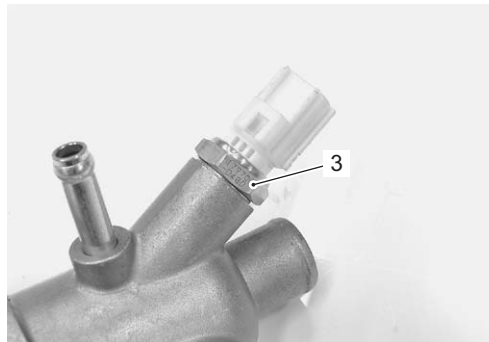


I822H1130006-01

- 5) Remove the ECT sensor (3).

⚠ CAUTION

Take special care when handling the ECT sensor. It may cause damage if it gets an excessive impact.



I822H1130007-01

Installation

Install the ECT sensor in the reverse order of removal. Pay attention to the following points:

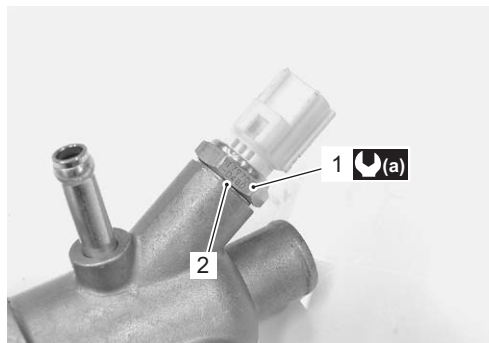
- Tighten the ECT sensor (1) to the specified torque.

⚠ CAUTION

Use the new gasket washer (2) to prevent engine coolant leakage.

Tightening torque

ECT sensor (a): 18 N·m (1.8 kgf-m, 13.0 lb-ft)

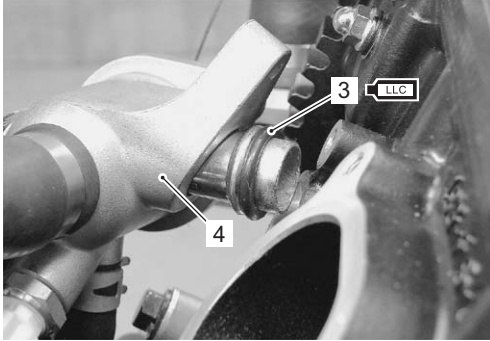


I822H1130008-02

- Apply engine coolant to the O-ring (3) and install the thermostat case (4).

⚠ CAUTION

Use a new O-ring (3) to prevent engine coolant leakage.

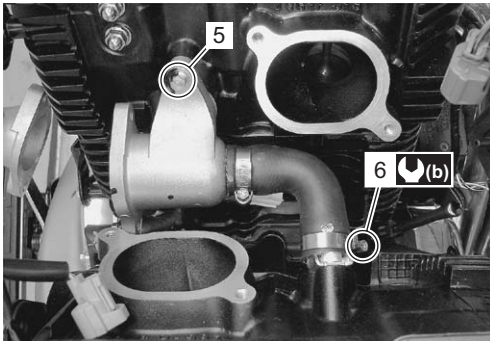


I822H1130009-02

- Tighten the thermostat case mounting bolt (5).
- Tighten the water hose clamp screw (6) to the specified torque.

Tightening torque

Water hose clamp screw (b): 1.5 N·m (0.15 kgf·m, 1.0 lb·ft)



I822H1130010-02

ECT Sensor Inspection

B822H11306009

Refer to “DTC “C15” (P0115-H/L): ECT Sensor Circuit Malfunction in Section 1A (Page 1A-47)”.

Inspect the ECT sensor in the following procedures:

- 1) Remove the ECT sensor. Refer to “ECT Sensor Removal and Installation (Page 1C-3)”.
 - 2) Connect the ECT sensor (1) to a circuit tester and place it in the oil (2) contained in a pan, which is placed on a stove.
 - 3) Heat the oil to raise its temperature slowly and read the column thermometer (3) and the ohmmeter.
- If the ECT sensor ohmic value does not change in the proportion indicated, replace it with a new one.

⚠ CAUTION

- Take special care when handling the ECT sensor. It may cause damage if it gets an excessive sharp impact.
- Do not contact the ECT sensor and the column thermometer with a pan.

Special tool

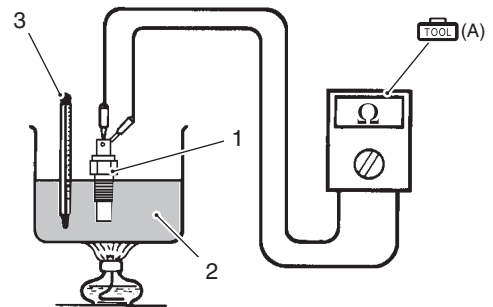
TOOL (A): 09900-25008 (Multi-circuit tester set)

Tester knob indication

Resistance (Ω)

Temperature sensor specification

Temperature	Standard resistance
20 °C (68 °F)	Approx. 2.45 kΩ
50 °C (122 °F)	Approx. 0.811 kΩ
80 °C (176 °F)	Approx. 0.318 kΩ
110 °C (230 °F)	Approx. 0.142 kΩ



I718H1130014-01

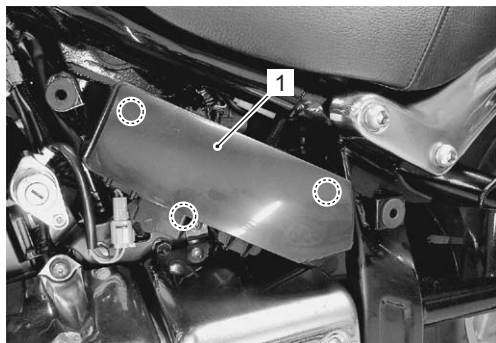
- 4) Install the ECT sensor. Refer to “ECT Sensor Removal and Installation (Page 1C-3)”.

TO Sensor Removal and Installation

B822H11306010

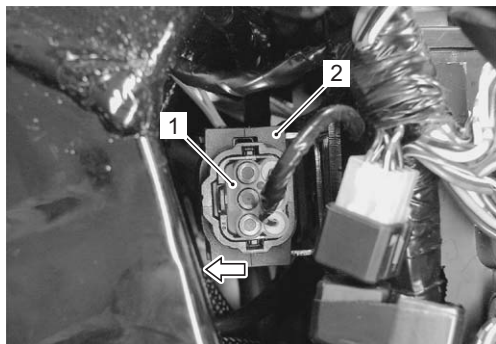
Removal

- 1) Remove the left frame cover and luggage box (1). Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.



I822H1130011-01

- 2) Disconnect the coupler (1) and remove the TO sensor (2).

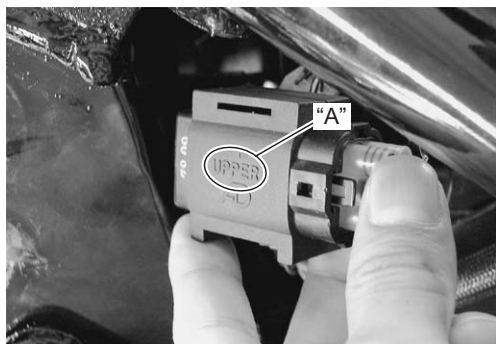


I822H1130012-01

Installation

Install the TO sensor in the reverse order of removal. Pay attention to the following point:

- When installing the TO sensor, bring the “UPPER” letters and arrow mark “A” upward.



I822H1130013-01

TO Sensor Inspection

B822H11306011

Refer to “DTC “C23” (P1651-H/L): TO Sensor Circuit Malfunction in Section 1A (Page 1A-57)”.

STP Sensor Inspection

B822H11306012

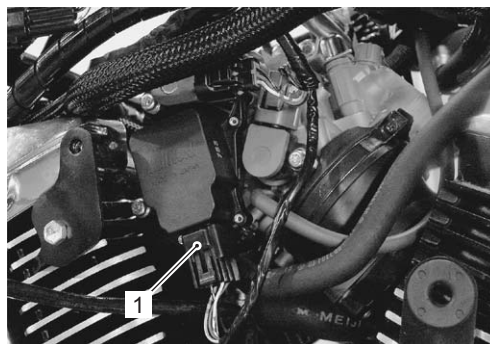
Refer to “DTC “C29” (P1654-H/L): Secondary Throttle Position Sensor (STPS) Circuit Malfunction in Section 1A (Page 1A-68)”.

STP Sensor Adjustment

B822H11306013

Adjust the STP sensor in the following procedures:

- 1) Remove the right air cleaner box and air cleaner chamber. Refer to “Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)”.
- 2) Disconnect the STVA lead wire coupler (1).





I822H1130014-01

- 3) Insert the needle pointed probes to the STP sensor coupler (between Y/W and B/Br wires).
- 4) Turn the ignition switch ON.

- Close the secondary throttle valve by finger and measure the STP sensor output voltage.

Special tool

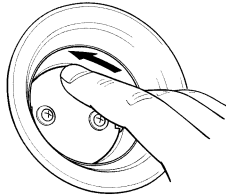
-  (A): 09900-25008 (Multi-circuit tester set)
-  (B): 09900-25009 (Needle pointed probe set)

Tester knob indication

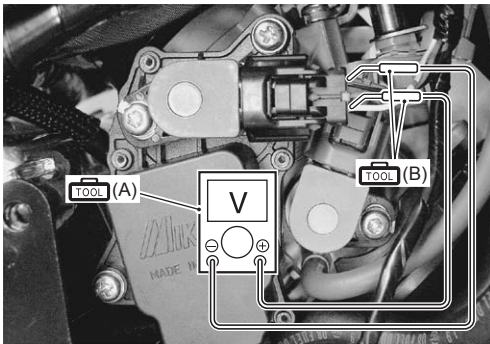
Voltage (---)

STP sensor output voltage

ST valve is fully closed: Approx. 0.6 V ((+): Y/W – (-): B/Br)



I718H1130017-01



I822H1130015-03

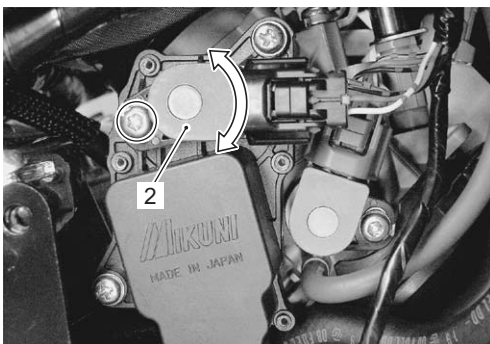
- Loosen the STP sensor mounting screw adjust the STP sensor (2) until the output voltage comes within the specified value and tighten the STP sensor mounting screw.

Special tool

-  : 09930-11950 (Torx wrench)

Tightening torque

STP sensor mounting screw: 3.5 N·m (0.35 kgf·m, 2.5 lb·ft)



I822H1130016-01

- Reinstall the removed parts.

STP Sensor Removal and Installation

B822H11306014

Removal

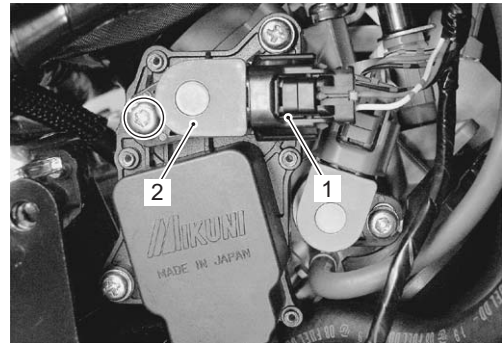
- Turn the ignition switch OFF.
- Disconnect the coupler (1) and remove the STP sensor (2) with the special tool.

NOTE

Prior to disassembly, mark each sensor's original position with a paint or scribe for accurate reinstallation.

Special tool

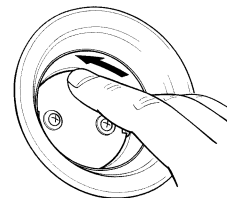
-  : 09930-11950 (Torx wrench)



I822H1130017-01

Installation

- Remove the air cleaner chamber. Refer to "Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)".
- Close the secondary throttle valve by finger.



I718H1130017-01

1C-7 Engine Electrical Devices:

- 3) With the STV fully closed, install the STP sensor (1) and tighten the STP sensor mounting screw to the specified torque.

CAUTION


Replace the O-ring (2) with a new one.

NOTE

- Apply a thin coat of engine oil to the O-ring.
- Align the secondary throttle shaft end "A" with the groove "B" of STP sensor.
- Apply grease to the secondary throttle shaft end "A", if necessary.

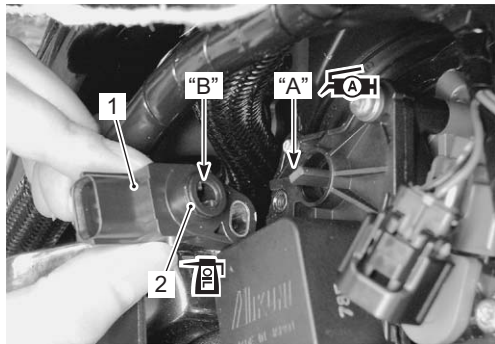
 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**

Special tool

 **09930-11950 (Torx wrench)**

Tightening torque

STP sensor mounting screw: 3.5 N·m (0.35 kgf-m, 2.5 lb-ft)



I822H1130018-01

- 4) Make sure the STP valve open or close smoothly.
- 5) Adjust the position of STP sensor. Refer to "STP Sensor Adjustment (Page 1C-5)".
- 6) Reinstall the removed parts.

STV Actuator Inspection

B822H11306015

Refer to "DTC "C28" (P1655): Secondary Throttle Valve Actuator (STVA) Malfunction in Section 1A (Page 1A-64)".

STV Actuator Removal and Installation

B822H11306016

Refer to "Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)".

CAUTION

- Never remove the STVA from the throttle body.
- The STVA and throttle body are available only as an assembly.

ISC Valve Inspection

B822H11306017

Refer to "DTC "C40" (P0505 / P0506 / P0507): ISC Valve Circuit Malfunction in Section 1A (Page 1A-80)".

ISC Valve Removal and Installation

B822H11306018

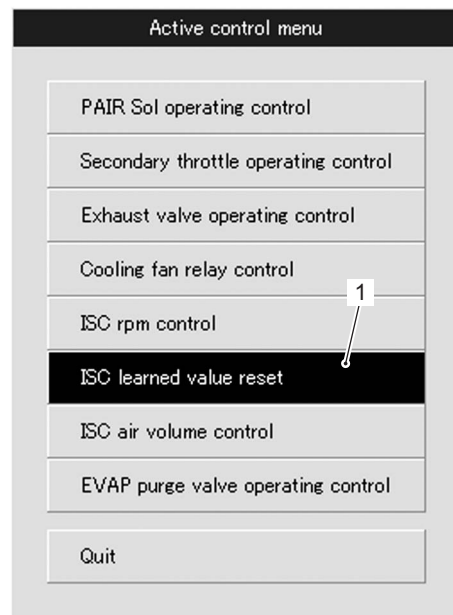
Refer to "ISC Valve Removal and Installation in Section 1D (Page 1D-10)".

ISC Valve Preset and Opening Initialization

B822H11306019

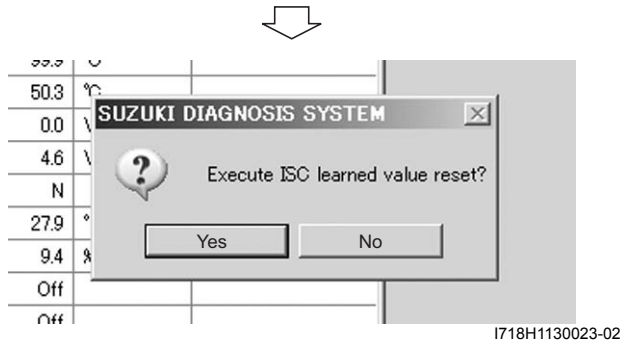
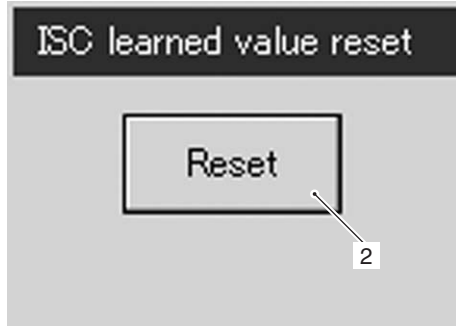
When removing or replacing the ISC valve, set the ISC valve to the following procedures:

- 1) Turn the ignition switch ON.
- 2) Set up the SDS tool. (Refer to the SDS operation manual for further details.)
- 3) Click the "Active control".
- 4) Click the "ISC learned value reset" (1).



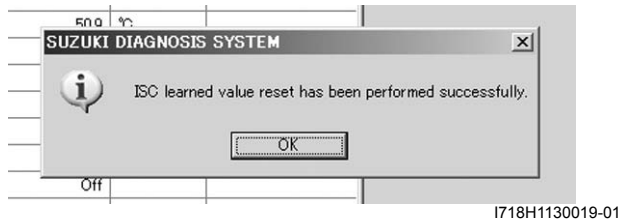
I822H1130020-01

- 5) Click the "Reset" button to clear the ISC leaned valve.



NOTE

The leaned value of the ISC valve is set at Preset position.



- 6) Close the SDS tool and turn the ignition switch OFF.

NOTE

The ISC valve opening initialization is automatically started after the ignition switch is turned OFF position.

O2 Sensor Inspection

B822H11306020

Refer to "DTC "C44" (P0156) or "C64" (P0130): O2 Sensor (O2S) Circuit Malfunction (For E-02, 19, 24, 33) in Section 1A (Page 1A-87)".

O2 Sensor Removal and Installation

B822H11306021

Refer to "Oxygen Sensor (O2S) Removal and Installation in Section 1B (Page 1B-9)".

GP Switch Inspection

B822H11306022

Refer to "Side-stand / Ignition Interlock System Parts Inspection in Section 1I (Page 1I-8)".

GP Switch Removal and Installation

B822H11306023

Refer to "Gear Position (GP) Switch Removal and Installation in Section 5B (Page 5B-12)".

Specifications

Service Data

B822H11307001

FI Sensors

Item	Specification		Note
CKP sensor resistance	190 – 290 Ω		
CKP sensor peak voltage	1.5 V and more		When cranking
IAP sensor input voltage (F & R)	4.5 – 5.5 V		
IAP sensor output voltage (F & R)	Approx. 2.6 V at idle speed		
TP sensor input voltage	4.5 – 5.5 V		
TP sensor resistance	Closed	Approx. 1.1 k Ω	
	Opened	Approx. 4.3 k Ω	
TP sensor output voltage	Closed	Approx. 1.1 V	
	Opened	Approx. 4.3 V	
ECT sensor input voltage	4.5 – 5.5 V		
ECT sensor output voltage	0.15 – 4.85 V		
ECT sensor resistance	Approx. 2.45 k Ω at 20 °C (68 °F)		
IAT sensor input voltage	4.5 – 5.5 V		
IAT sensor output voltage	0.15 – 4.84 V		
IAT sensor resistance	Approx. 2.45 k Ω at 20 °C (68 °F)		
TO sensor resistance	16.5 – 22.3 k Ω		
TO sensor voltage	Normal	0.4 – 1.4 V	
	Leaning	3.7 – 4.4 V	When leaning 65°
GP switch voltage	0.6 V and more		From 1st to Top
Injector voltage	Battery voltage		
Ignition coil primary peak voltage	250 V and more		#2: (+) G, (-) Ground #1: (+) Y, (-) Ground
Ignition coil/Plug cap primary peak voltage	80 V and more		#2: (+) B, (-) Ground #1: (+) W/BI, (-) Ground
STP sensor input voltage	4.5 – 5.5 V		
STP sensor resistance	Closed	Approx. 0.6 k Ω	
	Opened	Approx. 4.2 k Ω	
STP sensor output voltage	Closed	Approx. 0.6 V	
	Opened	Approx. 4.2 V	
STV actuator resistance	Approx. 7 Ω		
EXCVA position sensor input voltage	4.5 – 5.5 V		
EXCVA position sensor resistance	Approx. 3.1 k Ω		At adjustment position
EXCVA position sensor output voltage	Closed	0.5 – 1.5 V	
	Opened	3.5 – 4.5 V	
Oxygen sensor output voltage	0.4 V and less at idle speed		E-02, 19, 24, 33
	0.6 V and more at 3 000 r/min		E-02, 19, 24, 33
PAIR solenoid valve resistance	18 – 22 Ω at 20 – 30 °C (68 – 86 °F)		

Tightening Torque Specifications

B822H11307002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
TP sensor mounting screw	3.5	0.35	2.5	☞ (Page 1C-2)
ECT sensor	18	1.8	13.0	☞ (Page 1C-3)
Water hose clamp screw	1.5	0.15	1.0	☞ (Page 1C-4)
STP sensor mounting screw	3.5	0.35	2.5	☞ (Page 1C-6) / ☞ (Page 1C-7)

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

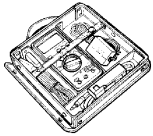
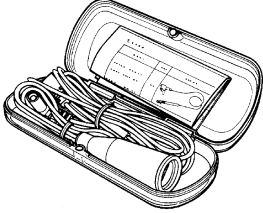
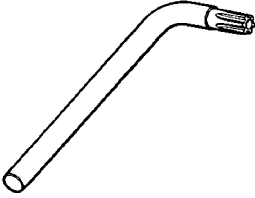

Recommended Service Material

B822H11308001

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 1C-7)

Special Tool

B822H11308002

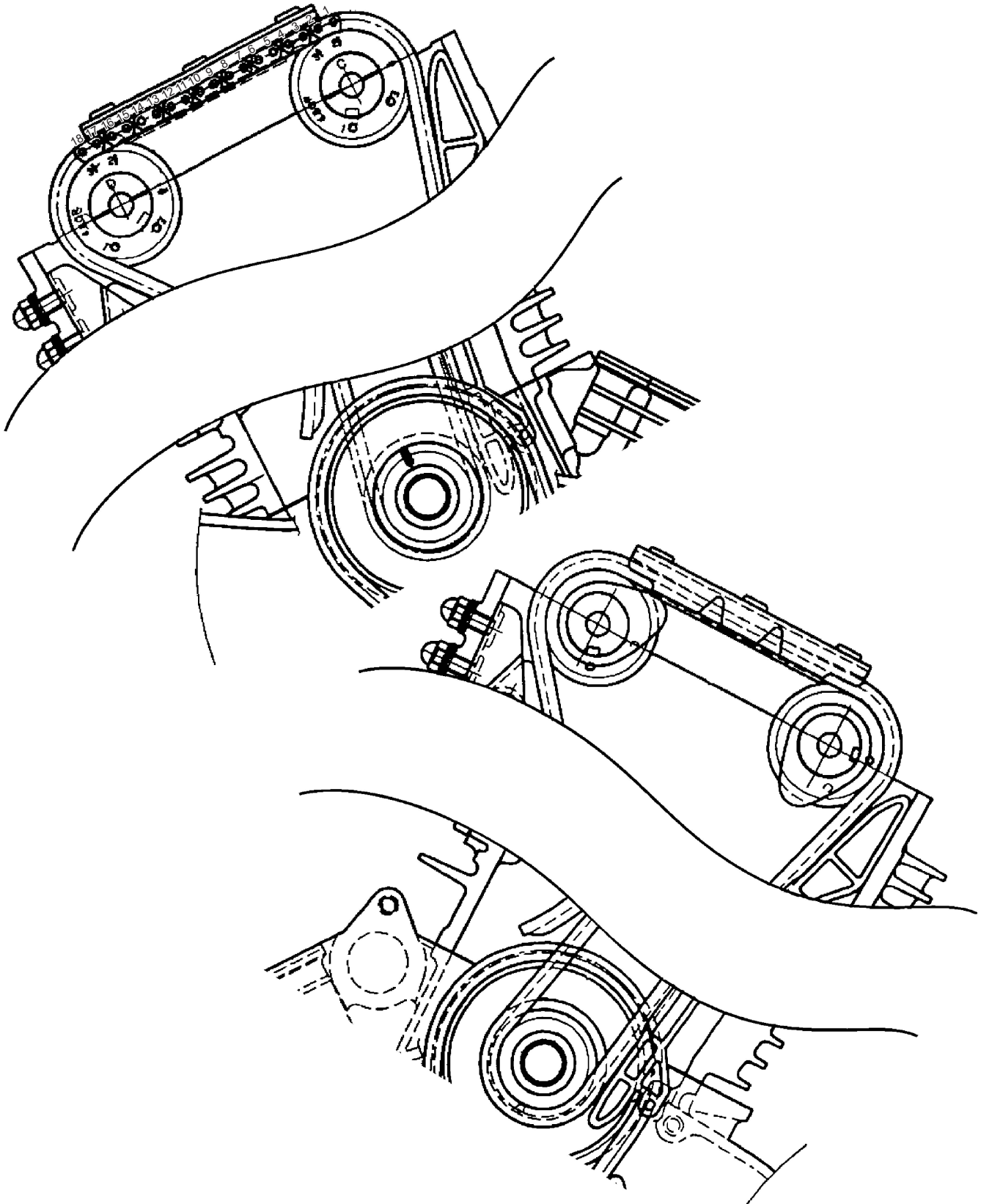
<p>09900-25008 Multi-circuit tester set ☞ (Page 1C-4) / ☞ (Page 1C-6)</p>		<p>09900-25009 Needle pointed probe set ☞ (Page 1C-6)</p>	
<p>09930-11950 Torx wrench ☞ (Page 1C-2) / ☞ (Page 1C-6) / ☞ (Page 1C-6) / ☞ (Page 1C-7)</p>		<p>09930-82720 Mode select switch ☞ (Page 1C-2)</p>	

Engine Mechanical

Schematic and Routing Diagram

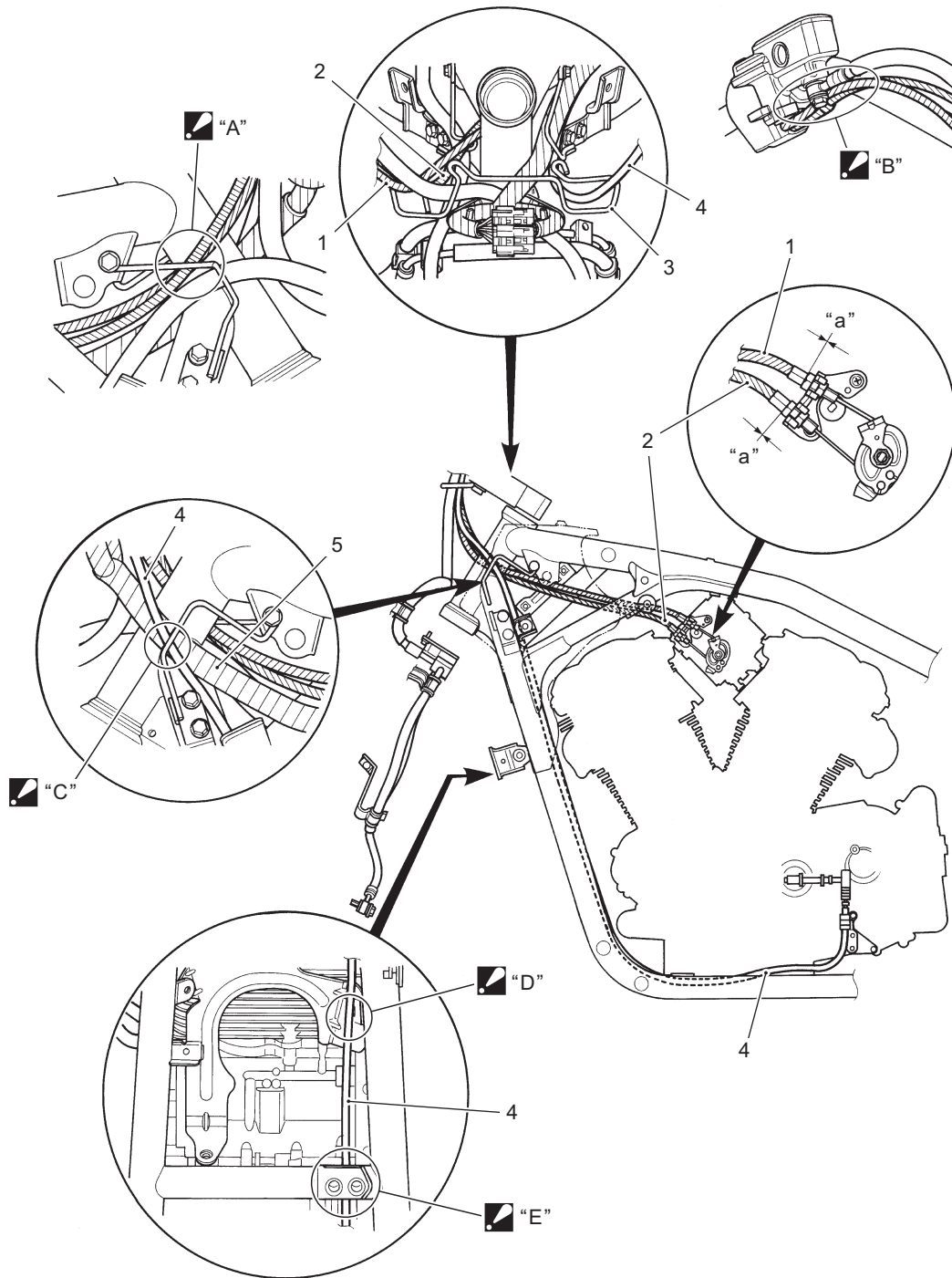
Camshaft and Sprocket Assembly Diagram

B822H11402001



Throttle Cable Routing Diagram

B822H11402002



I822H1140362-02

1. Throttle cable No. 1 (pulling cable)	"A": Pass the throttle cables right side of the frame head pipe and it into the cable guide. Pass the throttle cables over the brake hose.
2. Throttle cable No. 2 (returning cable)	"B": Pass the throttle cables inside the front brake switch, and between the brake hose and handlebars.
3. Cable guide	"C": Pass the clutch cable left side of the frame head pipe and it into the cable guide. Pass the clutch cable outside the wiring harness.
4. Clutch cable	"D": Pass the clutch cable in front of the radiator heat shield.
5. Wiring harness	"E": Pass the clutch cable behind the frame bridge.
"a": 0 mm (0 in)	

Diagnostic Information and Procedures

Engine Mechanical Symptom Diagnosis

B822H11404002

Refer to “Engine Symptom Diagnosis in Section 1A (Page 1A-8)”.

Compression Pressure Check

B822H11404001

The compression pressure reading of a cylinder is a good indicator of its internal condition. The decision to overhaul the cylinder is often based on the results of a compression test. Periodic maintenance records kept at your dealership should include compression readings for each maintenance service.

NOTE

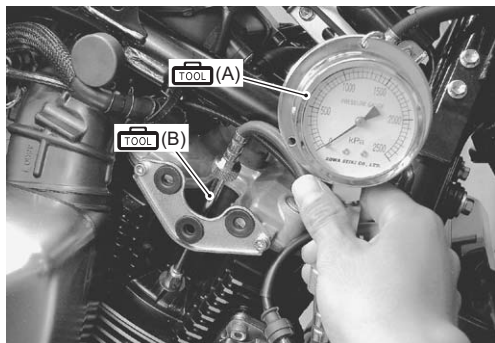
- Before checking the engine for compression pressure, make sure that the cylinder head nuts are tightened to the specified torque values and the valves are properly adjusted.
- Make sure that the battery is in fully-charged condition.

- 1) Warm up the engine.
- 2) Remove the fuel tank. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.
- 3) Remove the frame head covers, left and right. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 4) Remove all the spark plug. Refer to “Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation in Section 1H (Page 1H-4)”.
- 5) Install the compression gauge and adaptor in the spark plug hole. Make sure that the connection is tight.

Special tool

TOOL (A): 09915-64512 (Compression gauge)

TOOL (B): 09913-10750 (Compression gauge adaptor)



I822H1140386-02

- 6) Keep the throttle grip in the fully-opened position.



I822H1140387-01

- 7) Press the starter button and crank the engine for a few seconds. Record the maximum gauge reading as the cylinder compression.
- 8) Repeat this procedure with the other cylinders.

Compression pressure specification

Standard	Limit	Difference
1 300 – 1 800 kPa (13 – 18 kgf/cm ² , 185 – 256 psi)	800 kPa (8 kgf/cm ² , 114 psi)	200 kPa (2 kgf/cm ² , 28 psi)

Low compression pressure can indicate any of the following conditions:

- Excessively worn cylinder walls
- Worn piston or piston rings
- Piston rings stuck in grooves
- Poor valve seating
- Ruptured or otherwise defective cylinder head gasket

Overhaul the engine in the following cases:

- Compression pressure in one of the cylinders is 800 kPa (8 kgf/cm², 114 psi) and less.
 - The difference in compression pressure between any two cylinders is 200 kPa (2 kgf/cm², 28 psi) and more.
 - All compression pressure readings are below 1 300 kPa (13 kgf/cm², 185 psi) even when they measure 800 kPa (8 kgf/cm², 114 psi) and more.
- 9) After checking the compression pressure, reinstall the removed parts.

Repair Instructions

Engine Components Removable with the Engine in Place

B822H11406001

Engine components which can be removed while the engine is installed on the frame are as follows. For the installing and removing procedures, refer to respective paragraphs describing each component.

Center of Engine

Item	Removal	Inspection	Installation
Air cleaner element	Refer to "Air Cleaner Element Removal and Installation (Page 1D-6)".	Refer to "Air Cleaner Element Inspection and Cleaning in Section 0B (Page 0B-3)".	Refer to "Air Cleaner Element Removal and Installation (Page 1D-6)".
Oil filter	Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".	—	Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".
Oil pan/Oil strainer/Oil pressure regulator	Refer to "Oil Pan / Oil Strainer / Oil Pressure Regulator Removal and Installation in Section 1E (Page 1E-3)".	Refer to "Oil Pressure Regulator / Oil Strainer Inspection in Section 1E (Page 1E-5)".	Refer to "Oil Pan / Oil Strainer / Oil Pressure Regulator Removal and Installation in Section 1E (Page 1E-3)".
Throttle body	Refer to "Throttle Body Removal and Installation (Page 1D-10)".	Refer to "Throttle Body Inspection and Cleaning (Page 1D-15)".	Refer to "Throttle Body Removal and Installation (Page 1D-10)".
Cam chain tension adjuster	Refer to "Engine Top Side Disassembly (Page 1D-25)".	Refer to "Cam Chain Tension No. 1 and No. 2 Adjuster Inspection (Page 1D-45)".	Refer to "Engine Top Side Assembly (Page 1D-30)".
Cylinder head cover	Refer to "Engine Top Side Disassembly (Page 1D-25)".	Refer to "Cylinder Head Cover Inspection (Page 1D-43)".	Refer to "Engine Top Side Assembly (Page 1D-30)".
Camshafts	Refer to "Engine Top Side Disassembly (Page 1D-25)".	Refer to "Camshaft Inspection (Page 1D-43)".	Refer to "Engine Top Side Assembly (Page 1D-30)".
Cylinder head	Refer to "Engine Top Side Disassembly (Page 1D-25)".	Refer to "Cylinder Head Related Parts Inspection (Page 1D-51)".	Refer to "Engine Top Side Assembly (Page 1D-30)".
Cylinder	Refer to "Engine Top Side Disassembly (Page 1D-25)".	Refer to "Cylinder Inspection (Page 1D-55)".	Refer to "Engine Top Side Assembly (Page 1D-30)".
Pistons	Refer to "Engine Top Side Disassembly (Page 1D-25)".	Refer to "Piston and Piston Ring Inspection (Page 1D-57)".	Refer to "Engine Top Side Assembly (Page 1D-30)".
Starter motor	Refer to "Starter Motor Removal and Installation in Section 1I (Page 1I-4)".	Refer to "Starter Motor Inspection in Section 1I (Page 1I-6)".	Refer to "Starter Motor Removal and Installation in Section 1I (Page 1I-4)".
PAIR reed valve	Refer to "PAIR Reed Valve Removal and Installation in Section 1B (Page 1B-10)".	Refer to "PAIR System Inspection in Section 1B (Page 1B-11)".	Refer to "PAIR Reed Valve Removal and Installation in Section 1B (Page 1B-10)".
Oil pressure switch	Refer to "Oil Pressure Switch Removal and Installation in Section 1E (Page 1E-7)".	Refer to "Oil Pressure Indicator Inspection in Section 9C (Page 9C-8)".	Refer to "Oil Pressure Switch Removal and Installation in Section 1E (Page 1E-7)".

1D-5 Engine Mechanical:**Engine Right Side**

Item	Removal	Inspection	Installation
Exhaust pipe/Muffler	Refer to "Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)".	Refer to "Exhaust System Inspection in Section 1K (Page 1K-12)".	Refer to "Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)".
Clutch cover	Refer to "Clutch Installation in Section 5C (Page 5C-6)".	—	Refer to "Clutch Installation in Section 5C (Page 5C-6)".
Clutch plates	Refer to "Clutch Removal in Section 5C (Page 5C-4)".	Refer to "Clutch Parts Inspection in Section 5C (Page 5C-10)".	Refer to "Clutch Removal in Section 5C (Page 5C-4)".
Clutch sleeve hub	Refer to "Clutch Removal in Section 5C (Page 5C-4)".	Refer to "Clutch Parts Inspection in Section 5C (Page 5C-10)".	Refer to "Clutch Installation in Section 5C (Page 5C-6)".
Primary driven gear	Refer to "Clutch Removal in Section 5C (Page 5C-4)".	Refer to "Clutch Parts Inspection in Section 5C (Page 5C-10)".	Refer to "Clutch Installation in Section 5C (Page 5C-6)".
Oil pump drive gear	Refer to "Oil Pump Removal and Installation in Section 1E (Page 1E-9)".	—	Refer to "Oil Pump Removal and Installation in Section 1E (Page 1E-9)".
Oil pump	Refer to "Oil Pump Removal and Installation in Section 1E (Page 1E-9)".	Refer to "Oil Pump Inspection in Section 1E (Page 1E-10)".	Refer to "Oil Pump Removal and Installation in Section 1E (Page 1E-9)".
Gear position switch	Refer to "Gear Position (GP) Switch Removal and Installation in Section 5B (Page 5B-12)".	Refer to "Gear Position (GP) Switch Inspection in Section 5B (Page 5B-12)".	Refer to "Gear Position (GP) Switch Removal and Installation in Section 5B (Page 5B-12)".

Engine Left Side

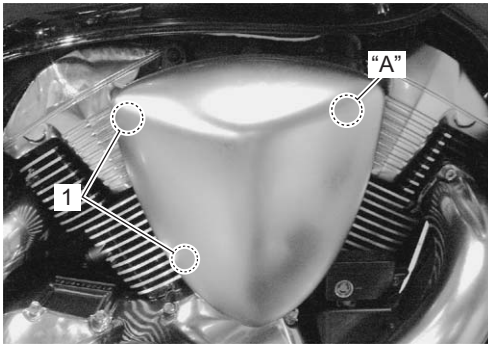
Item	Removal	Inspection	Installation
Generator	Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".	Refer to "Generator Inspection in Section 1J (Page 1J-4)".	Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".
Secondary driven gear	Refer to "Secondary Driven Gear Assembly Removal and Installation in Section 3A (Page 3A-3)".	Refer to "Secondary Driven Gear Related Parts Inspection in Section 3A (Page 3A-9)".	Refer to "Secondary Driven Gear Assembly Removal and Installation in Section 3A (Page 3A-3)".
Starter idle gear	Refer to "Starter Clutch Inspection in Section 1I (Page 1I-13)".	—	Refer to "Starter Clutch Inspection in Section 1I (Page 1I-13)".
Starter clutch	Refer to "Starter Torque Limiter / Starter Clutch Removal and Installation in Section 1I (Page 1I-11)".	Refer to "Starter Clutch Inspection in Section 1I (Page 1I-13)".	Refer to "Starter Torque Limiter / Starter Clutch Removal and Installation in Section 1I (Page 1I-11)".
CKP sensor	Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".	Refer to "CKP Sensor Inspection in Section 1H (Page 1H-9)".	Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".
Water pump	Refer to "Water Pump Removal and Installation in Section 1F (Page 1F-12)".	Refer to "Water Pump Related Parts Inspection in Section 1F (Page 1F-16)".	Refer to "Water Pump Removal and Installation in Section 1F (Page 1F-12)".
Gearshift shaft	Refer to "Gearshift Shaft / Gearshift Cam Plate Removal and Installation in Section 5B (Page 5B-15)".	Refer to "Gearshift Linkage Inspection in Section 5B (Page 5B-18)".	Refer to "Gearshift Shaft / Gearshift Cam Plate Removal and Installation in Section 5B (Page 5B-15)".

Air Cleaner Element Removal and Installation

B822H11406034

Removal

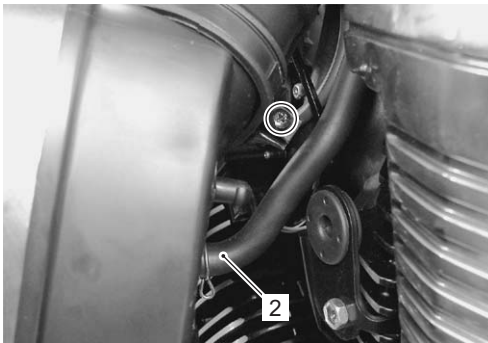
- 1) Remove the air cleaner box mounting screws (1).



I822H1140001-01

"A": Hooked point

- 2) Loosen the air cleaner box clamp screw, and disconnect the drain tube (2).



I822H1140002-02

- 3) Remove the air cleaner case (3).



I822H1140003-01

- 4) Remove the air cleaner element (4).



I822H1140004-02

Installation

Install the air cleaner element in the reverse order of removal. Pay attention following point:

- Align the oval direction of the air cleaner case and joint tube.



I822H1140404-02

Air Cleaner Element Inspection and Cleaning

B822H11406035

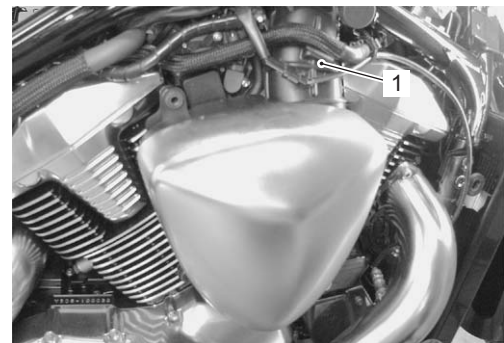
Refer to "Air Cleaner Element Inspection and Cleaning in Section 0B (Page 0B-3)".

Air Cleaner Chamber Removal and Installation

B822H11406036

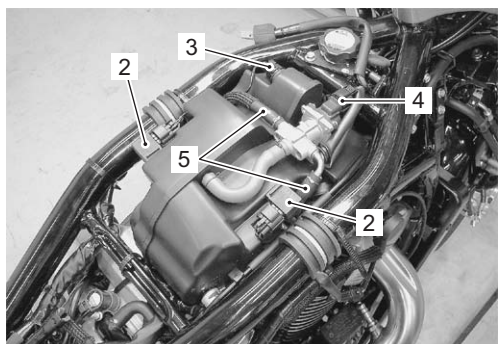
Removal

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Remove the air cleaner box. Refer to "Air Cleaner Element Removal and Installation (Page 1D-6)".
- 3) Disconnect the joint tube (1), left and right.



I822H1140005-01

- 4) Remove the following parts from the air cleaner chamber.
 - a) IAP sensor (2)
 - b) IAT sensor coupler (3)
 - c) ISC valve lead wire coupler (4)
 - d) ISC hose (5)



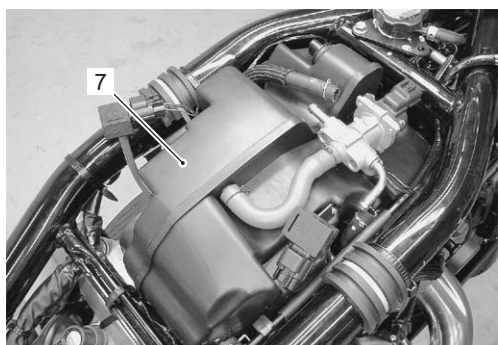
I822H1140006-01

5) Disconnect the PCV hose (6).



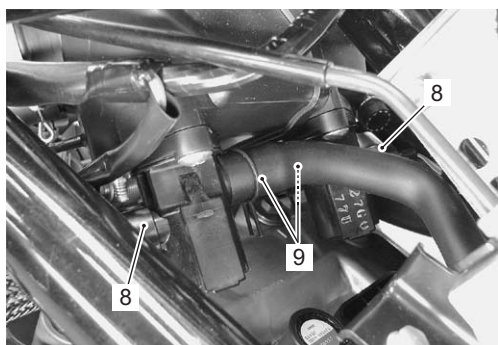
I822H1140007-02

6) Remove the air cleaner chamber (7) from the throttle body.



I822H1140008-01

7) Disconnect the PAIR couplers (8) and hoses (9).
(For E-02, 19, 24, 33)
Disconnect a PAIR coupler and hose (For E-03, 28).
For E-02, 19, 24, 33



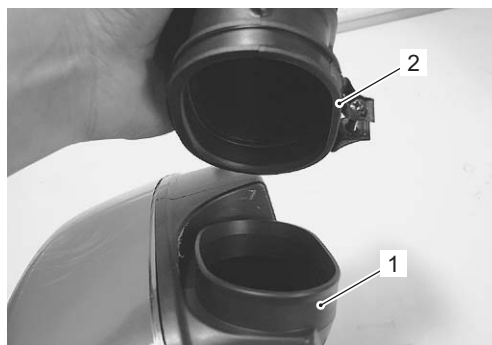
I822H1140009-01

8) Remove the air cleaner chamber.

Installation

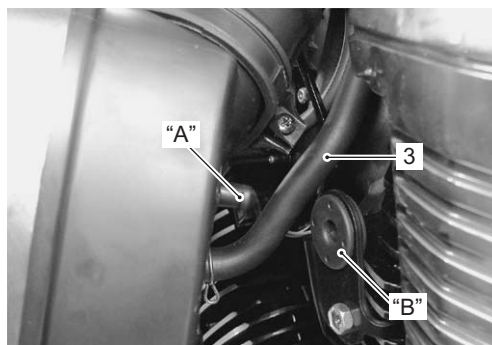
Install the air cleaner chamber in the reverse order of removal. Pay attention to the following points:

- Fit the throttle body clamps properly. Refer to "Throttle Body Construction (Page 1D-9)".
- Route the hoses properly. Refer to "Throttle Body Construction (Page 1D-9)".
- Install the air cleaner box (1) and joint tube (2) as shown in the figure.



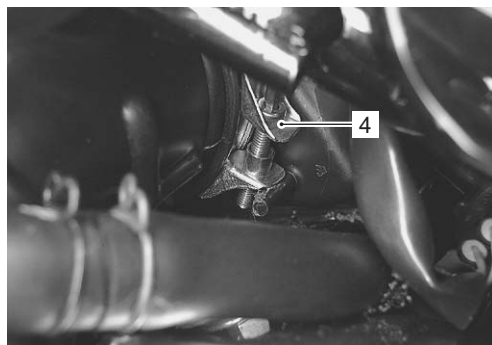
I822H1140405-01

- Install the joint tube to the air cleaner chamber.
- Connect the drain hose (3) and install the hook "A" to the hole "B".



I822H1140406-01

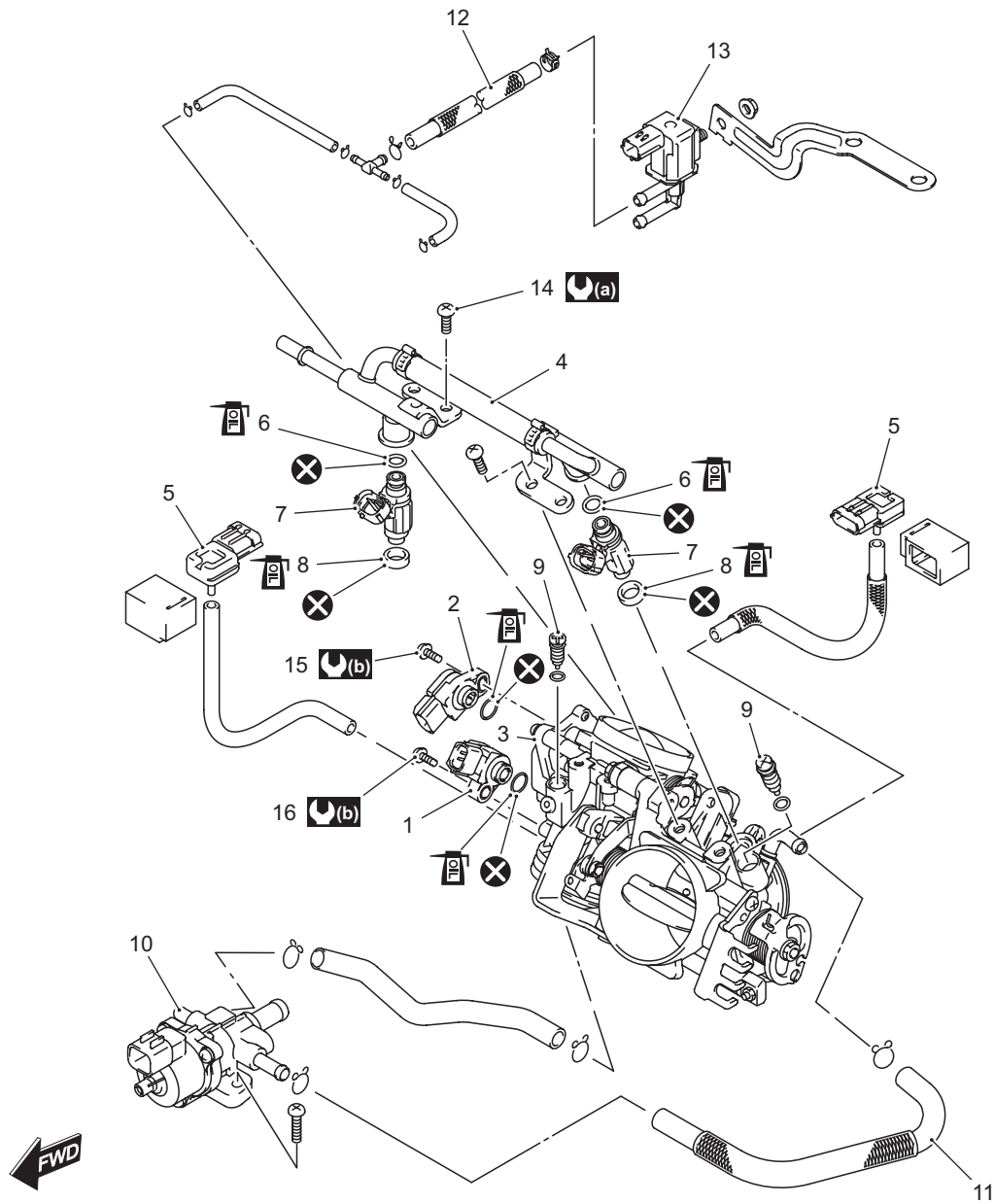
- Tighten the clamp screw (4).



I822H1140407-01

Throttle Body Components

B822H11406040

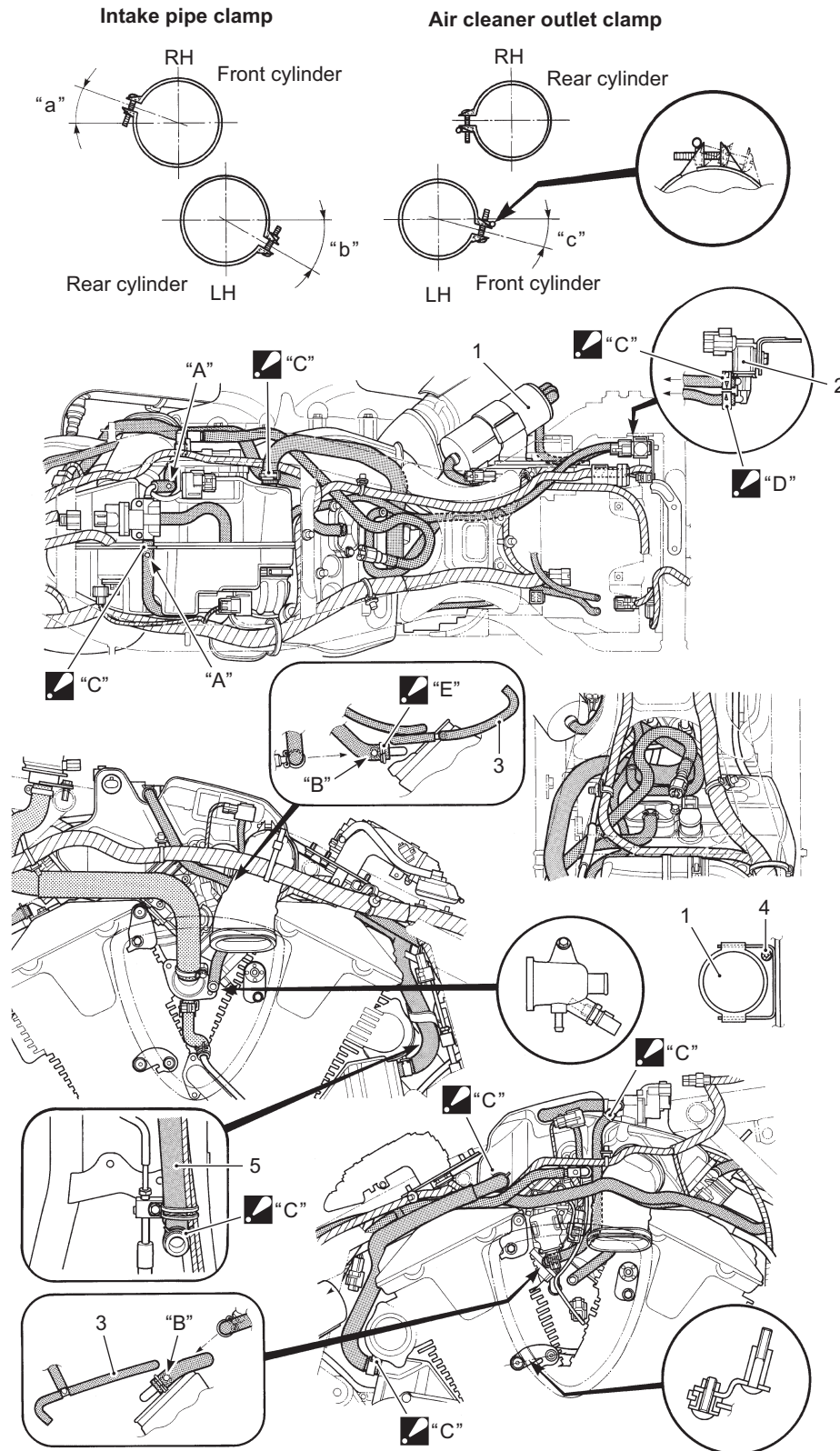


I822H1140403-03

1. TP sensor	6. O-ring	11. Vacuum hose	16. TP sensor mounting screw
2. STP sensor	7. Fuel injector	12. Vacuum hose (E-33 only)	: 5 N-m (0.5 kgf-m, 3.5 lb-ft)
3. STVA	8. Cushion seal	13. EVAP purge control valve (E-33 only)	: 3.5 N-m (0.35 kgf-m, 2.5 lb-ft)
4. Fuel delivery pipe	9. Air screw	14. Fuel delivery pipe mounting screw	: Apply engine oil.
5. IAP sensor	10. ISC valve	15. STP sensor mounting screw	: Do not reuse.

Throttle Body Construction

B822H11406041



I822H1140329-04

1. Canister (E-33 only)	"A": Yellow mark	"a": 15 – 25°
2. Canister purge valve (E-33 only)	"B": White mark	"b": 25 – 35°
3. Purge hose (E-33 only)	☑ "C": Face the tip of the clip to upper.	"c": 15°
4. O2 sensor read wire coupler (E-02, 19, 24, 33)	☑ "D": Face the tip of the clip to lower.	
5. PCV hose	☑ "E": Face the tip of the clip to the throttle valve.	

ISC Valve Removal and Installation

B822H11406060

Removal

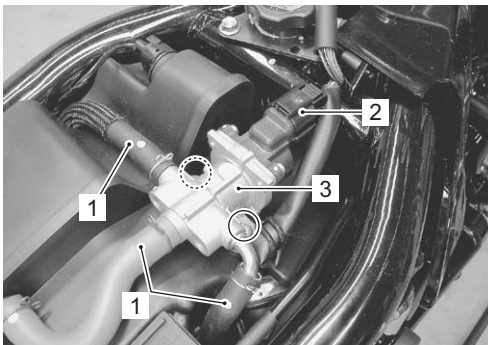
⚠ CAUTION

Be careful not to disconnect the ISC valve coupler at least 5 seconds after ignition switch is turned to OFF. If the ECM coupler or ISC valve coupler is disconnected within 5 seconds after ignition switch is turned to OFF, there is a possibility of an unusual valve position being written in ECM and causing an error of ISC valve operation.

NOTE

When the ISC valve is removed or replaced, the ISC valve or new one should be set to Preset position. Refer to "ISC Valve Preset and Opening Initialization in Section 1C (Page 1C-7)".

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Disconnect the ISC hoses (1) and ISC lead wire coupler (2).
- 3) Remove the ISC valve (3).



I822H1140402-02

Installation

Install the ISC valve in the reverse order of removal.

Throttle Body Removal and Installation

B822H11406042

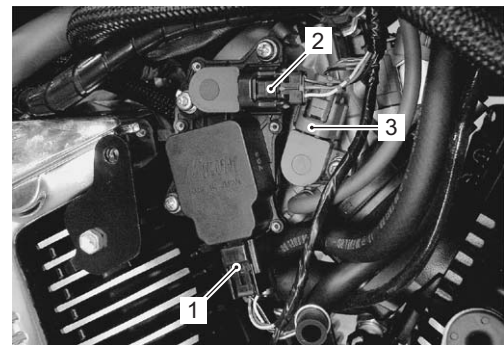
Removal

- 1) Disconnect the battery (-) lead wire. Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)".
- 2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 3) Remove the air cleaner chamber. Refer to "Air Cleaner Chamber Removal and Installation (Page 1D-6)".



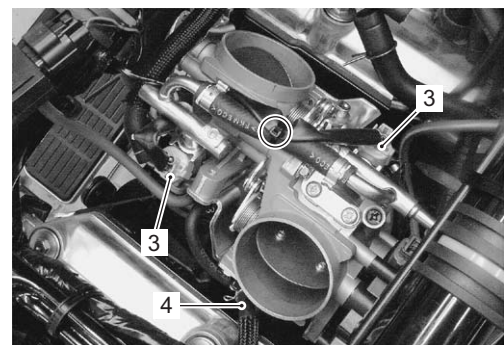
I822H1140010-01

- 4) Disconnect the STVA lead wire coupler (1), STP sensor lead wire coupler (2) and TP sensor lead wire coupler (3).



I822H1140011-01

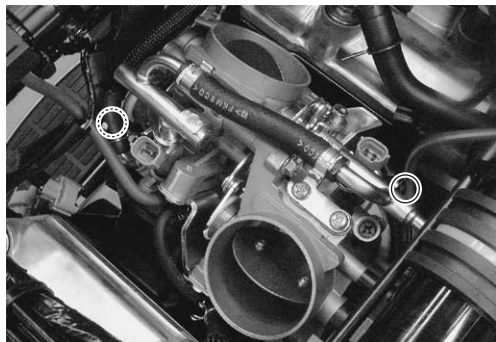
- 5) Remove the clamp and disconnect the fuel injector couplers (3).
- 6) Remove the hose (4). (For E-33)



I822H1140012-01

1D-11 Engine Mechanical:

- 7) Loosen the throttle body clamp screws.



I822H1140013-02

- 8) Disconnect the throttle cables from the throttle body and remove the throttle body assembly.

⚠ CAUTION

After disconnecting the throttle cables, do not snap the throttle valve from the open to full close. It may cause damage to the throttle valve and throttle body.

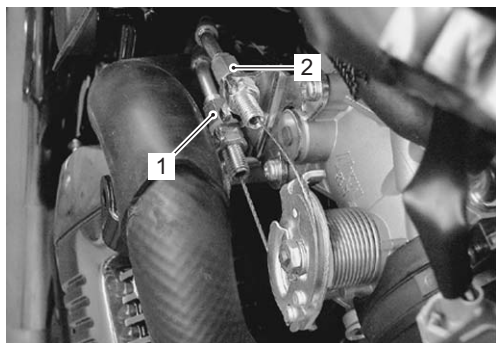


I822H1140014-01

Installation

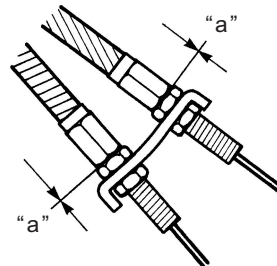
Install the throttle body in the reverse order of removal. Pay attention to the following points:

- Connect the throttle pulling cable (1) and throttle returning cable (2) to the throttle body.



I822H1140015-01

- Tighten the throttle body clamp screws. Refer to "Throttle Body Construction (Page 1D-9)".
- Loosen each throttle cable lock-nut.
- Turn in each throttle cable adjuster fully and locate each outer cable so that the clearance "a" is 0 mm (0 in).



I822H1140016-01

"a": 0 mm (0 in)

- Tighten each lock-nut.
- Adjust the throttle cable play. Refer to "Throttle Cable Play Inspection and Adjustment in Section 0B (Page 0B-14)".
- Connect the fuel injector couplers.

NOTE

Make sure that each coupler is installed in the correct position.

- Connect the clamp.



I822H1140017-01

Coupler	Wire color
Front	Y/R and Gr/B
Rear	Y/R and Gr/W

Throttle Body Disassembly and Assembly

B822H11406043

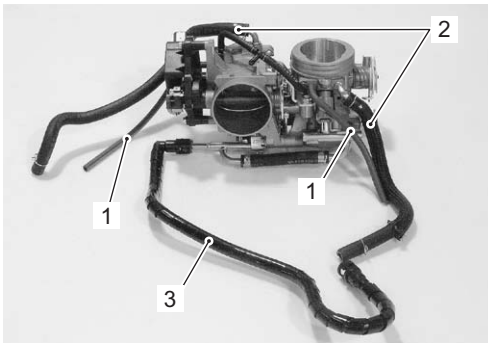
Refer to "Throttle Body Removal and Installation (Page 1D-10)".

Disassembly

⚠ CAUTION

Identify the position of each removed part. Organize the parts in their respective groups so that they can be reinstalled in their original positions.

- 1) Disconnect the IAP sensor vacuum hoses (1), ISC valve hoses (2) and fuel feed hose (3).

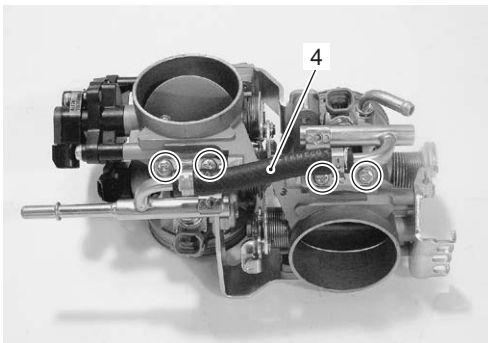


I822H1140018-01

- 2) Remove the fuel delivery pipe assembly (4).

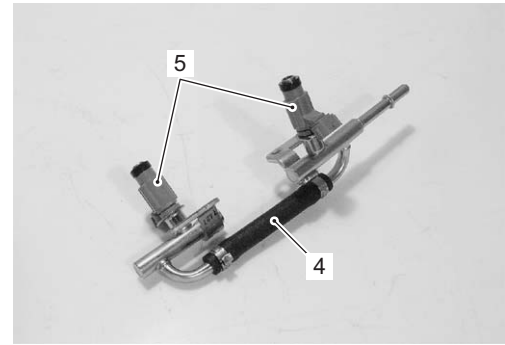
⚠ CAUTION

Be careful not to twist the fuel delivery pipe, when disconnecting the fuel feed hose or removing the fuel delivery pipe.



I822H1140019-01

- 3) Remove the fuel injectors (5) from the fuel delivery pipe (4).



I822H1140020-01

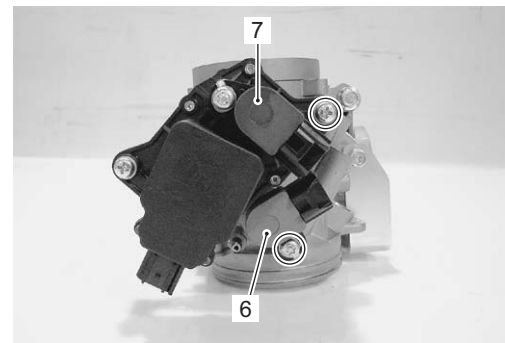
- 4) Remove the TP sensor (6) and STP sensor (7).

NOTE

Prior to disassembly, mark sensor's original position with a paint or scribe for accurate reinstallation.

Special tool

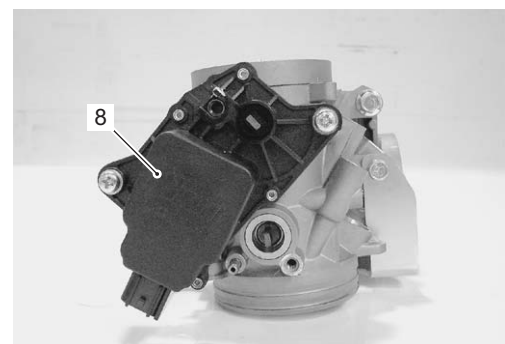
 : 09930-11950 (Torx wrench)



I822H1140021-01

⚠ CAUTION

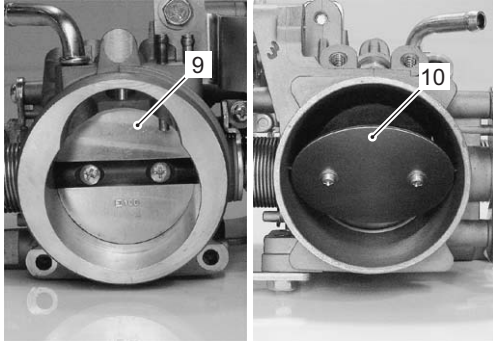
Never remove the STVA (8) from the throttle body.



I822H1140022-01

⚠ CAUTION

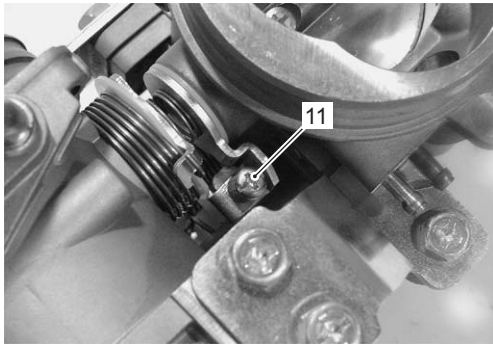
Never remove the throttle valve (9) and secondary throttle valve (10).



I822H1140023-01

⚠ CAUTION

This screw (11) is factory-adjusted at the time of delivery and therefore avoid removing or turning it unless otherwise necessary.



I822H1140024-01

Assembly

Assembly is the throttle body in the reverse order of removal. Pay attention to the following points:

- Apply thin coat of the engine oil to the O-ring.

⚠ CAUTION

Replace the O-ring with a new one.

- With the STV fully closed, install the STP sensor (1) and tighten the STP sensor mounting screw to the specified torque.

NOTE

- Align the secondary throttle shaft end "A" with the groove "B" of the STP sensor.
- Apply grease to the secondary throttle shaft end "A", if necessary.

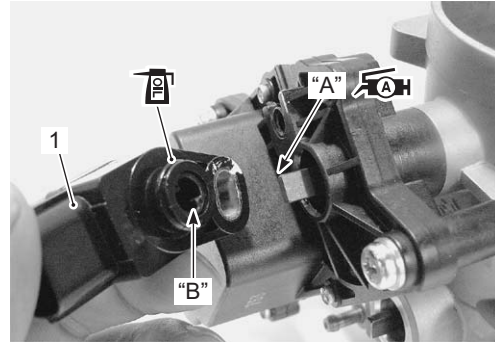
⚠ CAUTION : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

Special tool

TOOL : 09930-11950 (Torx wrench)

Tightening torque

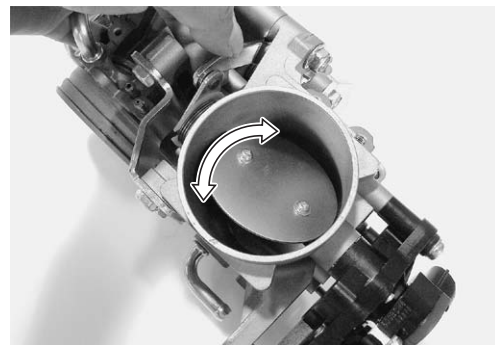
STP sensor mounting screw: 3.5 N·m (0.35 kgf-m, 2.5 lb-ft)



I822H1140025-01

NOTE

Make sure the STP valve open or close smoothly. If the STP sensor adjustment is necessary, refer to "STP Sensor Adjustment in Section 1C (Page 1C-5)".



I822H1140026-01

- Apply thin coat of the engine oil to the O-ring.

⚠ CAUTION

Replace the O-ring with a new one.

- With the throttle valve fully closed, install the TP sensor (2) and tighten the TP sensor mounting screw to the specified torque.

NOTE

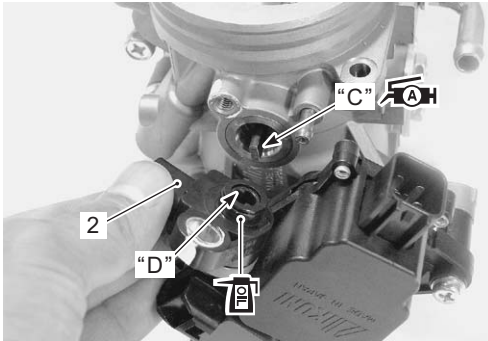
- Align the throttle shaft end "C" with the groove "D" of the TP sensor.
- Apply grease to the throttle shaft end "C", if necessary.

Special tool

 : 09930-11950 (Torx wrench)

Tightening torque

TP sensor mounting screw: 3.5 N·m (0.35 kgf·m, 2.5 lb-ft)



I822H1140027-02

NOTE

Make sure the throttle valve open or close smoothly. If the TP sensor adjustment is necessary, refer to "TP Sensor Adjustment in Section 1C (Page 1C-2)".

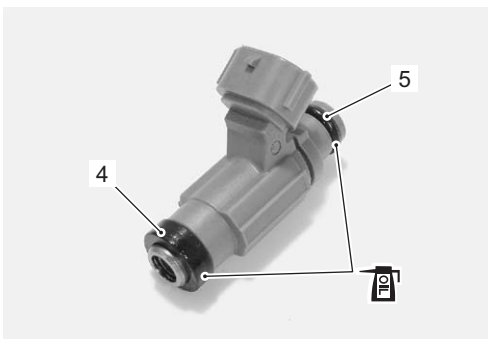


I822H1140028-01

- Apply thin coat of the engine oil to the new cushion seal (4) and O-ring (5).

CAUTION

Replace the cushion seal and O-ring with the new ones.



I822H1140029-02

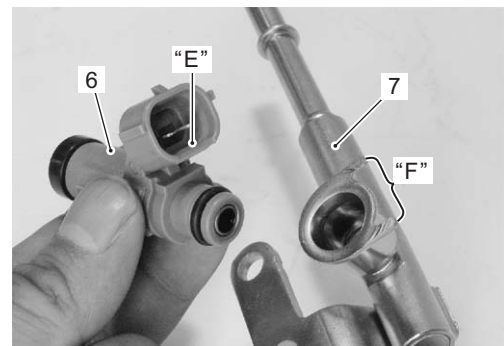
- Install the fuel injector (6) by pushing it straight to the delivery pipe (7).

CAUTION

Never turn the injector while pushing it.

NOTE

Align the coupler "E" of the injector with boss "F" of the delivery pipe.



I822H1140030-02

- Install the fuel delivery pipe assembly (7) to the throttle body assembly.

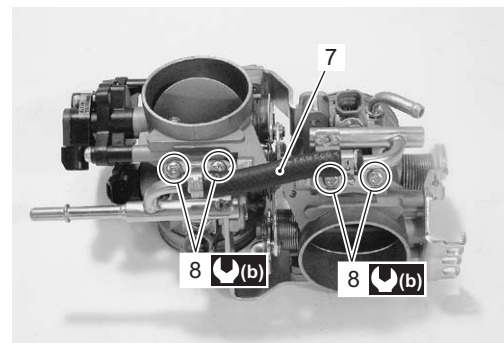
CAUTION

Never turn the fuel injectors while installing them.

- Tighten the fuel delivery pipe mounting screws (8) to the specified torque.

Tightening torque

Fuel delivery pipe mounting screw (b): 5 N·m (0.5 kgf·m, 3.5 lb-ft)



I822H1140031-03

Throttle Body Inspection and Cleaning

B822H11406044

Refer to “Throttle Body Disassembly and Assembly (Page 1D-12)”.

Cleaning

⚠ WARNING

Some carburetor cleaning chemicals, especially dip-type soaking solutions, are very corrosive and must be handled carefully. Always follow the chemical manufacturer’s instructions on proper use, handling and storage.

- Clean passageways with a spray-type carburetor cleaner and blow dry with compressed air.

⚠ CAUTION

- **Never clean the main bore of throttle body to prevent come off molybdenum from the throttle valve.**
- **Do not use wire to clean passageways. Wire can damage passageways. If the components cannot be cleaned with a spray cleaner it may be necessary to use a dip-type cleaning solution and allow them to soak. Always follow the chemical manufacturer’s instructions for proper use and cleaning of the throttle body components. Do not apply carburetor cleaning chemicals to the rubber and plastic materials.**

Inspection

Check following items for any defects or clogging. Replace the throttle body, if necessary.

- O-ring
- Throttle valve
- Secondary throttle valve
- Vacuum hose

ISC Valve Visual Inspection

Visually inspect the ISC valve, if necessary.

- 1) Remove the screws.



I822H1140032-01

- 2) Inspect the ISC valve for any carbon deposition defects. Clean or replace the ISC valve, if necessary.

⚠ CAUTION

Normally, the removed O-ring must be replaced with a new one. However, this O-ring is not available for the spare parts. If it is found to be damaged, replace the ISC valve assembly with a new one.



I822H1140033-02

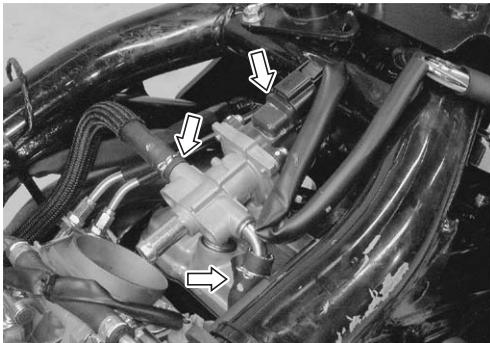
Throttle Valve Synchronization

B822H11406045

Use of SDS Tool

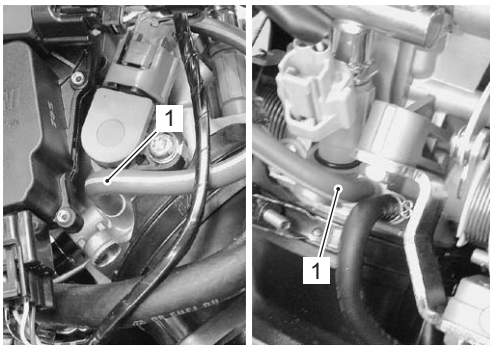
Check and adjust the throttle valve synchronization between two cylinders.

- 1) Remove the fuel tank. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.
- 2) Remove the air cleaner chamber. Refer to “Air Cleaner Chamber Removal and Installation (Page 1D-6)”.
- 3) Remove the ISC valve from the air cleaner chamber. Refer to “ISC Valve Removal and Installation (Page 1D-10)”.
- 4) Connect the lead wire coupler and hoses.



I822H1140034-01


- 5) Disconnect the IAP sensor and vacuum hoses (1) from the throttle body.



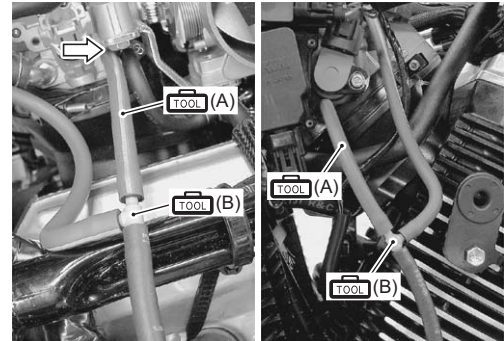
I822H1140035-01

- 6) Connect the respective vacuum hoses and IAP vacuum sensor hoses to each vacuum nipple on the throttle body with the special tools.

Special tool

 (A): 13681-39F00-225 (Hose)

 (B): 13685-02FA0 (Three way joint)



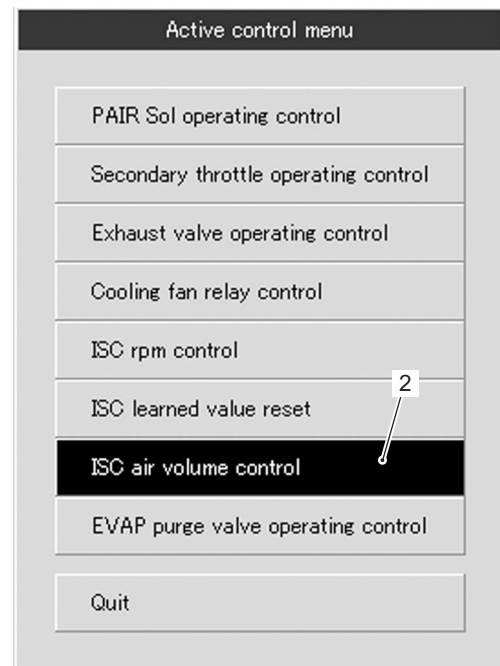
I822H1140036-01

- 7) Set up the SDS tool. (Refer to the SDS operation manual for further details.)
- 8) Start the engine.
- 9) Click “Data monitor”.
- 10) Warm up the engine (Water temp. more than 80 °C (176 °F)).

<input type="checkbox"/> Desired idle speed	904	rpm
<input type="checkbox"/> Throttle position	27.9	°
<input type="checkbox"/> Engine coolant / oil temperature	88.0	°C
<input type="checkbox"/> Manifold absolute pressure 1	77.2	kPa
<input type="checkbox"/> Intake air temperature	38.4	°C

I822H1140330-03

- 11) Click “Active control”.
- 12) Click “ISC air volume control” (2).



I822H1140331-02

1D-17 Engine Mechanical:

13) Click "ON" button (3) to fix the ISC air volume among 2 cylinders.

NOTE

When making this synchronization, be sure that the water temperature is within 80 – 105 °C (176 – 221 °F).

Item	Value	Unit	
<input type="checkbox"/> Engine speed	"A" → 918	rpm	
<input type="checkbox"/> ISC valve position	"B" → 30	step	
<input type="checkbox"/> Engine coolant / oil temperature	100.5	°C ←	
<input type="checkbox"/> Desired idle speed	904	rpm	
<input type="checkbox"/> Throttle position	27.9	°	

ISC air volume control

Spec

Off

On 3

I822H1140332-02

"A": Engine speed: Approx. 900 rpm

"B": ISC valve position: Approx. 30 steps

14) Check for the synchronization of vacuum from #1 and #2 cylinders.

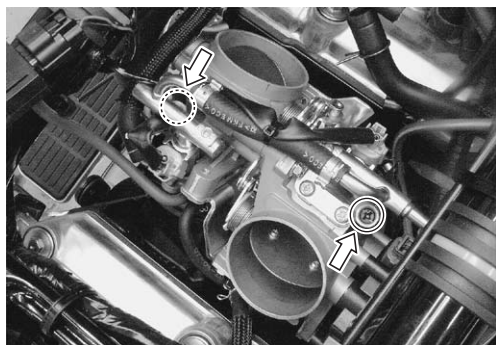


I822H1140037-01

15) Equalize the vacuum of the cylinders by turning each airscrew and keep it turning at idling speed.

NOTE

Always set the engine rpm at idle rpm.



I822H1140038-01

16) If the adjustment is not yet correct, remove each air screw and clean them with a spray-type carburetor cleaner and blow dry with a compressed air. Also, clean the air screw passageways.

NOTE

- Slowly turn the air screw in clockwise and count the number of turns until the screw is lightly seated.
- Make a note of how many turns were made so the screw can be reset correctly after cleaning.

17) Repeat the procedures of 7) to 15).

18) Close the SDS tool and turn the ignition switch to OFF position.

19) Disconnect the vacuum tester and reinstall the removed parts.

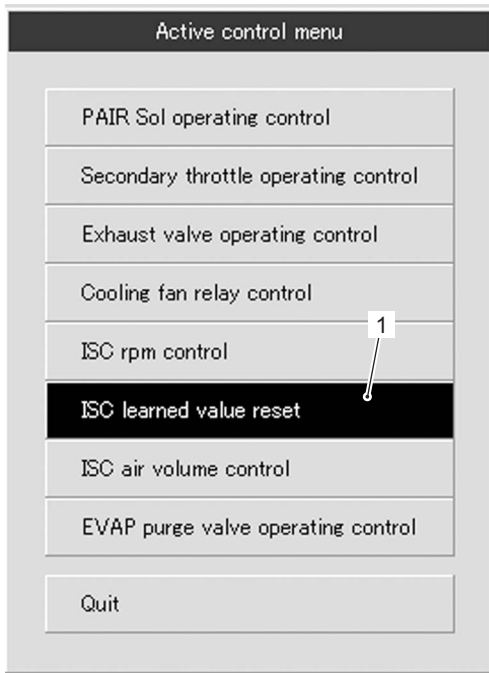
20) After completing the throttle valve synchronization, clear the DTC and reset the ISC learned valve using SDS tool. Refer to "ISC Valve Preset and Opening Initialization in Section 1C (Page 1C-7)".

ISC Valve Reset

B822H11406047

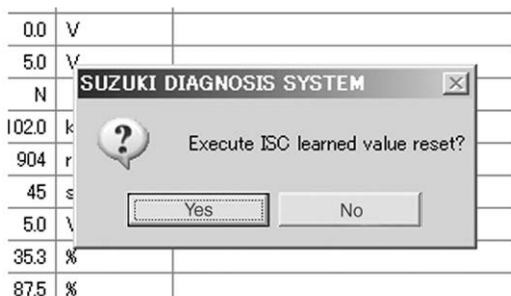
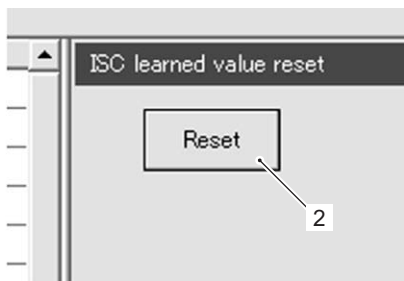
When removing or replacing the throttle body assembly, reset the ISC valve learned value in the following procedures:

- 1) Turn the ignition switch ON position.
- 2) Set up the SDS tools. (Refer to the SDS operation manual for further details.)
- 3) Click "Active control".
- 4) Click "ISC learned value reset" (1).



I822H1140333-02

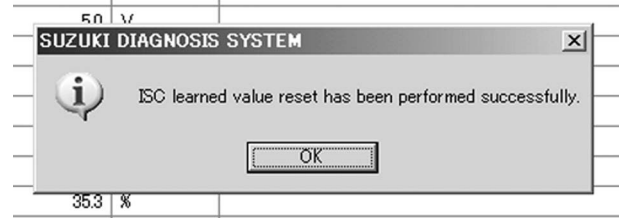
- 5) Click "Reset" button (2) to clear the ISC learned value.



I822H1140334-01

NOTE

The learned value of the ISC valve is set at RESET position.



I822H1140335-02

- 6) Close the SDS tool.
- 7) Turn the ignition switch OFF position.

NOTE

The ISC valve opening initialization is automatically started after the ignition switch is turned OFF.

Engine Assembly Removal

B822H11406059

Before taking the engine out of the frame, wash the engine using a stream cleaner. Engine removal is sequentially explained in the following steps:

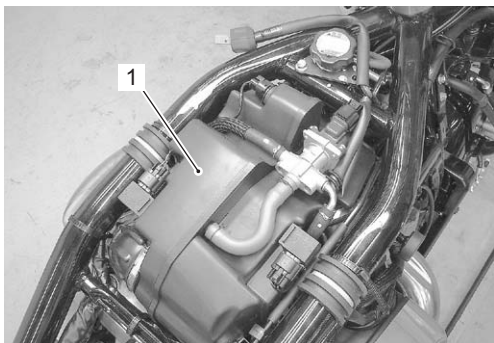
- 1) Drain engine oil. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".
- 2) Remove the seat and frame side covers. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 4) Remove the frame head covers. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 5) Drain engine coolant. Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".
- 6) Disconnect the battery (-) lead wire.



I822H1140364-01

1D-19 Engine Mechanical:

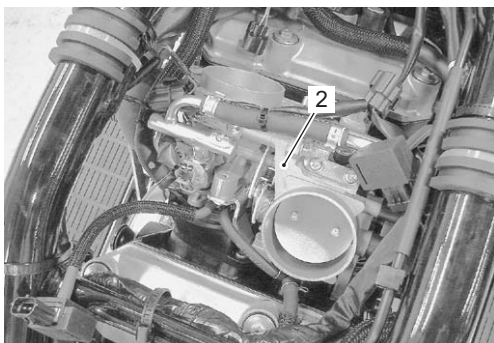
- 7) Remove the air cleaner chamber (1). Refer to “Air Cleaner Chamber Removal and Installation (Page 1D-6)”.



I822H1140365-01

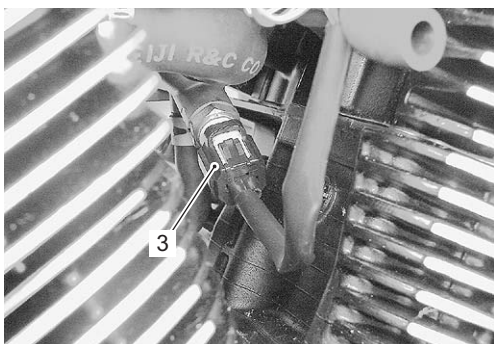
- 8) Remove the exhaust pipes and mufflers. Refer to “Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)”.

- 9) Remove the throttle body (2). Refer to “Throttle Body Removal and Installation (Page 1D-10)”.



I822H1140366-01

- 10) Disconnect the ECT sensor coupler (3).



I822H1140367-01

- 11) Disconnect the ignition coil/plug cap lead wire couplers and remove the ignition coils/plug caps. Refer to “Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation in Section 1H (Page 1H-4)”.

⚠ CAUTION

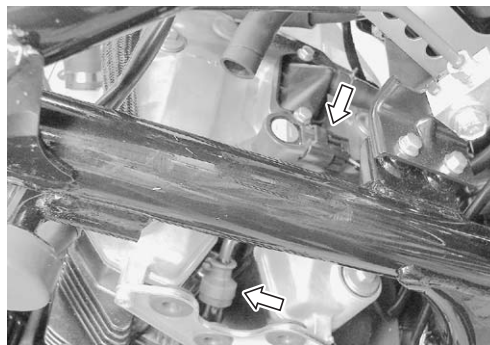
- Do not remove the ignition coil/plug cap before disconnecting its coupler.
- Do not pry up the ignition coil/plug cap with a screw driver or a bar to avoid its damage.
- Be careful not to drop the ignition coil/plug cap to prevent its short or open circuit.

#1 Cylinder



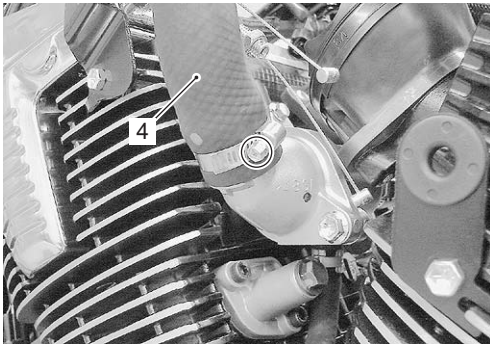
I822H1140368-01

#2 Cylinder



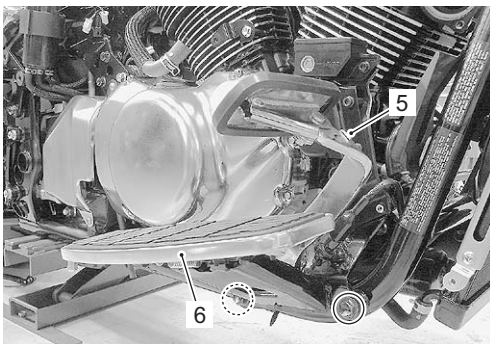
I822H1140369-01

12) Disconnect the radiator inlet hose (4).



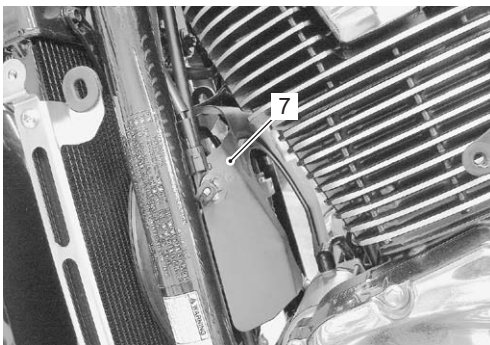
I822H1140370-01

13) Remove the rear brake master cylinder assembly (5) and right foot pedal (6). Refer to "Rear Brake Master Cylinder Removal and Installation in Section 4A (Page 4A-14)".



I822H1140371-01

14) Remove the heat shield (7).



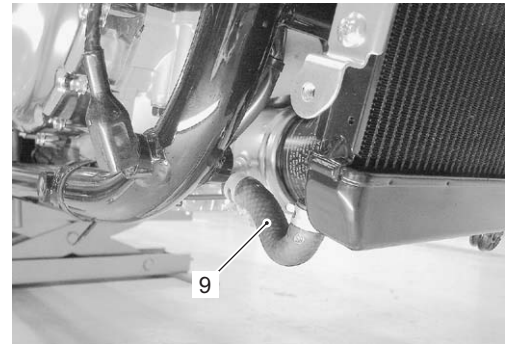
I822H1140372-01

15) Disconnect the starter motor lead wire (8).



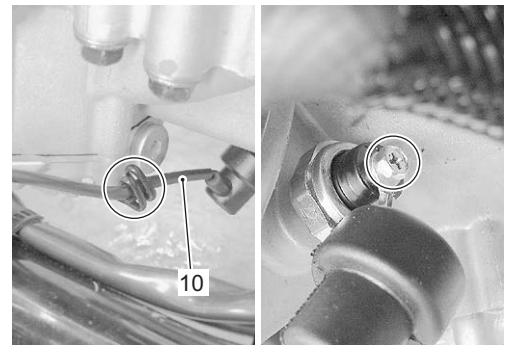
I822H1140373-01

16) Disconnect the oil cooler hose (9).



I822H1140374-01

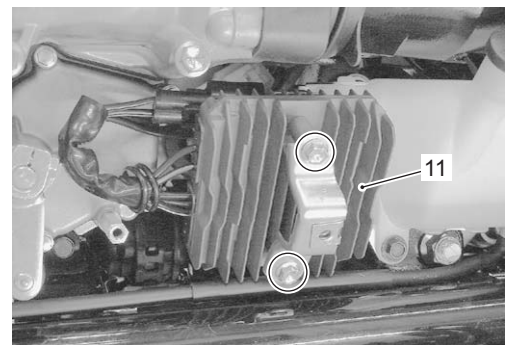
17) Remove the oil pressure switch lead wire (10).



I822H1140375-01

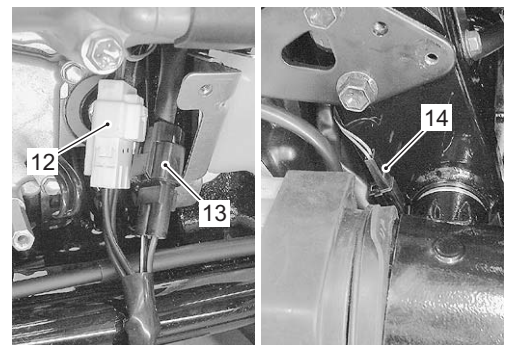
18) Remove the secondary gear case cover and left frame lower cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".

19) Remove the regulator/rectifier (11).



I822H1140376-01

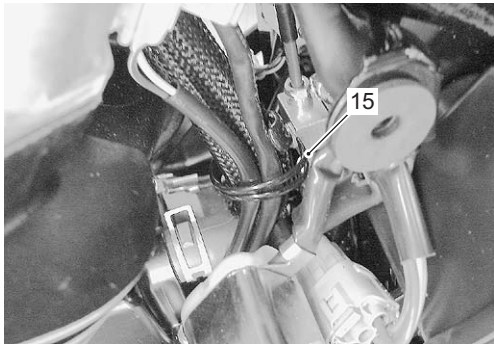
20) Disconnect the generator lead wire coupler (12), regulator/rectifier lead wire coupler (13) and CKP sensor lead wire coupler (14).



I822H1140377-01

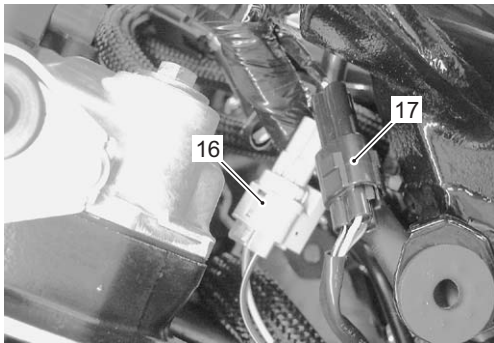
1D-21 Engine Mechanical:

21) Release the lead wires from the clamp (15).



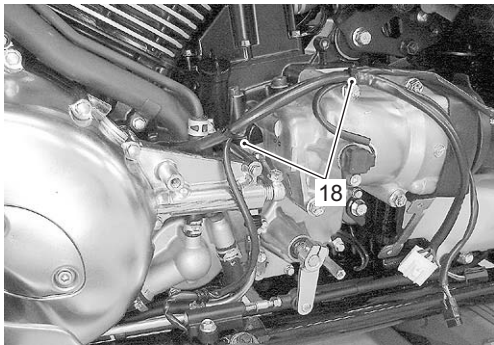
I822H1140378-01

22) Disconnect the side-stand switch lead wire coupler (16) and speedometer sensor lead wire coupler (17).



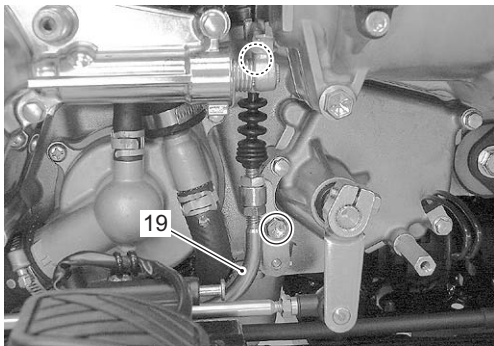
I822H1140379-01

23) Remove the clamps (18).



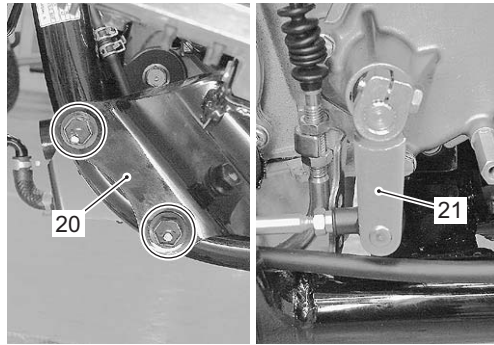
I822H1140380-01

24) Disconnect the clutch cable (19).



I822H1140381-01

25) Remove the left footrest (20) along with gear shift link arm (21).



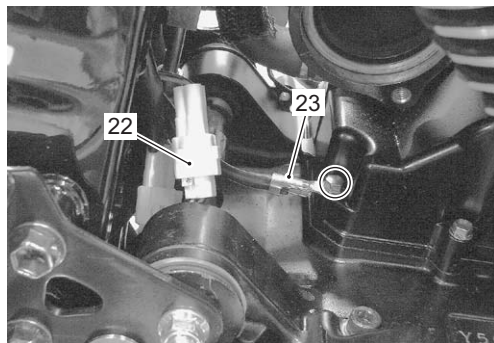
I822H1140382-01

26) Support the engine with a proper jack.



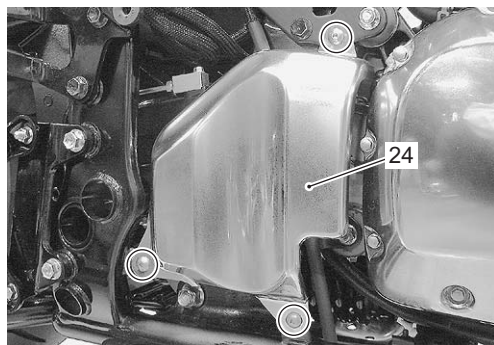
I822H1140383-03

27) Disconnect the GP switch lead wire coupler (22) and battery (-) lead wire (23).



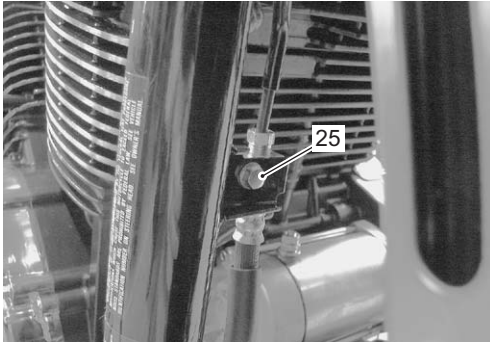
I822H1140384-01

28) Remove the right frame lower cover (24).



I822H1140385-01

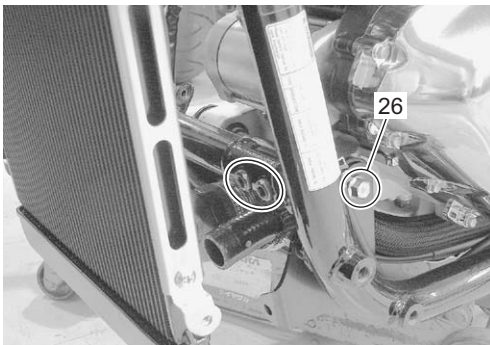
29) Remove the rear brake hose clamp bolt (25).



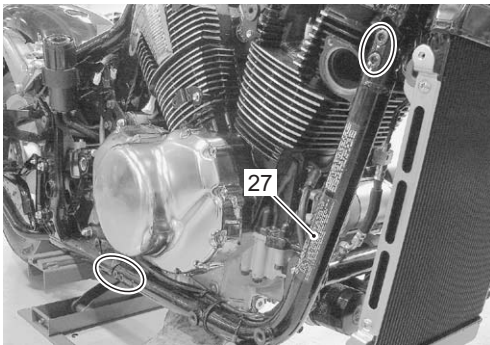
I822H1140388-01

30) Remove the engine mounting bolt and nut (26).

31) Remove the frame down tube (27) by removing their bolts and nuts.

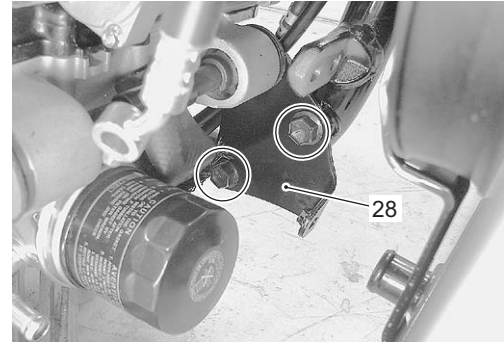


I822H1140389-01



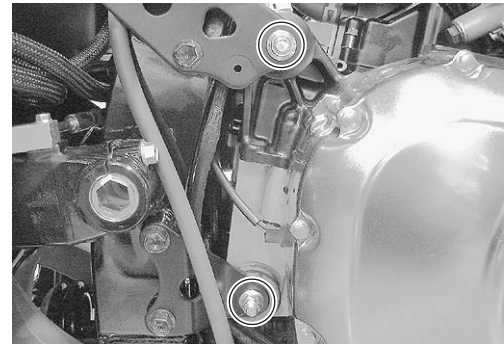
I822H1140390-01

32) Remove the engine bracket (28).



I822H1140391-01

33) Remove the engine mounting bolts and nuts.



I822H1140392-01

34) Remove the engine assembly.

NOTE

Care should be taken not to drop the engine accidentally when the engine mounting bolts and nuts are removed.



I822H1140393-01

Engine Assembly Installation

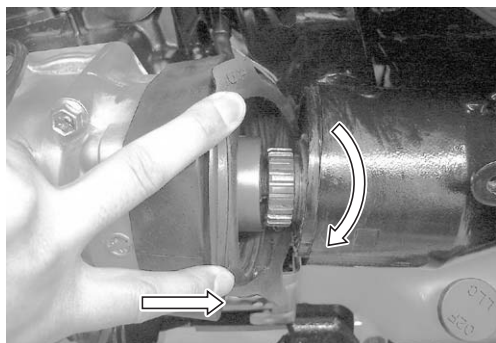
B822H11406061

Reinstall the engine in the reverse order of engine removal. Pay attention to the following points:

- Install the driven bevel gear coupling to the universal joint.

NOTE

When installing the driven bevel gear coupling, align the splines by turning the rear wheel slowly by hand.

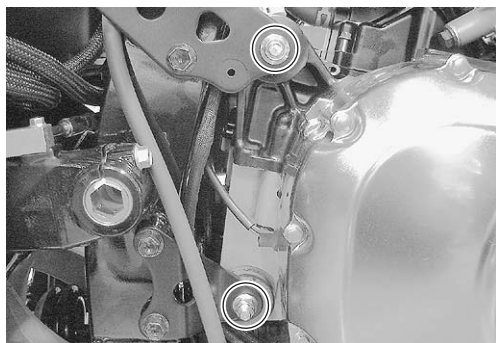


I822H1140394-01

- Insert the two mounting bolts from left side, and tighten their nuts.

NOTE

The engine mounting nuts are self-locking. Once the nuts have been removed, they are no longer of any use.



I822H1140392-01

- Tighten the engine mounting bracket bolts.



I822H1140395-02

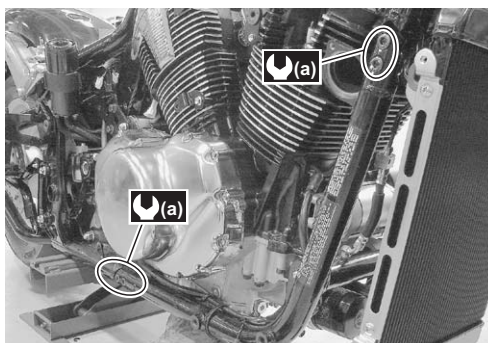
- Install the frame down tube (1).
- Tighten the bolts and nuts to the specified torque.

NOTE

The frame down tube nuts are self-locking. Once the nuts have been removed, they are no longer of any use.

Tightening torque

Frame down tube bolt (a): 50 N·m (5.0 kgf-m, 36.0 lb-ft)

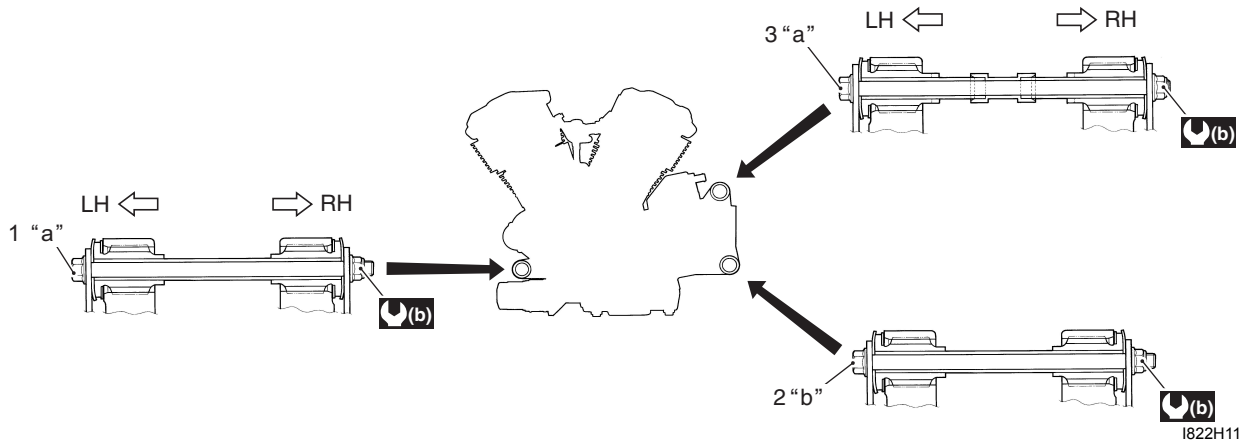


I822H1140396-02



I822H1140397-02

- Tighten all engine mounting bolts and nuts to the specified torque, as shown in the following illustration.



I822H1140398-02

1. Engine mounting bolt (Front)	"a": 215 mm (8.5 in)
2. Engine mounting bolt (Rear lower)	"b": 195 mm (7.7 in)
3. Engine mounting bolt (Rear upper)	: 55 N·m (5.5 kgf-m, 40.0 lb-ft)

- After remounting the engine, route the wiring harness properly. Refer to "Wiring Harness Routing Diagram in Section 9A (Page 9A-7)".
- Connect the clutch cable. Refer to "Clutch Cable Removal and Installation in Section 5C (Page 5C-2)".
- Install the left footrest and tighten the mounting bolts to the specified torque.

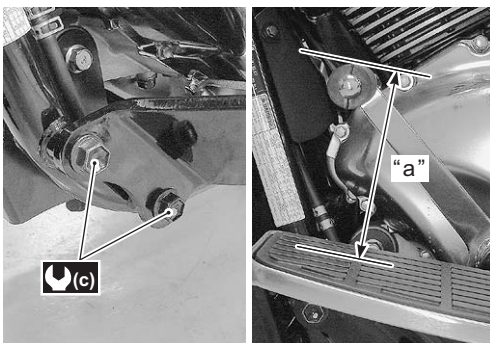
Tightening torque

Front footrest bracket bolt (c): 85 N·m (8.5 kgf-m, 61.5 lb-ft)

- Install the gearshift link arm to the gearshift shaft in the correct position. Refer to "Gearshift Lever Height Inspection and Adjustment in Section 5B (Page 5B-14)".

Gearshift lever height "a"

Standard: 115 – 125 mm (4.5 – 4.9 in)

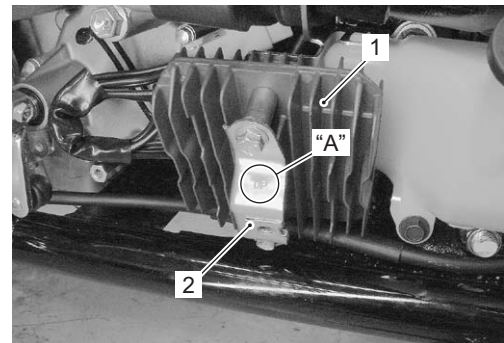


I822H1140399-02

- Install the regulator/rectifier (1).

NOTE

When installing the frame lower cover bracket (2), bring the "UP" mark "A" upward.



I822H1140400-02

- Install the right footrest and rear brake master cylinder assembly. Refer to "Rear Brake Master Cylinder Removal and Installation in Section 4A (Page 4A-14)".
- Connect the water hoses. Refer to "Water Hose Routing Diagram in Section 1F (Page 1F-3)".
- Install the throttle body. Refer to "Throttle Body Removal and Installation (Page 1D-10)".
- Install the exhaust pipes and mufflers. Refer to "Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)".

1D-25 Engine Mechanical:

- Install the air cleaner chamber. Refer to “Air Cleaner Chamber Removal and Installation (Page 1D-6)”.
- Pour engine coolant and engine oil. Refer to “Cooling System Inspection in Section 0B (Page 0B-15)” and “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.
- After finishing the engine installation, check the following items.
 - Throttle cable play
Refer to “Throttle Cable Play Inspection and Adjustment in Section 0B (Page 0B-14)”.
 - Throttle valve synchronization
Refer to “Throttle Valve Synchronization in Section 0B (Page 0B-15)”.
 - Engine oil and coolant leakage
Refer to “Cooling Circuit Inspection in Section 1F (Page 1F-4)”.
 - Clutch cable play
Refer to “Clutch Cable Play Inspection and Adjustment in Section 0B (Page 0B-17)”.

Engine Top Side Disassembly

B822H11406006

It is unnecessary to remove the engine assembly from the frame when servicing the cylinder head cover and camshafts.

NOTE

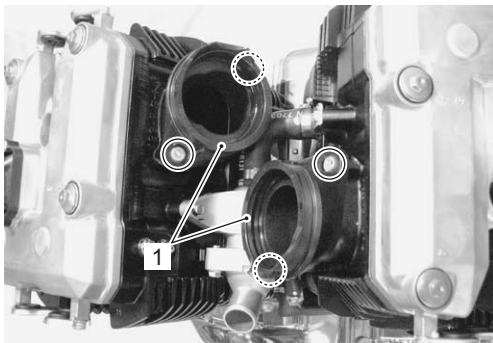
“Engine top side components” can not be serviced with the engine installed in the frame.

CAUTION

Identify the position of each removed part. Organize the parts in their respective groups (e.g., intake, exhaust) so that they can be reinstalled in their original positions.

Intake Pipe

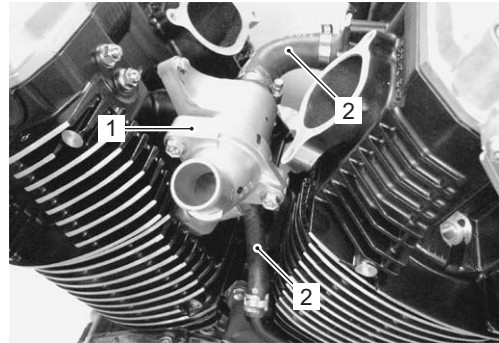
Remove the front and rear intake pipes (1).



I822H1140039-01

Thermostat

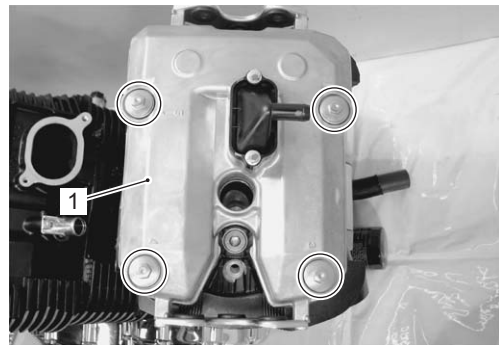
Remove the thermostat assembly (1) and disconnect the water hoses (2).



I822H1140040-01

Front Cylinder Head Cover

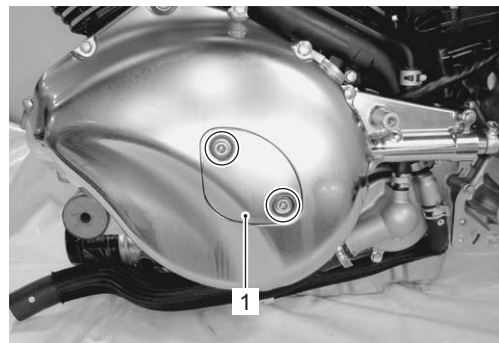
- 1) Remove the front cylinder spark plugs. Refer to “Spark Plug Removal and Installation in Section 1H (Page 1H-6)”.
- 2) Remove the front cylinder head cover (1) and its gasket.



I822H1140041-01

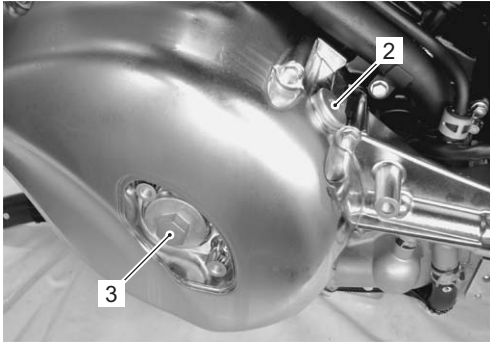
Front Camshaft

- 1) Remove the generator cover cap (1).



I822H1140042-01

- Remove the valve timing inspection plug (2) and generator cover plug (3).

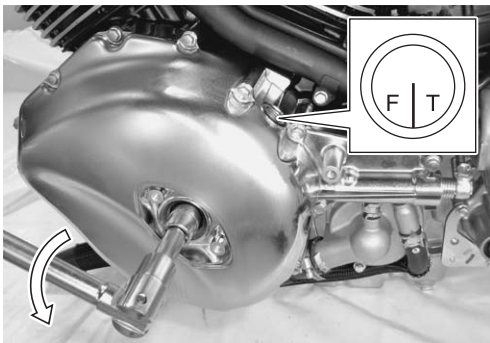


I822H1140043-01

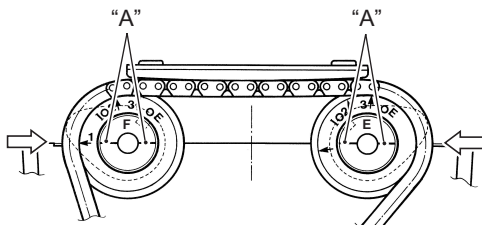
- Turn the crankshaft to bring the "F I T" line mark on generator rotor to the index mark of the valve inspection hole and also to bring the cams to the position as shown in the figure.

NOTE

At the above condition, the front cylinder is at TDC on compression stroke and also the engraved lines "A" on the camshafts are parallel with the mating surface of the cylinder head.

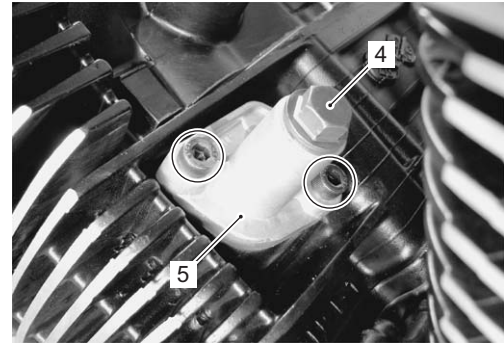


I822H1140044-01



I822H1140045-01

- Remove the cam chain tension adjuster cap bolt (4), washer and spring.
- Remove the front cam chain tension No. 2 adjuster (5) and gasket.

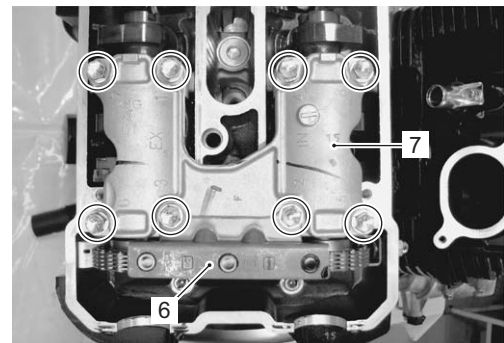


I822H1140046-01

- Remove the cam chain guide No. 3 (6).
- Remove the camshaft journal holder (7).
- Remove the dowel pins.

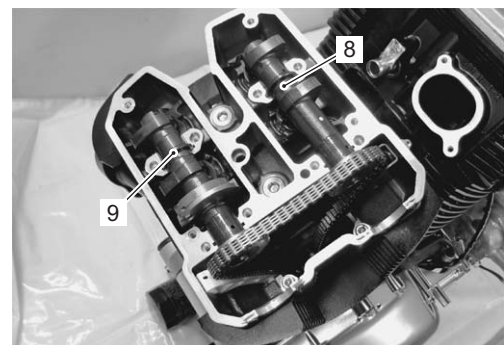
⚠ CAUTION

Be sure to loosen the camshaft journal holder bolts evenly by shifting the wrench in the descending order of numbers.



I822H1140047-01

- Remove the intake camshaft (8) and exhaust camshaft (9).



I822H1140048-01

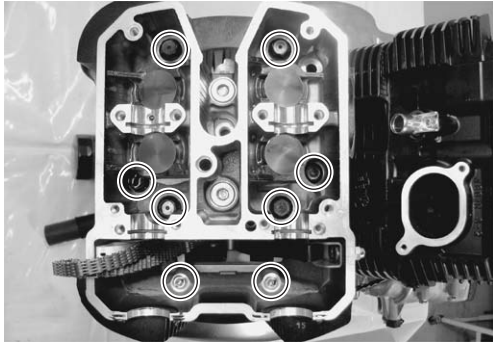
1D-27 Engine Mechanical:

Front Cylinder Head

- 1) Remove the front cylinder head.

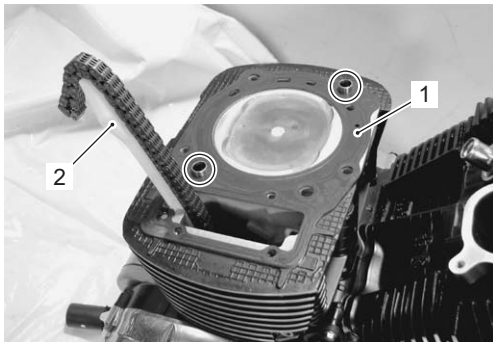
NOTE

Loosen the cylinder head bolts little by little diagonally with the smaller sizes first.



I822H1140049-01

- 2) Remove the front cylinder head gasket (1) and dowel pins.
- 3) Remove the front cam chain guide No. 2 (2).



I822H1140050-01

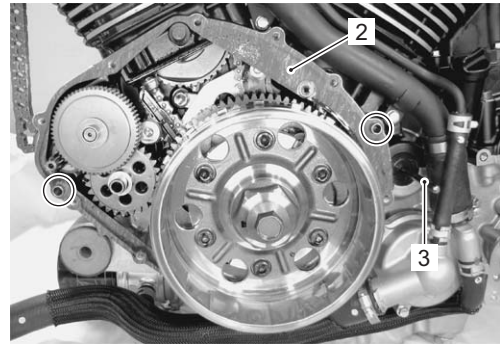
Generator Cover

- 1) Remove the generator cover (1).



I822H1140051-01

- 2) Remove the dowel pins and gasket (2).
- 3) Remove the clutch push rod (3).



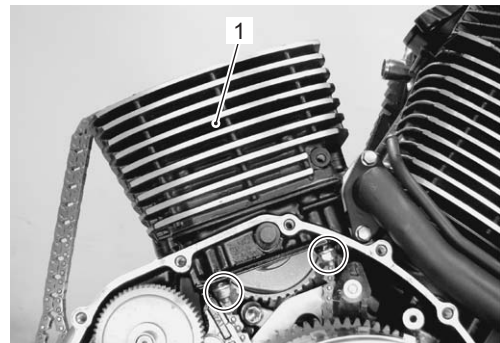
I822H1140052-01

Front Cylinder

- 1) Remove the front cylinder (1).

NOTE

Firmly grip the cylinder at both ends, and lift it straight up. If the cylinder does not come off, lightly tap on the finless portions of the cylinder with a plastic hammer.



I822H1140053-01

- 2) Remove the front cylinder gasket (2) and dowel pins.



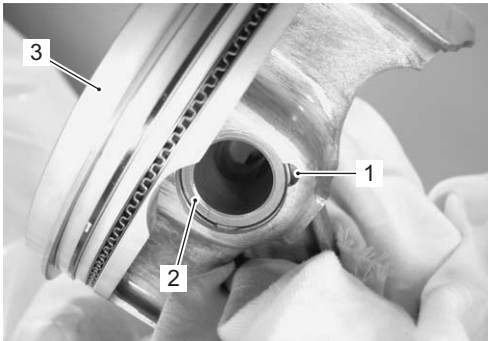
I822H1140054-01

Front Piston

- 1) Place a clean rag over the cylinder base so as not to drop the piston pin circlips into the crankcase.
- 2) Remove the piston pin circlip (1).
- 3) Draw out the piston pin (2) and remove the piston (3).

NOTE

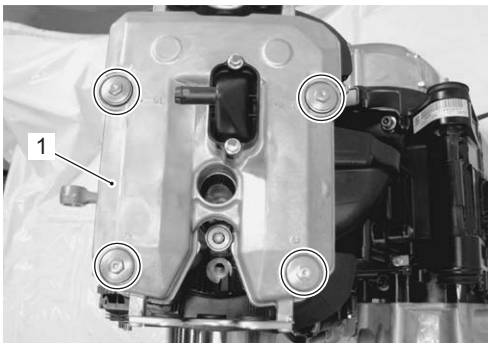
Scribe the cylinder number on the piston head.



I822H1140055-01

Rear Cylinder Head Cover

- 1) Remove the rear cylinder spark plugs. Refer to "Spark Plug Removal and Installation in Section 1H (Page 1H-6)".
- 2) Remove the rear cylinder head cover (1) and its gasket.



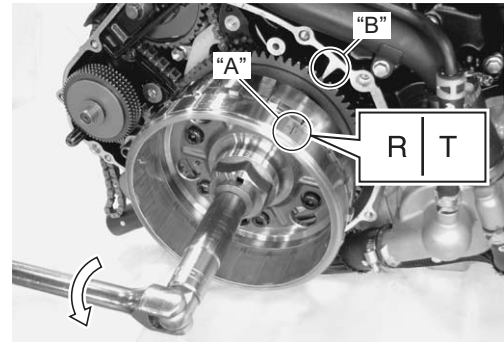
I822H1140056-01

Rear Camshaft

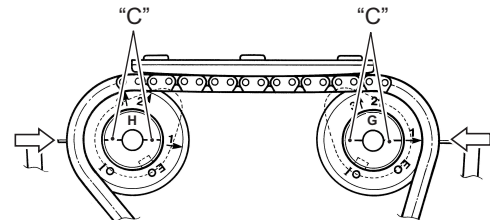
- 1) Turn the crankshaft 2/3 (234°) and align the "R I T" line mark "A" on the generator rotor with the mating surfaces "B" of the upper crankcase. Also, to align the camshafts to the position as shown in the figure.

NOTE

At the above condition, the rear cylinder is at TDC of compression stroke and also the engraved lines "C" on the camshafts are parallel with the mating surface of the cylinder head.

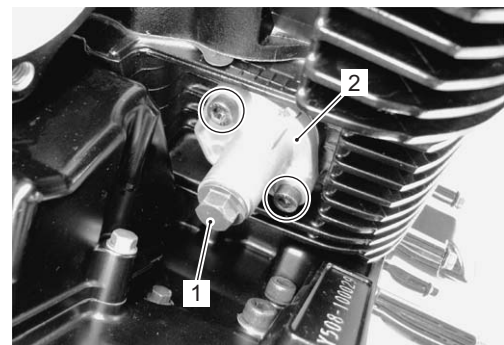


I822H1140057-01



I822H1140059-02

- 2) Remove the cam chain tension adjuster cap bolt (1) and spring.
- 3) Remove the rear cam chain tension No. 2 adjuster (2) and gasket.



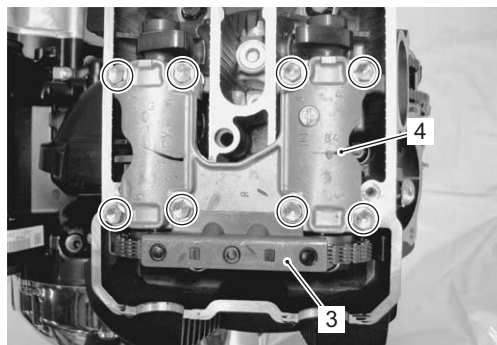
I822H1140058-01

1D-29 Engine Mechanical:

- 4) Remove the cam chain guide No. 3 (3).
- 5) Remove the camshaft journal holder (4).
- 6) Remove the dowel pins.

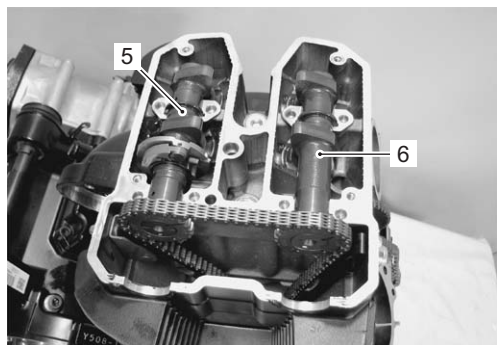
⚠ CAUTION

Be sure to loosen the camshaft journal holder bolts evenly by shifting the wrench in the descending order of numbers.



I822H1140060-01

- 7) Remove the intake camshaft (5) and exhaust camshaft (6).



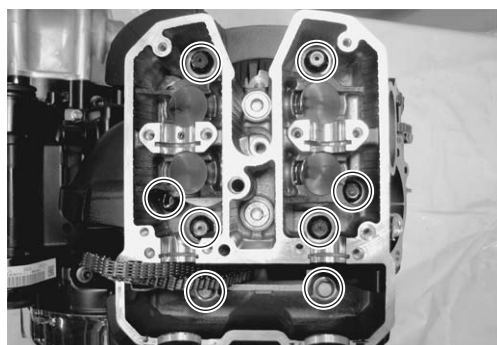
I822H1140061-01

Rear Cylinder Head

- 1) Remove the rear cylinder head.

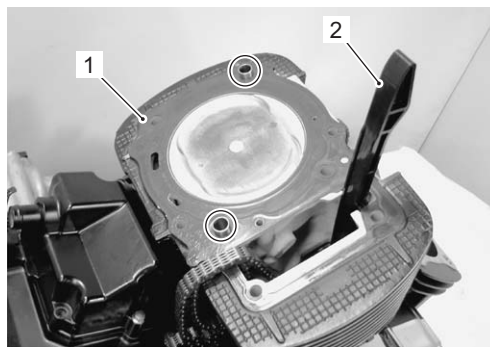
NOTE

Loosen the cylinder head bolts little by little diagonally with the smaller sizes first.



I822H1140062-01

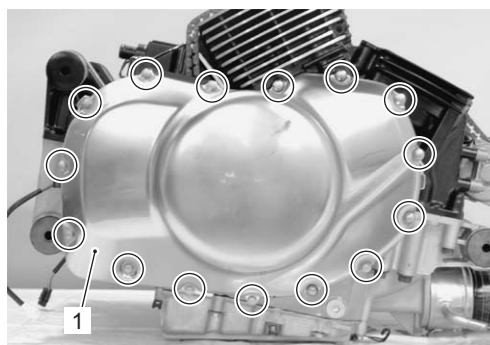
- 2) Remove the rear cylinder gasket (1) and dowel pins.
- 3) Remove the rear cam chain guide No. 2 (2).



I822H1140063-01

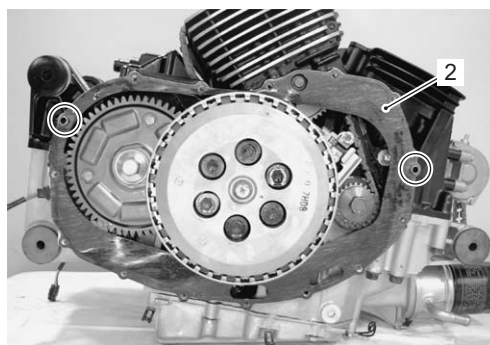
Clutch Cover

- 1) Remove the clutch cover (1).



I822H1140336-01

- 2) Remove the dowel pins and gasket (2).



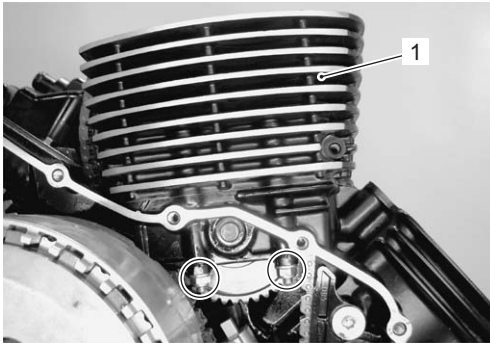
I822H1140337-01

Rear Cylinder

- 1) Remove the rear cylinder (1).

NOTE

Firmly grip the cylinder at both ends, and lift it straight up. If the cylinder does not come off, lightly tap on the finless portions of the cylinder with a plastic hammer.



I822H1140064-01

- 2) Remove the rear cylinder gasket (2) and dowel pins.



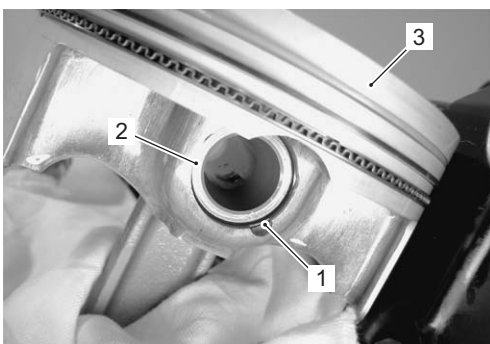
I822H1140065-02

Rear Piston

- 1) Place a clean rag over the cylinder base so as not to drop the piston pin circlips into the crankcase.
- 2) Remove the piston pin circlip (1).
- 3) Draw out the piston pin (2) and remove the piston (3).

NOTE

Scribe the cylinder number on the piston head.



I822H1140066-01

Engine Top Side Assembly

B822H11406007

Assemble the engine top side in the reverse order of disassembly. Pay attention to the following points:

Piston

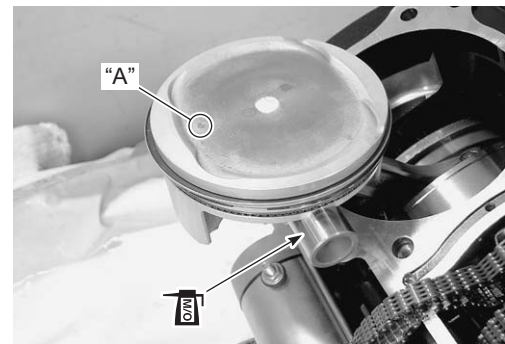
- When installing the piston pins, apply molybdenum oil solution onto each piston pins.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)

NOTE

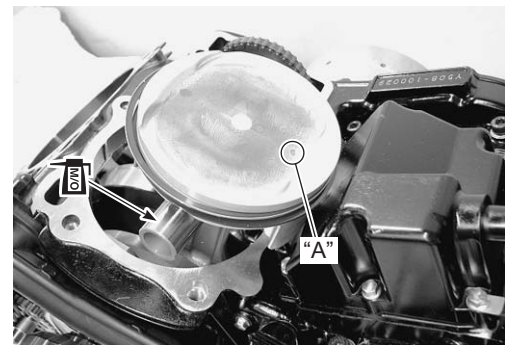
When installing the pistons, the indent "A" on the piston head must be faced to each exhaust side.

Front



I822H1140067-01

Rear



I822H1140068-01

1D-31 Engine Mechanical:

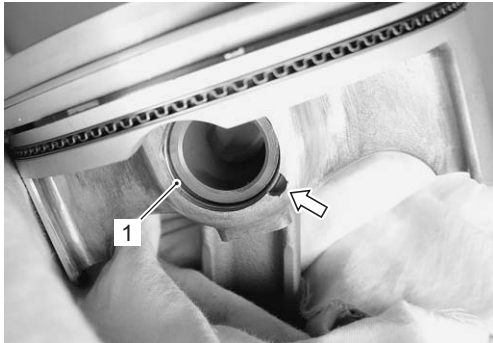
- Place a clean rag over the cylinder base so as not to drop the piston pin circlips (1) into the crankcase.
- Install the piston pin circlips (1).

⚠ CAUTION

Use new piston pin circlips (1) to prevent circlip failure which will occur when it is bent.

NOTE

End gap of the circlip (1) should not be aligned with the cutaway in the piston pin bore.

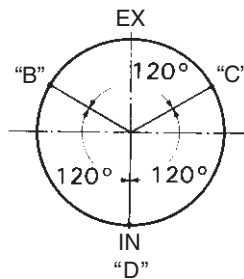


I822H1140069-01

- Apply molybdenum oil solution to the position rings.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)

- Position the piston ring gaps as shown in the figure. Before inserting each piston into the cylinder, check that the gaps are properly positioned.



I718H1140051-01

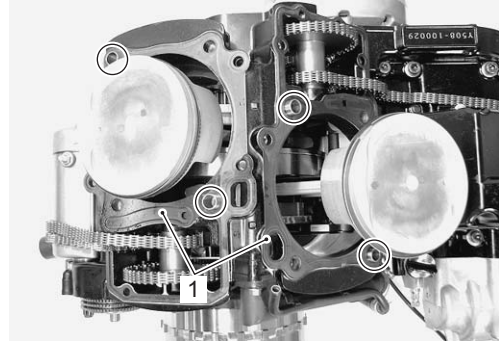
"B": 2nd ring and lower side rail
"C": Upper side rail
"D": 1st ring and spacer

Cylinder

- Install the dowel pins and new gaskets (1), front and rear.

⚠ CAUTION

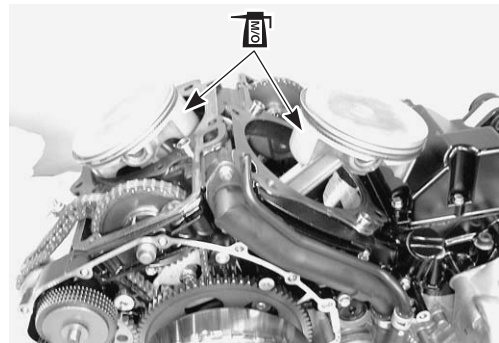
Use a new gaskets (1) to prevent oil leakage.



I822H1140070-01

- Apply molybdenum oil solution to the sliding surface of the pistons and cylinder walls.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)



I822H1140071-01

- Hold the piston rings in proper positions, and insert each of the pistons into the respective cylinders.
- Tighten the cylinder nuts temporarily.

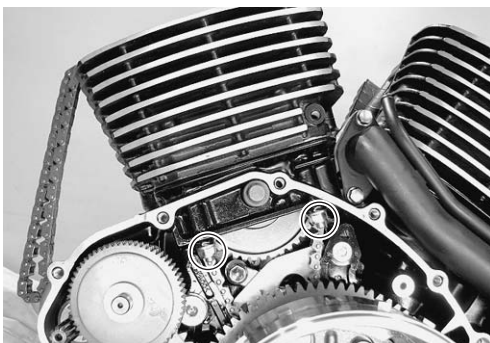
NOTE

The cylinders can be distinguished by the embossed-letters, "FR" and "RR".



I822H1140072-01

Front



I822H1140073-01

Rear



I822H1140074-01

Cylinder Head

- Pull the cam chains out of the cylinders and install the cam chain guides No. 2 (1).
- Fit the dowel pins and a new cylinder head gaskets (2) to the cylinders.

⚠ CAUTION

- There is the guide holder for the bottom end of each cam chain guides No. 2 (1) cast in the crankcase.
- Be sure that the cam chain guides No. 2 (1) is installed properly.
- Use a new gasket (2) to prevent gas leakage.

NOTE

The front cam chain guide No. 2 has the embossed letters "Front" and the rear cam chain guide No. 1 has the embossed letters "Rear".



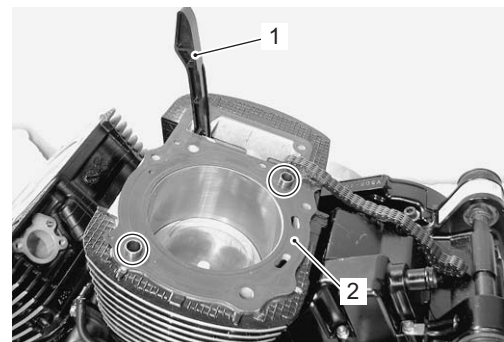
I822H1140075-01

Front



I822H1140076-02

Rear



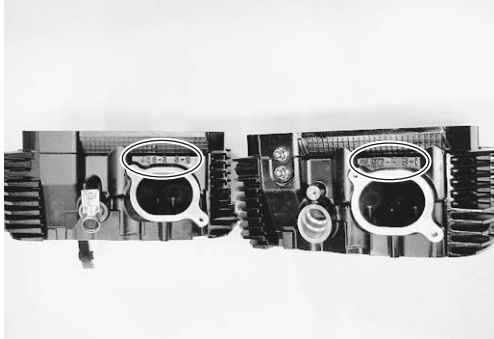
I822H1140077-02

1D-33 Engine Mechanical:

- Place the cylinder heads on the cylinders.

NOTE

- The cylinder heads can be distinguished by the embossed-letters, "F" and "R".
- When installing the cylinder head, keep the cam chain taut.



I822H1140079-01

- Apply engine oil to the both side of the washers and thread portion of the bolts before installing the cylinder head bolts.
- Tighten the cylinder head bolts (M10) to the specified two-step torque with a torque wrench sequentially and diagonally.

Tightening torque

Cylinder head bolt (M10) (Initial): 25 N·m (2.5 kgf-m, 18.0 lb-ft)

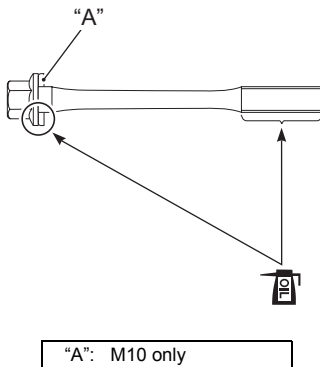
Cylinder head bolt (M10) (Final): 42 N·m (4.2 kgf-m, 30.5 lb-ft)

- Tighten the other bolts (M6) and (M8) to the a little at a time to equalize the pressure.

Tightening torque

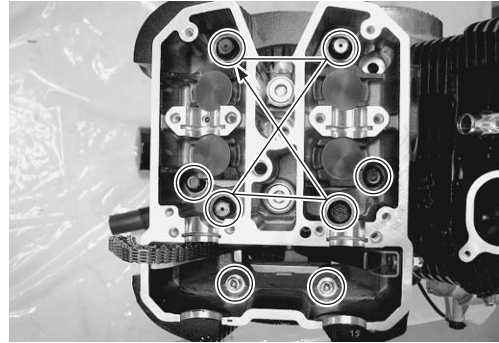
Cylinder head bolt (M6): 11 N·m (1.1 kgf-m, 8.0 lb-ft)

Cylinder head bolt (M8): 26 N·m (2.6 kgf-m, 19.0 lb-ft)



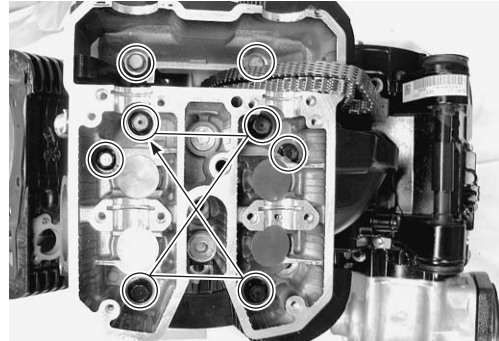
I822H1140338-02

Front



I822H1140081-01

Rear



I822H1140082-01

- Tighten the cylinder nuts (3) to the specified torque.

Tightening torque

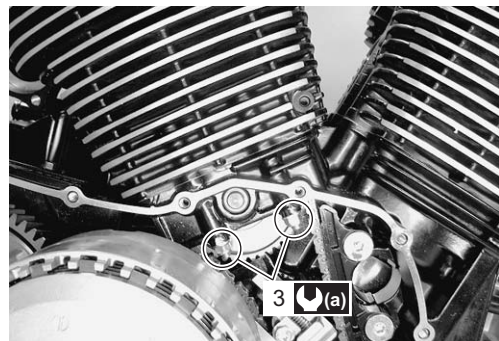
Cylinder nut (a): 13 N·m (1.3 kgf-m, 9.5 lb-ft)

Front



I822H1140083-01

Rear



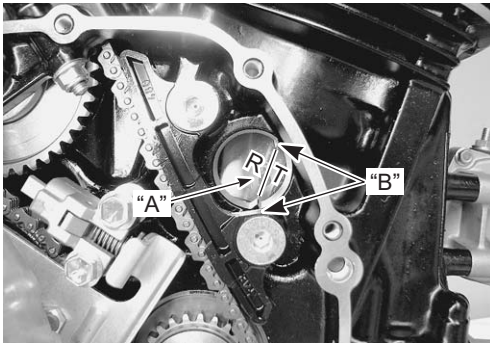
I822H1140080-01

Rear Camshaft

- Turn the crankshaft clockwise and align the “R I T” line “A” on the crankshaft with the index marks “B” of the upper crankcase hole.

⚠ CAUTION

- Pull the cam chain upward, or the chain will be caught between crankcase and cam drive sprocket.
- To adjust the camshaft timing correctly, be sure to align “R I T” line “A” with the index mark “B” and hold this position when installing the camshafts.



I822H1140084-02

- The camshafts are identified by the embossed letters.

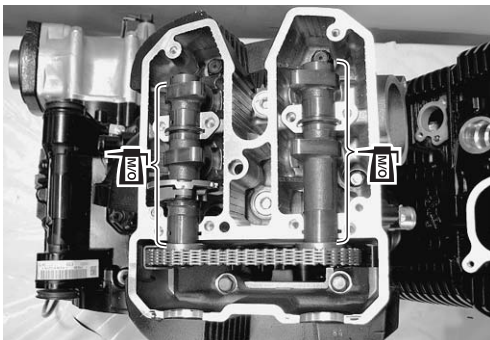
	I.D. mark
Intake	G
Exhaust	H

- Before replacing the camshafts on cylinder head, apply molybdenum oil solution to their journals and cam faces.
- Apply molybdenum oil solution to the camshaft journal holders.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)

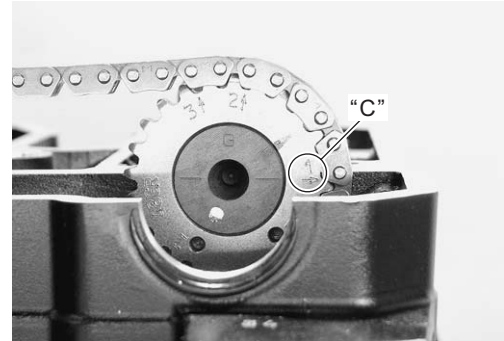
NOTE

Before installing the camshaft, check that the tappets are installed correctly.



I822H1140085-01

- Pull the cam chain lightly.
- The exhaust camshaft sprocket has an arrow marked “1” “C”. Turn the intake camshaft so that the arrow is aligned with the gasket surface of the cylinder head.
- Engage the cam chain with the intake camshaft sprocket.

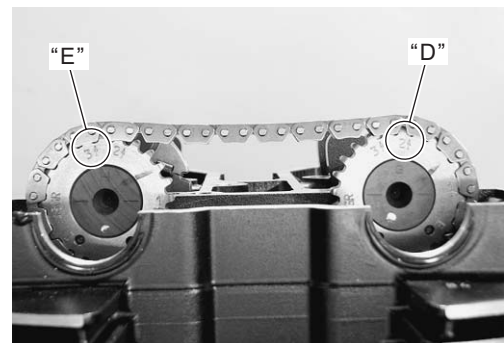


I822H1140086-01

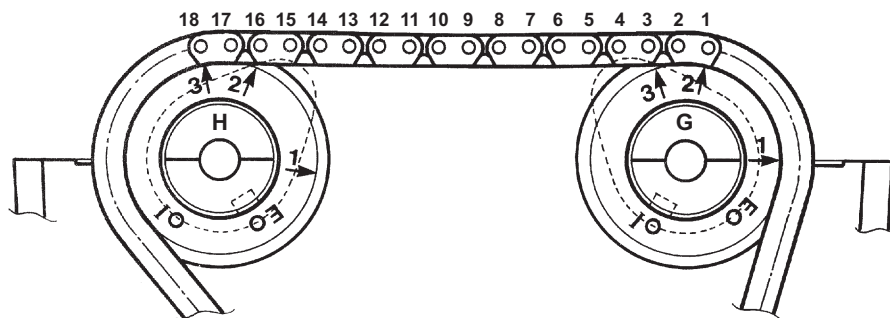
- The other arrow marked “2” “D” should now be pointing straight up. Starting from the roller pin that is directly above the arrow marked “2” “D”, count out 18 roller pins (from the intake camshaft side going towards the exhaust camshaft side).
- Engage the 18th roller pin “E” on the cam chain with the marked “3” on the exhaust sprocket.

NOTE

The cam chain should now be on all three sprockets. Be careful not to move the crankshaft until the camshaft journal holders and cam chain tension adjuster are secured.

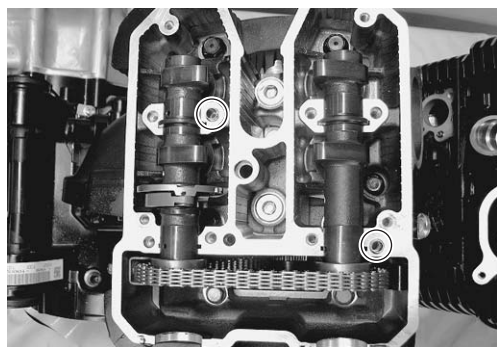


I822H1140087-01



I822H1140339-01

- Install the dowel pins.



I822H1140088-01

- Install the camshaft journal holders (1) and cam chain guide No. 3 (2).

CAUTION

Damage to head or camshaft journal holder thrust surfaces may result if the camshaft journal holders are not drawn down evenly.

NOTE

Each camshaft journal holder is identified with a cast-on letters (R, IN, EX).

- Have the camshaft journal holders seated evenly by tightening the camshaft journal holder bolts lightly, in the ascending order of numbers.

CAUTION

The camshaft journal holder bolts are made of a special material and much superior in strength, compared with other types of high strength bolts. Take special care not to use other types of bolts.

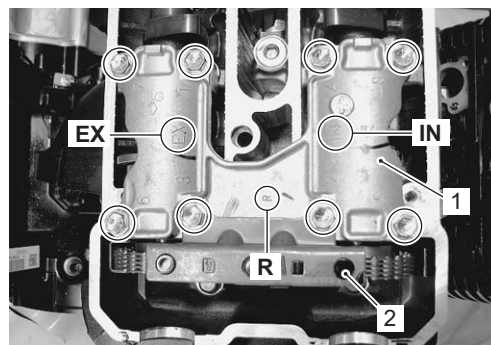
NOTE

The ascending order of numbers are indicated on the camshaft journal holders.

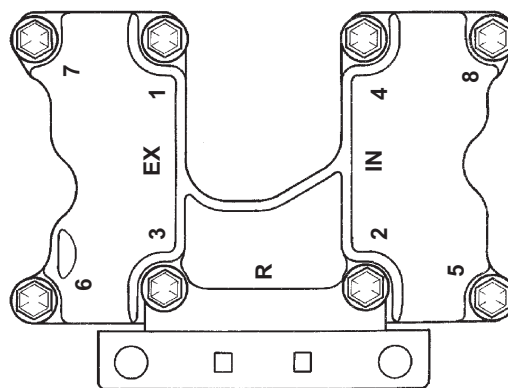
- Tighten the camshaft journal holder bolts in the ascending order of numbers to the specified torque.

Tightening torque

Camshaft journal holder bolt: 11 N·m (1.1 kgf-m, 8.0 lb-ft)



I822H1140089-01



I822H1140340-02

Rear Cam Chain Tension No. 2 Adjuster

- The rear cam chain tension No. 2 adjuster are identified by the embossed letters (R-UP).
- Retract the push rod by pushing the stopper (1).



I822H1140090-01

- Install a new gasket (2).

⚠ CAUTION

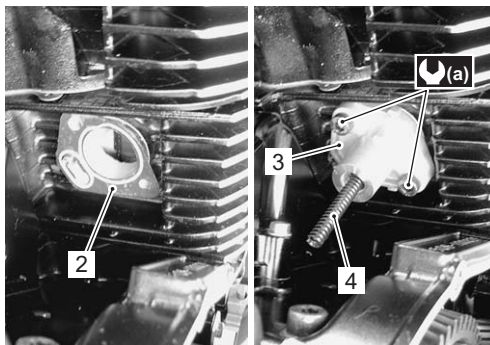
Use a new gasket to prevent oil leakage.

- Install the rear cam chain tension No. 2 adjuster (3) and tighten its mounting bolts.

Tightening torque

Cam chain tension No. 2 adjuster bolt (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)

- Install the spring (4).



I822H1140091-01

- Install the gasket (5) and cam chain tension adjuster cap bolt (6).

NOTE

Click sound is heard when the cam chain tension adjuster cap bolt is installed.

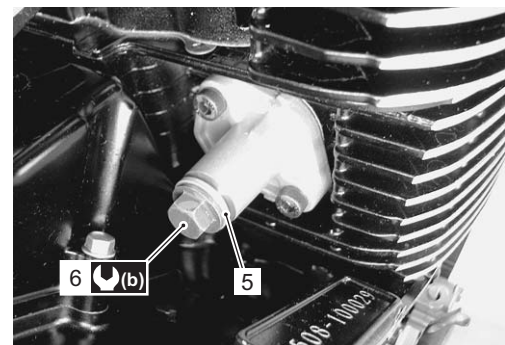
- Tighten the cam chain tension adjuster cap bolt (6) to the specified torque.

Tightening torque

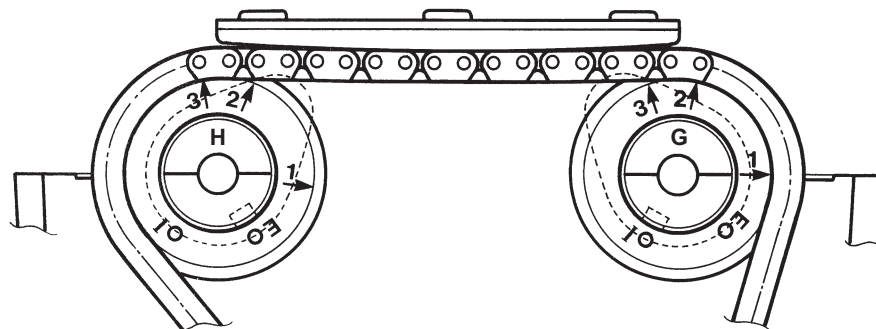
Cam chain tension adjuster cap bolt (b): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

⚠ CAUTION

After installing the cam chain tension adjuster, check to be sure that the adjuster works properly by checking the slack of cam chain.



I822H1140092-01



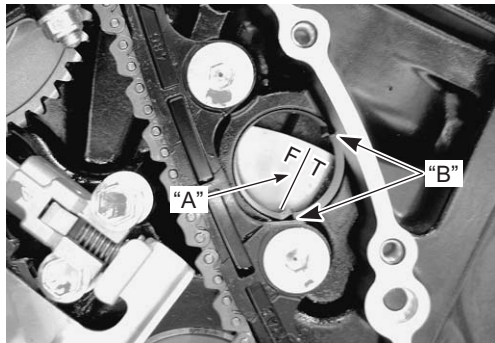
I822H1140341-01

Front Camshaft

- Turn the crankshaft clockwise approx. 1-1/3 turns (486°) and align “F I T” line “A” on the crankshaft with the index marks “B” of the upper crankcase hole while keeping the camshaft drive chain pulled upward.

⚠ CAUTION

- Pull the cam chains upward, or the chain will be caught between crankcase and cam drive sprocket.
- To adjust the camshaft timing correctly, be sure to align “F I T” line “A” with the index marks “B” and hold this position when installing the camshafts.



- The camshafts are identified by the embossed letters.

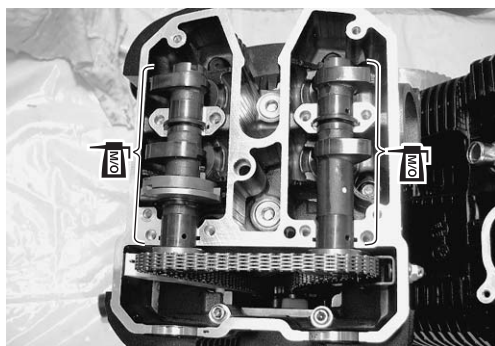
	I.D. mark
Intake	E
Exhaust	F

- Before replacing the camshafts on cylinder head, apply molybdenum oil solution to their journals and cam faces.
- Apply molybdenum oil solution to the camshaft journal holders.

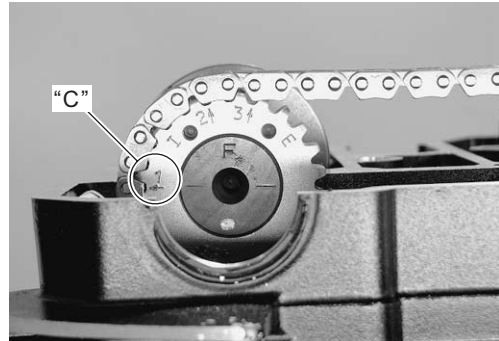
M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)

NOTE

Before installing the camshaft, check that the tappets are installed correctly.



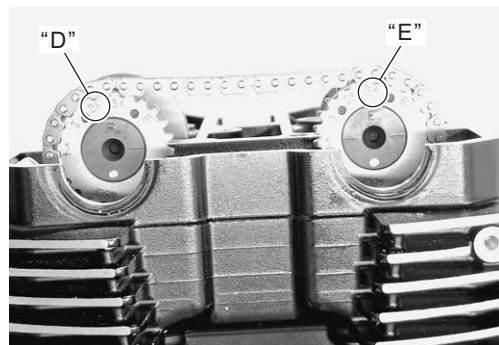
- Pull the cam chain lightly.
- The exhaust camshaft sprocket has an arrow marked “1” “C”. Turn the intake camshaft so that the arrow is aligned with the gasket surface of the cylinder head.
- Engage the cam chain with the intake camshaft sprocket.

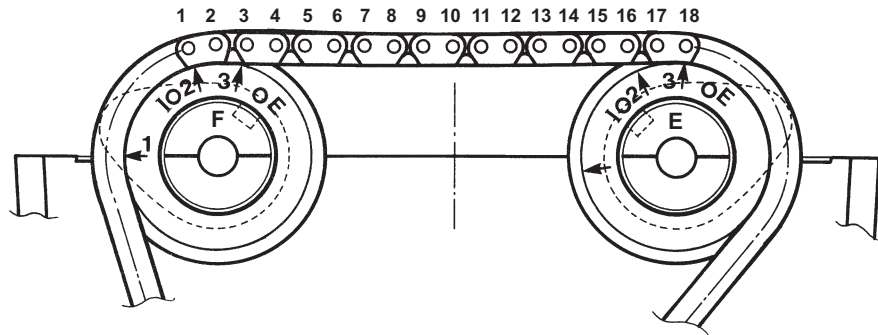


- The other arrow marked “2” “D” should now be pointing straight up. Starting from the roller pin that is directly above the arrow marked “2” “D”, count out 18 roller pins (from the exhaust camshaft side going towards the intake camshaft side).
- Engage the 18th roller pin “E” on the cam chain with the marked “3” on the intake sprocket.

NOTE

The cam chain should now be on all three sprockets. Be careful not to move the crankshaft until the camshaft journal holders and cam chain tension adjuster are secured.





I822H1140342-02

- Install the dowel pins.



I822H1140097-01

- Install the camshaft journal holders (1) and cam chain guide No. 3 (2).

CAUTION

Damage to head or camshaft journal holder thrust surfaces may result if the camshaft journal holders are not drawn down evenly.

NOTE

Each camshaft journal holder is identified with a cast-on letters (F, IN, EX).

- Have the camshaft journal holders seated evenly by tightening the camshaft journal holder bolts lightly, in the ascending order of numbers.

CAUTION

The camshaft journal holder bolts are made of a special material and much superior in strength, compared with other types of high strength bolts. Take special care not to use other types of bolts.

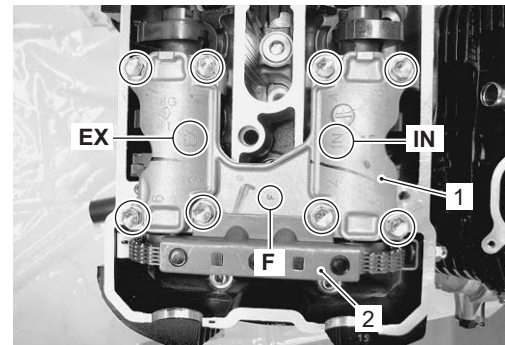
NOTE

The ascending order of numbers are indicated on the camshaft journal holders.

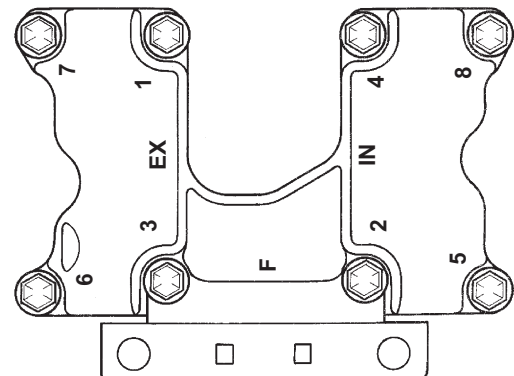
- Tighten the camshaft journal holder bolts in ascending order of numbers to the specified torque.

Tightening torque

Camshaft journal holder bolt: 11 N·m (1.1 kgf·m, 8.0 lb·ft)



I822H1140343-01



I822H1140344-02

Front Cam Chain Tension No. 2 Adjuster

- The front cam chain tension No. 2 adjuster are identified by the embossed letters (F-UP).
- Retract the push rod by pushing the stopper (1).



I822H1140098-01

- Install a new gasket (2).

⚠ CAUTION

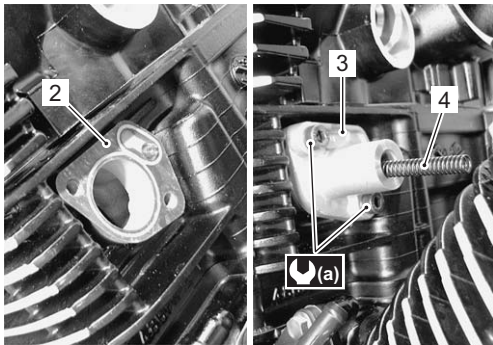
Use a new gasket to prevent oil leakage.

- Install the front cam chain tension No. 2 adjuster (3) and tighten its mounting bolts.

Tightening torque

Cam chain tension No. 2 adjuster bolt (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)

- Install the spring (4).



I822H1140099-01

- Install the gasket (5) and cam chain tension adjuster cap bolt (6).

NOTE

Click sound is heard when the cam chain tension adjuster cap bolt is installed.

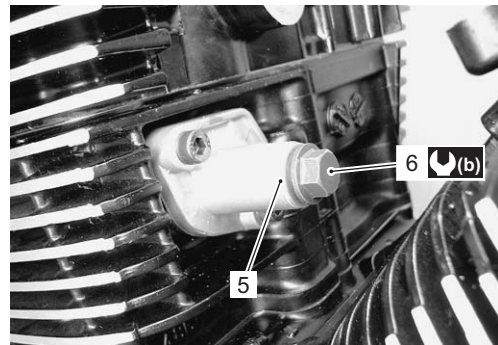
- Tighten the cam chain tension adjuster cap bolt (6) to the specified torque.

Tightening torque

Cam chain tension adjuster cap bolt (b): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

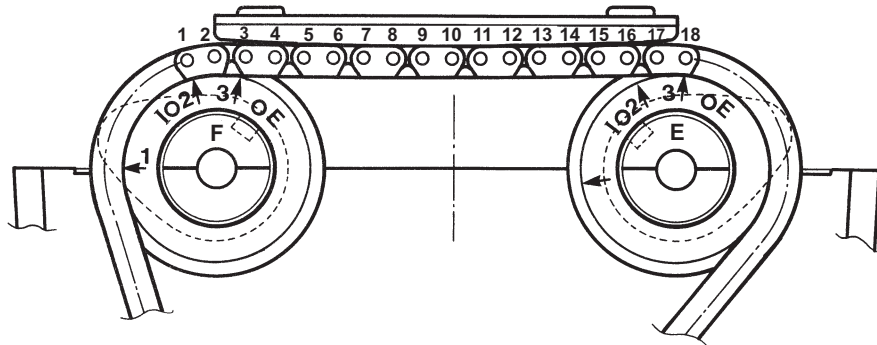
⚠ CAUTION

After installing the cam chain tension adjuster, check to be sure that the adjuster works properly by checking the slack of cam chain.



I822H1140100-01

- After installing the cam chain tension adjuster, rotate the crankshaft (some turns), and recheck the positions of the camshafts.



I822H1140345-01

- Be sure to check and adjust the valve clearance. Refer to "Valve Clearance Inspection and Adjustment in Section 0B (Page 0B-5)".

Clutch Cover

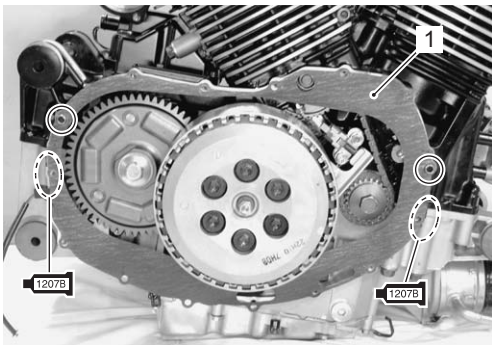
- Apply a light coat of the bond to the clutch cover gasket matching surface as shown.

1207B : Sealant 99000-31140 (SUZUKI BOND No.1207B or equivalent)

- Install the dowel pins and gasket (1).

CAUTION

Use a new gasket to prevent oil leakage.

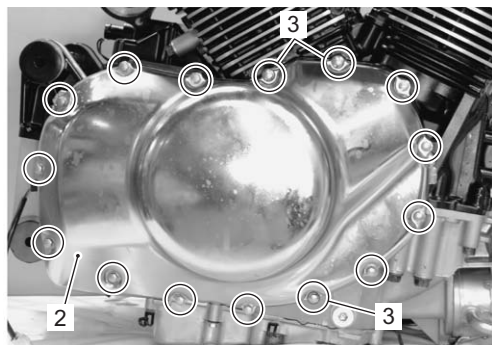


I822H1140101-02

- Install the clutch cover (2).

CAUTION

Fit the new gasket washer to the bolts (3).



I822H1140102-01

Generator Cover

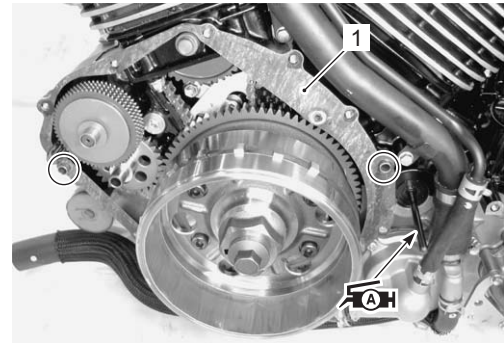
- Install the dowel pins and gasket (1).

CAUTION

Use a new gasket to prevent oil leakage.

- Apply grease to the clutch push rod.

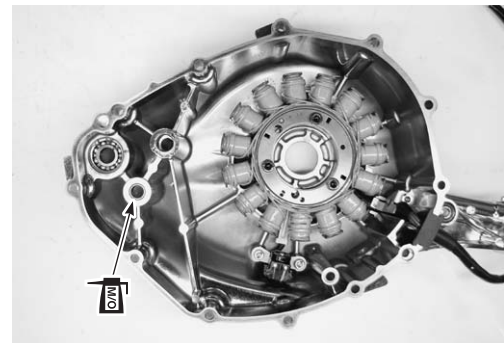
OH : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1140103-02

- Apply molybdenum oil solution to inside of the bushing.

M/O : Molybdenum oil (MOLYBDENUM OIL SOLUTION)



I822H1140104-01

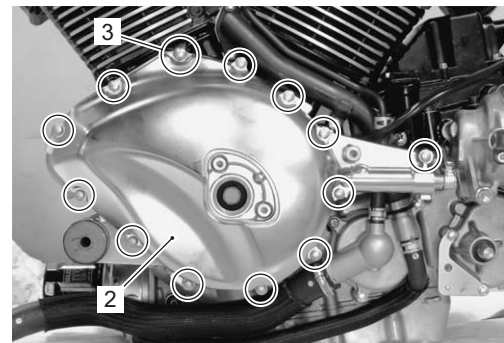
- Install the generator cover (2).

WARNING

Be careful not to pinch the finger between the generator cover and the crankcase.

NOTE

Fit new gasket washer to the bolt (3).



I822H1140105-01

1D-41 Engine Mechanical:

- Apply engine oil to the new O-ring.

⚠ CAUTION

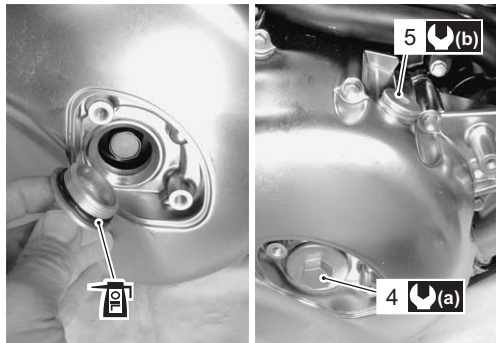
Use a new O-ring to prevent oil leakage.

- Tighten the generator cover plug (4) and valve timing inspection plug (5) to the specified torque.

Tightening torque

Generator cover plug (a): 16 N·m (1.6 kgf-m, 11.5 lb-ft)

Valve timing inspection plug (b): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

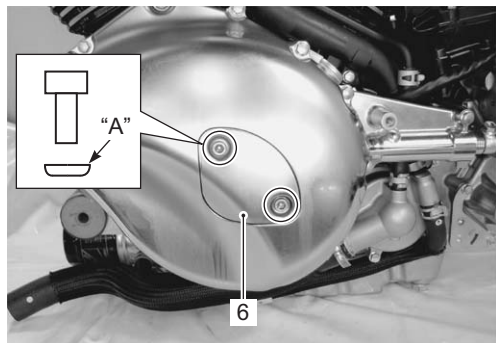


I822H1140106-01

- Install the generator cover cap (6).

NOTE

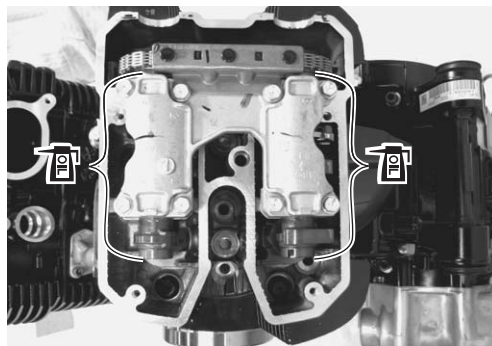
The sharp edge of the washer faces "A" outside.



I822H1140107-03

Cylinder Head Cover

- Pour engine oil in each oil pocket in the cylinder heads.



I822H1140401-01

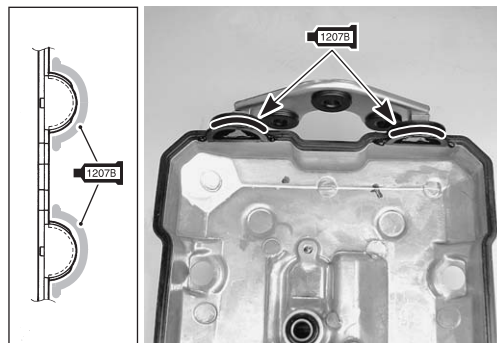
- Install a new gaskets to the cylinder head covers.

⚠ CAUTION

Use new gaskets to prevent oil leakage.

- Apply bond to the cam end caps of the gaskets as shown in the figure.

1207B : Sealant 99000-31140 (SUZUKI BOND No.1207B or equivalent)

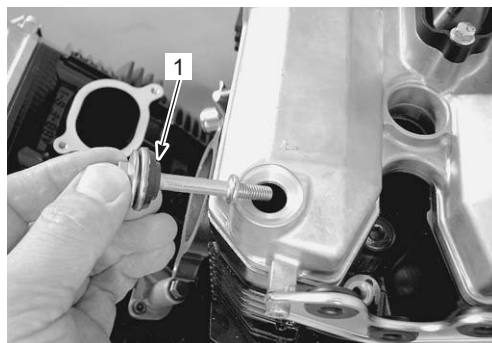


I822H1140108-01

- Place the cylinder head covers on the cylinder heads.
- Fit new gaskets (1) to each head cover bolts.

⚠ CAUTION

Use the new gaskets to prevent oil leakage.



I822H1140109-04

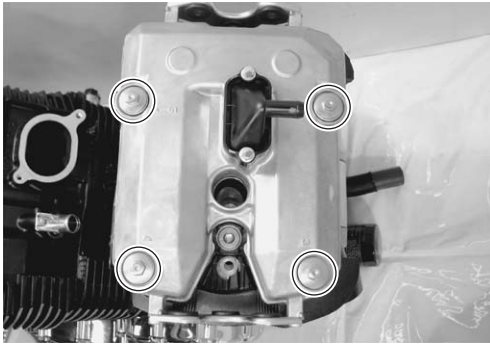
- Tighten the cylinder head cover bolts in ascending order of numbers to the specified torque.

Tightening torque

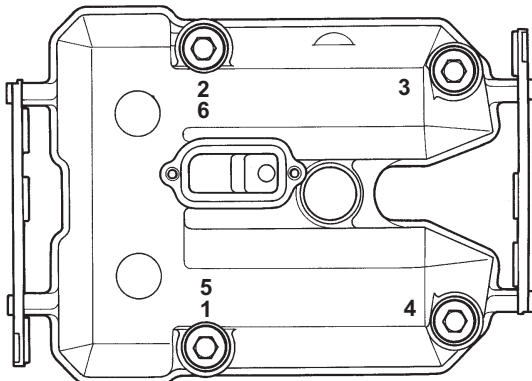
Cylinder head cover bolt: 11 N·m (1.1 kgf-m, 8.0 lb-ft)

NOTE

The ascending order of numbers are indicated on the cylinder head cover.



I822H1140110-01



I822H1140346-01

Spark Plug

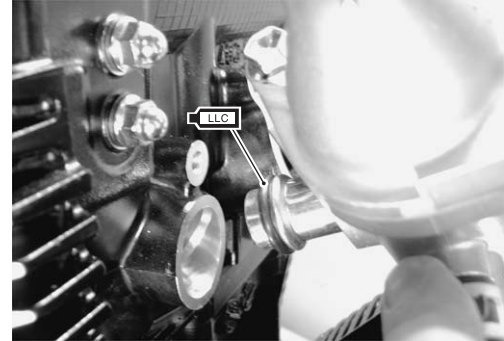
Install the spark plugs. Refer to “Spark Plug Removal and Installation in Section 1H (Page 1H-6)”.

Thermostat

- Apply engine coolant to the O-ring.

⚠ CAUTION

Use a new O-ring to prevent engine coolant leakage.



I822H1140111-01

- Connect the water hoses. Refer to “Water Hose Routing Diagram in Section 1F (Page 1F-3)”.

Intake Pipe

- Apply grease to the O-ring.

⚠ CAUTION

Use a new O-ring to prevent mixture air from soaking through the joint.

⚠ (A): Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

NOTE

Face the “UP” mark on the intake pipe to upper.



I822H1140113-01

Valve Clearance Inspection and Adjustment

B822H11406008

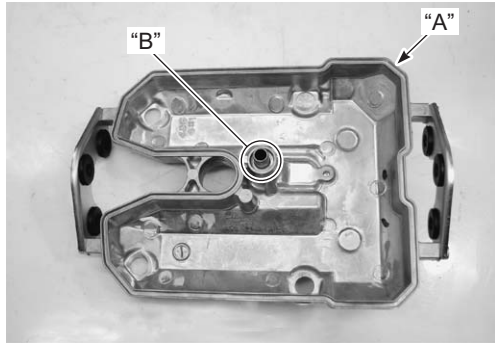
Refer to "Valve Clearance Inspection and Adjustment in Section 0B (Page 0B-5)".

Cylinder Head Cover Inspection

B822H11406046

Inspect the cylinder head cover in the following procedures:

- 1) Remove the cylinder head covers. Refer to "Engine Top Side Disassembly (Page 1D-25)".
- 2) Clean and check the gasket grooves "A" and PAIR reed valve gasket mating surfaces "B" of the cylinder head cover.
If it is damaged, replace the cylinder head covers with a new one.



I822H1140114-01

- 3) Install the cylinder head covers. Refer to "Engine Top Side Assembly (Page 1D-30)".

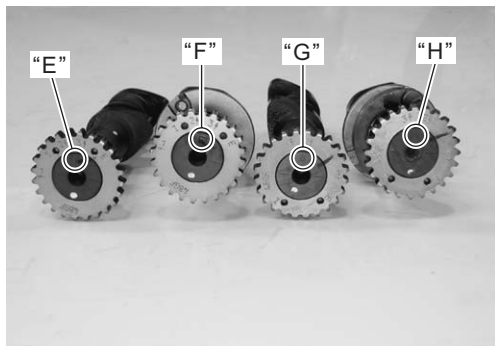
Camshaft Inspection

B822H11406009

Refer to "Engine Top Side Disassembly (Page 1D-25)".
Refer to "Engine Top Side Assembly (Page 1D-30)".

Camshaft Identification

The camshafts can be identified by the engraved letter.



I822H1140115-01

"E": Front intake camshaft	"G": Rear intake camshaft
"F": Front exhaust camshaft	"H": Rear exhaust camshaft

Cam Wear

Check the camshaft for wear or damage.
Measure the cam height "a" with a micrometer.
Replace a camshaft if the cams are worn to the service limit.

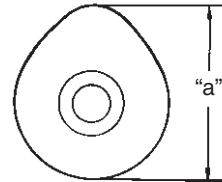
Special tool

TOOL : 09900-20202 (Micrometer (1/100 mm, 25 – 50 mm))

Cam height "a"

Service limit: (IN.) 39.880 mm (1.5701 in)

Service limit: (EX.) 40.180 mm (1.5819 in)



I649G1140199-02

Camshaft Journal Wear

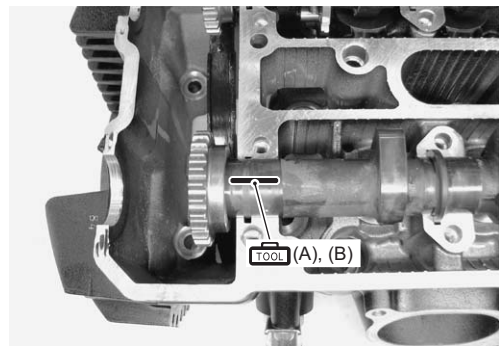
Inspect the camshaft journal wear in the following procedures:

- 1) Determine whether or not each journal is worn down to the limit by measuring the oil clearance with the camshaft installed in place.
- 2) Use the plastigauge to read the clearance at the widest portion, which is specified as follows:

Special tool

TOOL (A): 09900-22301 (Plastigauge (0.025 – 0.076 mm))

TOOL (B): 09900-22302 (Plastigauge (0.051 – 0.152 mm))



I822H1140117-01

- 3) Install camshaft journal holder and tighten the camshaft journal holder bolts in ascending order of numbers to the specified torque. Refer to "Engine Top Side Assembly (Page 1D-30)".

NOTE

Do not rotate the camshafts with the plastigauge in place.

Tightening torque

Camshaft journal holder bolt: 11 N·m (1.1 kgf-m, 8.0 lb-ft)

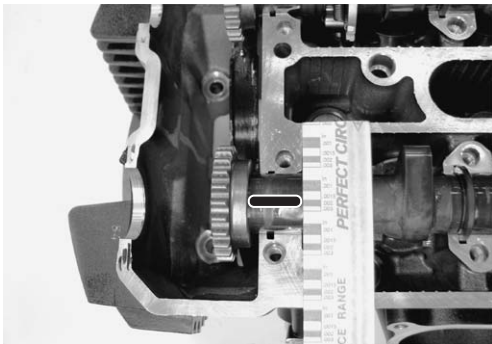


I822H1140118-01

- 4) Remove the camshaft journal holder and measure the width of the compressed plastigauge using the envelope scale.
- 5) This measurement should be taken at the widest part of the compressed plastigauge.

Camshaft journal oil clearance (IN. & EX.)

Service limit: 0.150 mm (0.0059 in)



I822H1140119-01

- 6) If the camshaft journal oil clearance exceeds the limit, measure the inside diameter of the camshaft journal holder and the outside diameter of the camshaft journal. Replace the camshaft or the cylinder head depending upon which one exceeds the specification.

Special tool

TOOL (C): 09900-20602 (Dial gauge (1/1000 mm, 1 mm))

TOOL (D): 09900-22403 (Small bore gauge (18 – 35 mm))

Camshaft journal holder I.D. (IN. & EX.)

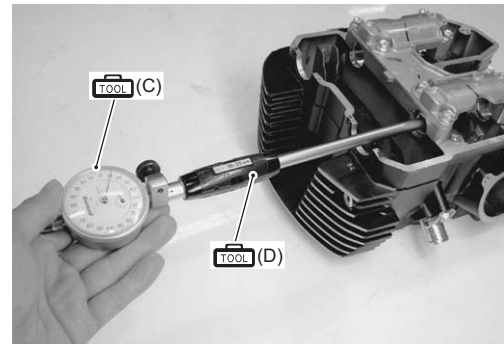
Standard: 24.012 – 24.025 mm (0.9454 – 0.9459 in)

Special tool

TOOL (E): 09900-20205 (Micrometer (0 – 25 mm))

Camshaft journal O.D. (IN. & EX.)

Standard: 23.959 – 23.980 mm (0.9433 – 0.9441 in)



I822H1140120-01




I822H1140121-01


1D-45 Engine Mechanical:

Camshaft Runout

Measure the runout using the dial gauge. Replace the camshaft if the runout exceeds the limit.

Special tool

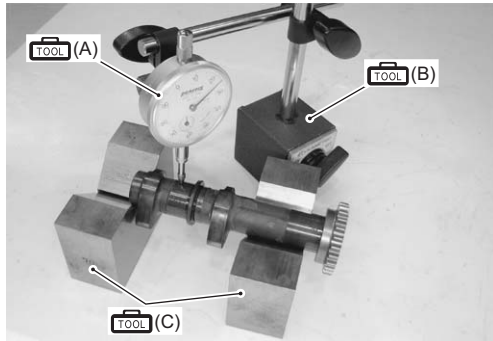
 (A): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

 (B): 09900-20701 (Magnetic stand)

 (C): 09900-21304 (V-block (100 mm))

Camshaft runout (IN. & EX.)

Service limit: 0.10 mm (0.004 in)



I822H1140116-01

Camshaft Sprocket and Automatic-decomp. Inspection

B822H11406010

Inspect the camshaft sprocket and automatic-decomp. in the following procedures:

- 1) Remove the intake and exhaust camshafts. Refer to "Engine Top Side Disassembly (Page 1D-25)".
- 2) Inspect the teeth of each camshaft sprocket for wear or damage.
If they are worn or damaged, replace the camshaft assembly and cam chain as a set.
- 3) Inspect the automatic-decomp. for damage and smooth operation. If there are unusual, replace the camshaft assembly and cam chain as a set.

CAUTION

Do not attempt to disassemble the cam sprockets and automatic-decomp. assembly. They are unserviceable.



I822H1140122-01

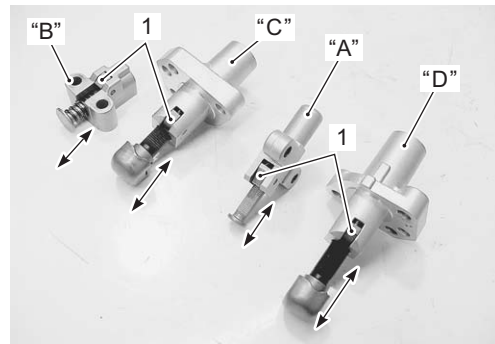
- 4) Install the intake and exhaust camshafts. Refer to "Engine Top Side Assembly (Page 1D-30)".

Cam Chain Tension No. 1 and No. 2 Adjuster Inspection

B822H11406012

The cam chain tension No. 1 and No. 2 adjusters are maintained at the proper cam chain tension automatically.

- 1) Remove the cam chain tension No. 1 and No. 2 adjusters, front and rear adjuster. Refer to "Engine Bottom Side Disassembly (Page 1D-59)" and "Engine Top Side Disassembly (Page 1D-25)".
- 2) Unlock the ratchet (1), and move the push rod in place to see if it slides smoothly. If any stickiness is noted or ratchet mechanism is faulty, replace the cam chain tension adjuster assembly with a new one.



I822H1140123-02

"A": Front cam chain tension No. 1 adjuster
"B": Rear cam chain tension No. 1 adjuster
"C": Front cam chain tension No. 2 adjuster
"D": Rear cam chain tension No. 2 adjuster

- 3) Install the cam chain tension No. 1 and No. 2 adjusters. Refer to "Engine Bottom Side Assembly (Page 1D-68)" and "Engine Top Side Assembly (Page 1D-30)".

Cam Chain Guide No. 1, No. 2 and No. 3 Inspection

B822H11406014

Inspect the cam chain guides in the following procedures:

- 1) Remove the cam chain guides No. 1, No. 2 and No. 3. Refer to "Engine Bottom Side Disassembly (Page 1D-59)" and "Engine Top Side Disassembly (Page 1D-25)".
- 2) Check the contacting surface of the cam chain guides. If it is worn or damaged, replace it with a new one.



I822H1140327-01



I822H1140124-01

- 3) Install the cam chain guides No. 1, No. 2 and No. 3. Refer to "Engine Bottom Side Assembly (Page 1D-68)" and "Engine Top Side Assembly (Page 1D-30)".

Cam Chain Tensioner No. 1 Inspection

B822H11406015

Inspect the cam chain tensioner in the following procedures:

- 1) Remove the cam chain tensioner No. 1, front and rear. Refer to "Engine Bottom Side Disassembly (Page 1D-59)".
- 2) Check the contacting surface of the cam chain tensioner. If it is worn or damaged, replace it with a new one.



I822H1140326-01

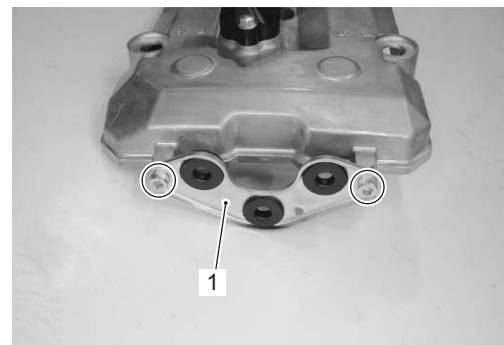
- 3) Install the cam chain tensioner No. 1, front and rear. Refer to "Engine Bottom Side Assembly (Page 1D-68)".

Cylinder Head Cover Disassembly and Assembly

B822H11406048

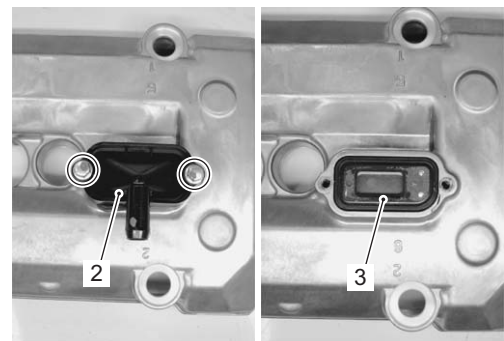
Disassembly

- 1) Remove the head cover brackets (1), left and right.



I822H1140125-01

- 2) Remove the PAIR read valve cover (2) and PAIR read valve (3).

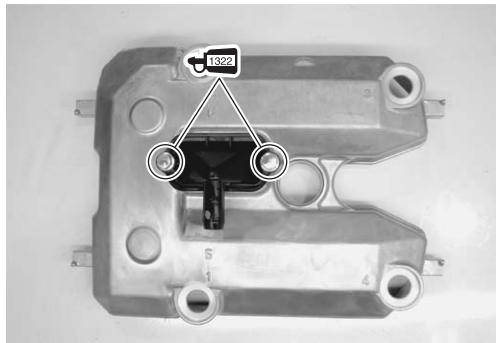


I822H1140126-01

Assembly

- 1) Install the PAIR read valve and PAIR read valve cover.
- 2) Apply thread lock to the bolts and tighten them.

 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

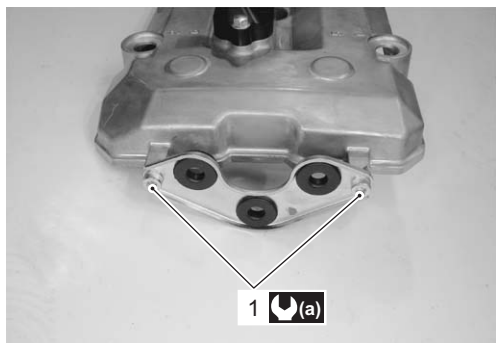


I822H1140127-02

- 3) Install the cylinder head cover brackets, left and right.
- 4) Tighten the cylinder head cover bracket bolts (1) to the specified torque.

Tightening torque

Cylinder head cover bracket bolt (a): 11 N·m (1.1 kgf-m, 8.0 lb-ft)



I822H1140128-01

PAIR Reed Valve / PAIR Reed Valve Cover Inspection

B822H11406049

Refer to "PAIR System Inspection in Section 1B (Page 1B-11)".

Cylinder Head Disassembly and Assembly

B822H11406016

Refer to "Engine Top Side Disassembly (Page 1D-25)".
Refer to "Engine Top Side Assembly (Page 1D-30)".

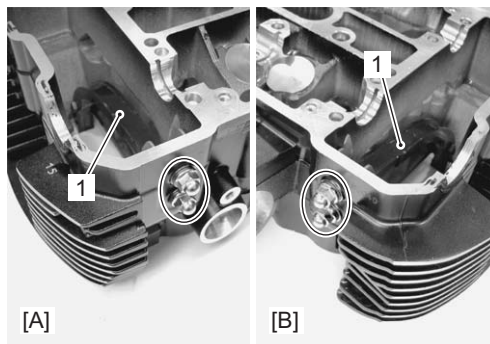
⚠ CAUTION

Identify the position of each removed part. Organize the parts in their respective groups (i.e., intake, exhaust, No. 1 or No. 2) so that they can be installed in their original locations.

Disassembly

Cam chain tensioner No. 2

Remove the cam chain tensioners No. 2 (1) (for front and rear cylinder).

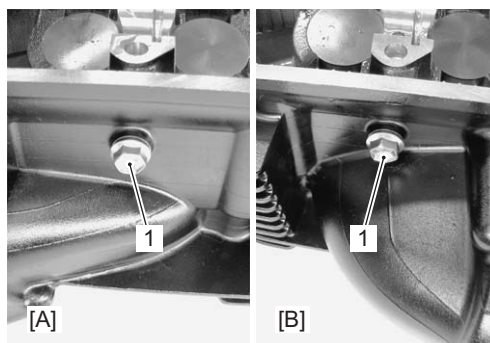


I822H1140129-01

[A]: Front	[B]: Rear
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Oil gallery plug (Cylinder head)

Remove the oil gallery plugs (1) (for front and rear cylinder).

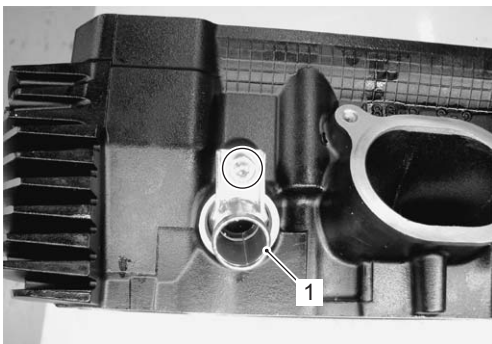


I822H1140130-01

[A]: Front	[B]: Rear
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Water jacket pipe

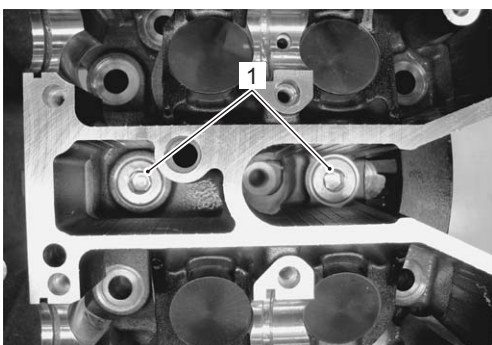
Remove the water jacket pipe (1) (for rear cylinder).



I822H1140131-01

Water jacket plug (Cylinder head)

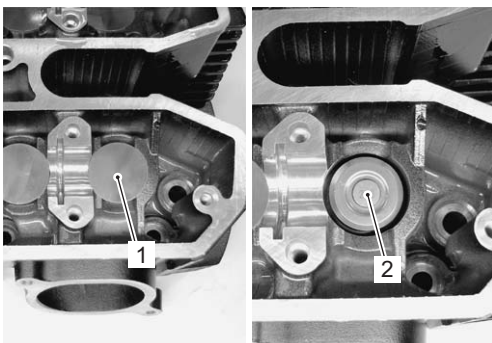
Remove the water jacket plugs (1) (for front and rear cylinder).



I822H1140132-01

Valve / Valve spring

1) Remove the tappet (1) and shim (2) by fingers or magnetic hand.



I822H1140133-01

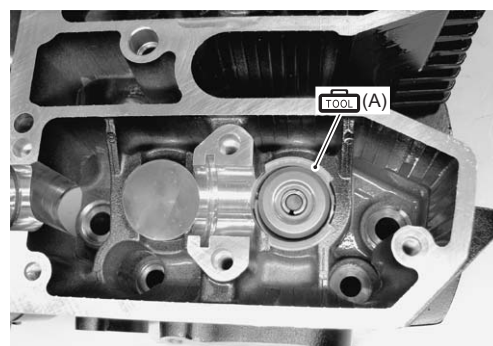
2) Install the sleeve protector between the valve spring and cylinder head.

Special tool

(A): 09919-28610 (Sleeve protector)

⚠ CAUTION

To prevent damage of the tappet sliding surface with the valve lifter attachment, use a protector.



I822H1140134-01

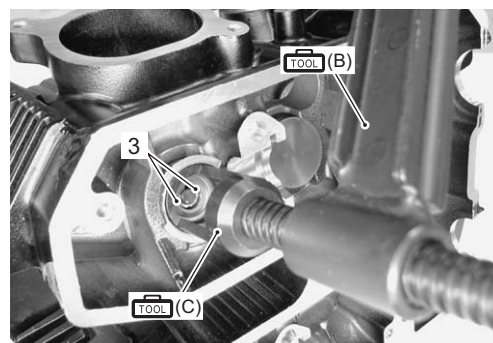
3) Using the special tools, compress the valve spring and remove the two cotter halves (3) from the valve stem.

Special tool

(B): 09916-14510 (Valve spring compressor)

(C): 09916-14910 (Valve spring compressor attachment)

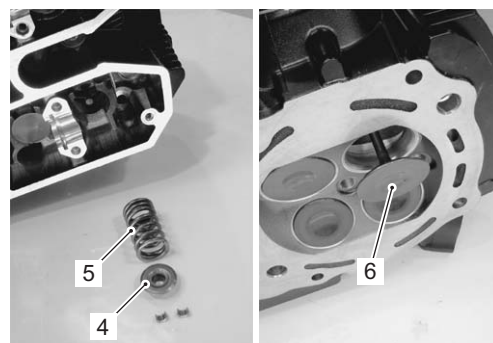
: 09916-84511 (Tweezers)



I822H1140135-01

4) Remove the valve spring retainer (4) and valve spring (5).

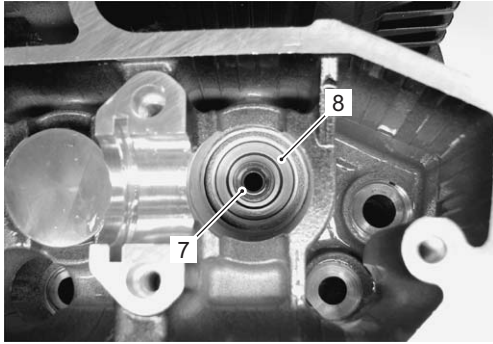
5) Pull out the valve (6) from the combustion chamber side.



I822H1140136-01

1D-49 Engine Mechanical:

- Remove the oil seal (7) and spring seat (8).



I822H1140137-01

Assembly

Assembly is in the reverse order of disassembly. Pay attention to the following points:

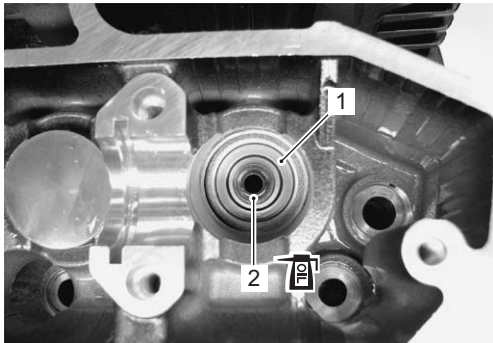
Valve / Valve spring

- Install the valve spring seat (1).
- Apply molybdenum oil solution to the oil seal (2), and press-fit it into position.

⚠ CAUTION

Do not reuse the removed oil seal.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)



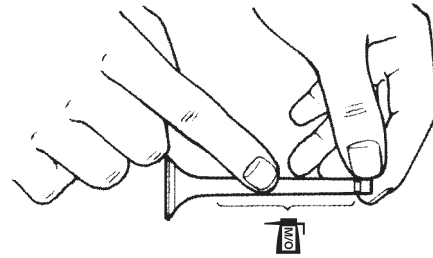
I822H1140138-01

- Insert the valve, with its stem coated with molybdenum oil solution all around and along the full stem length without any break.

⚠ CAUTION

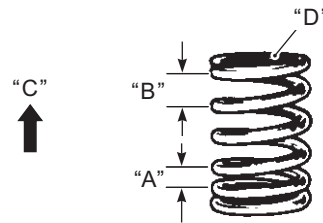
When inserting the valve, take care not to damage the lip of the oil seal.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)



I705H1140165-01

- Install the valve spring with the small-pitch portion "A" facing cylinder head.



I822H1140347-01

"A": Small-pitch portion	"C": UPWARD
"B": Large-pitch portion	"D": Paint

- Put on the valve spring retainer (3), and using the special tools, press down the spring, fit the cotter halves to the stem end, and release the lifter to allow the cotter (4) halves to wedge in between retainer and stem.

⚠ CAUTION

- Be sure to restore each spring and valve to their original positions.
- Be careful not to damage the valve and valve stem when handling it.

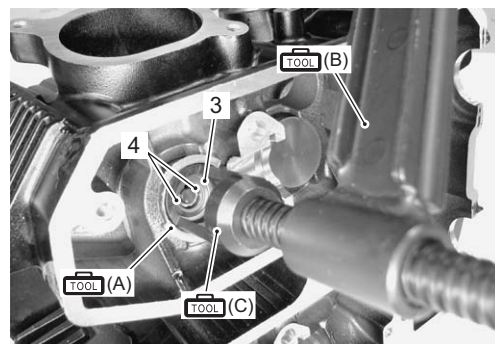
Special tool

TOOL (A): 09919-28610 (Sleeve protector)

TOOL (B): 09916-14510 (Valve spring compressor)

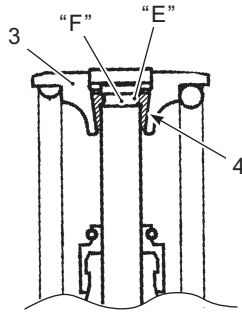
TOOL (C): 09916-14910 (Valve spring compressor attachment)

TOOL : 09916-84511 (Tweezers)



I822H1140139-01

- Be sure that the rounded lip “E” of the cotter fits snugly into the groove “F” in the stem end.



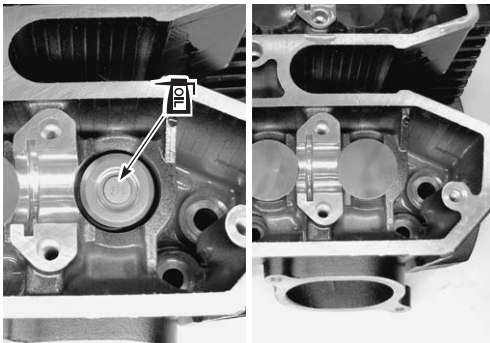
I822H1140348-03

3. Valve spring retainer	4. Cotter
--------------------------	-----------

- Install the tappet shims and the tappets to their original positions.

NOTE

- Apply engine oil to the stem end, shim and tappet before fitting them.
- When seating the tappet shim, be sure the figure printed surface faces the tappet.



I822H1140140-01

Water jacket plug (Cylinder head)

Apply thread lock to the water jacket plugs (1) and tighten them to the specified torque.

1322 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

Tightening torque

Water jacket plug (Cylinder head) (a): 26 N·m (2.6 kgf·m, 19.0 lb·ft)



I822H1140141-01

Water jacket pipe

Apply engine coolant to the O-ring and install the water jacket pipe.

CAUTION

Use a new O-ring to prevent engine coolant leakage.



I822H1140142-01

Oil gallery plug (Cylinder head)

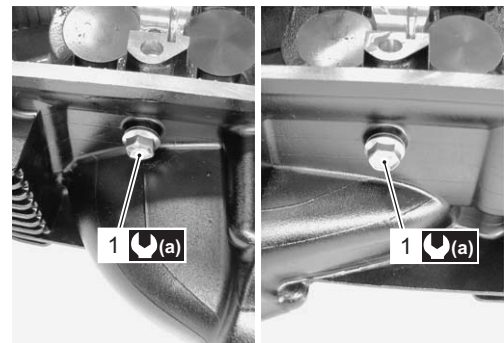
Tighten the oil gallery plugs (1) to the specified torque.

CAUTION

Replace the gasket with new ones.

Tightening torque

Oil gallery plug (Cylinder head) (a): 11 N·m (1.1 kgf·m, 8.0 lb·ft)



I822H1140143-01

1D-51 Engine Mechanical:

Cam chain tensioner No. 2

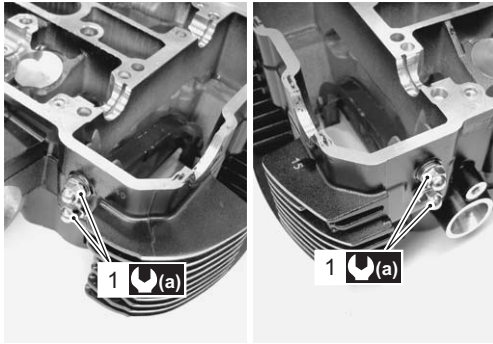
Tighten the cam chain tensioner No. 2 nuts (1) to the specified torque.

CAUTION

Replace the gasket with new ones.

Tightening torque

Cam chain tensioner No. 2 nut (a): 11 N·m (1.1 kgf·m, 8.0 lb-ft)



I822H1140144-01

Cylinder Head Related Parts Inspection

B822H11406050

Refer to "Cylinder Head Disassembly and Assembly (Page 1D-47)".

Cylinder Head Distortion

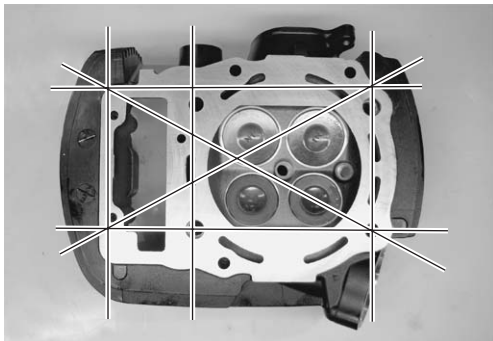
- 1) Decarbonize the combustion chambers.
- 2) Check the gasketed surface of the cylinder head for distortion with a straightedge and thickness gauge, taking a clearance reading at several places as indicated. If the largest reading at any position of the straightedge exceeds the limit, replace the cylinder head.

Special tool

TOOL : 09900-20803 (Thickness gauge)

Cylinder head distortion

Service limit: 0.05 mm (0.002 in)



I822H1140146-01

Valve Stem Runout

Support the valve using V-blocks, and check its runout using the dial gauge as shown in the figure. If the runout exceeds the service limit, replace the valve.

Special tool

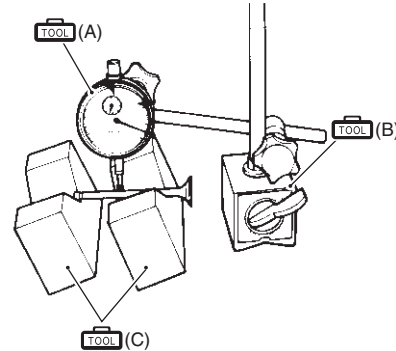
TOOL (A): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

TOOL (B): 09900-20701 (Magnetic stand)

TOOL (C): 09900-21304 (V-block (100 mm))

Valve stem runout (IN. & EX.)

Service limit: 0.05 mm (0.002 in)



I649G1140231-03

Valve head radial runout

Place the dial gauge at a right angle to the valve head face and measure the valve head radial runout. If it measures more than the service limit, replace the valve.

Special tool

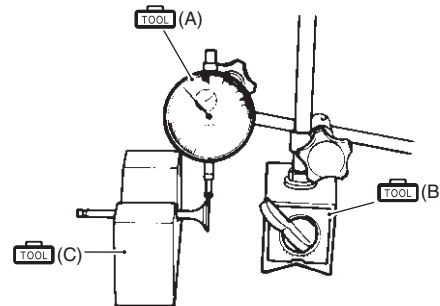
TOOL (A): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

TOOL (B): 09900-20701 (Magnetic stand)

TOOL (C): 09900-21304 (V-block (100 mm))

Valve head radial runout (IN. & EX.)

Service limit: 0.03 mm (0.001 in)



I649G1140232-03

Valve Stem / Valve Face Wear Condition

Visually inspect each valve stem and valve face for wear and pitting. If it is worn or damaged, replace the valve with a new one.



I822H1140147-01

Valve stem deflection

Lift the valve about 10 mm (0.39 in) from the valve seat. Measure the valve stem deflection in two directions, "X" and "Y", perpendicular to each other, positioning the dial gauge as shown in the figure. If the deflection measured exceeds the service limit, then determine whether the valve or the guide should be replaced with a new one.

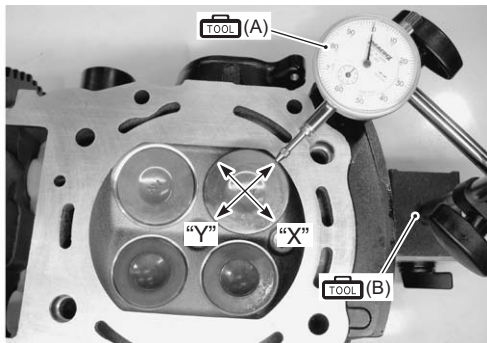
Special tool

TOOL (A): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

TOOL (B): 09900-20701 (Magnetic stand)

Valve stem deflection (IN. & EX.)

Service limit: 0.35 mm (0.014 in)



I822H1140145-03

Valve Stem Wear

Measure the valve stem O.D. using the micrometer. If the valve stem is worn down to the limit, as measured with a micrometer, replace the valve. If the stem is within the limit, then replace the guide. After replacing valve or guide, be sure to recheck the deflection.

Special tool

TOOL (A): 09900-20205 (Micrometer (0 – 25 mm))

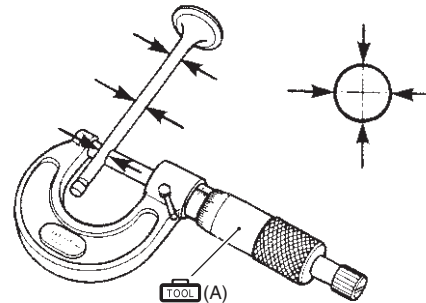
Valve stem O.D.

Standard (IN.): 5.975 – 5.990 mm (0.2352 – 0.2358 in)

Standard (EX.): 5.955 – 5.970 mm (0.2344 – 0.2350 in)

NOTE

If valve guides have to be removed for replacement after inspecting related parts, carry out the steps shown in valve guide replacement. Refer to "Valve Guide Replacement (Page 1D-53)".



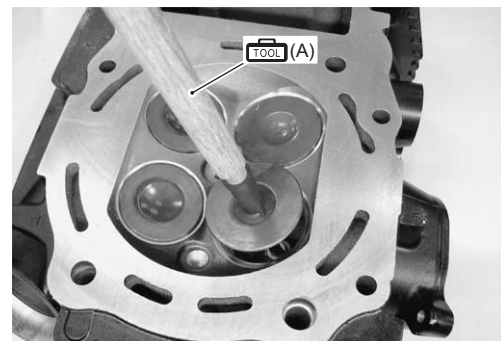
I718H1140122-01

Valve Seat Width

- 1) Visually check for valve seat width on each valve face. If the valve face has worn abnormally, replace the valve.
- 2) Coat the valve seat with a red lead (Prussian Blue) and set the valve in place.
- 3) Rotate the valve with light pressure.

Special tool

TOOL (A): 09916-10911 (Valve lapper set)



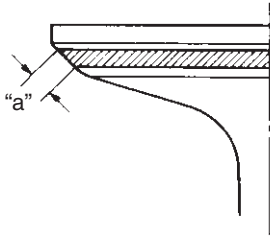
I822H1140148-01

- 4) Check that the transferred red lead (Blue) on the valve face is uniform all around and in center of the valve face.
If the seat width "a" measured exceeds the standard value, or seat width is not uniform reface the seat using the seat cutter. Refer to "Valve Seat Repair (Page 1D-54)".

Valve seat width "a" (IN. & EX.)

Standard: (IN.) 1.1 – 1.3 mm (0.043 – 0.051 in)

Standard: (EX.) 1.4 – 1.6 mm (0.055 – 0.063 in)



I649G1140246-02

Valve Seat Sealing Condition

- 1) Clean and assemble the cylinder head and valve components.
- 2) Fill the intake and exhaust ports with gasoline to check for leaks. If any leaks occur, inspect the valve seat and face for burrs or other things that could prevent the valve from sealing. Refer to "Valve Seat Repair (Page 1D-54)".

⚠ WARNING

Always use extreme caution when handling gasoline.



I822H1140149-01

NOTE

After servicing the valve seats, be sure to check the valve clearance after the cylinder head has been reinstalled. Refer to "Valve Clearance Inspection and Adjustment in Section 0B (Page 0B-5)".

Valve Guide Replacement

B822H11406052

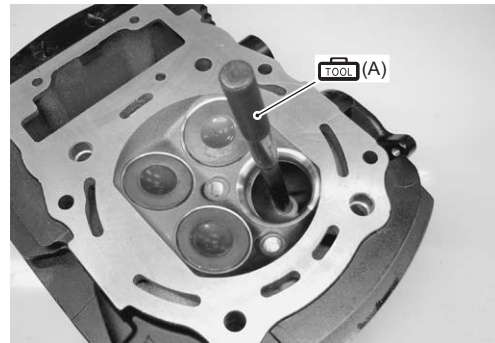
- 1) Remove the cylinder head. Refer to "Engine Top Side Disassembly (Page 1D-25)".
- 2) Remove the valves and springs. Refer to "Cylinder Head Disassembly and Assembly (Page 1D-47)".
- 3) Using the valve guide remover, drive the valve guide out toward the intake or exhaust camshaft side.

Special tool

🔧 (A): 09916-46020 (Valve guide remover/installer)

NOTE

- Discard the removed valve guide sub assemblies.
- Only oversized valve guides are available as replacement parts. (Part No. 11115-65J00-001)



I822H1140151-01

- 4) Cool down the new valve guides in a freezer for about one hour and heat the cylinder head to 100 – 150 °C (212 – 302 °F) with a hot plate.

⚠ CAUTION

Do not use a burner to heat the valve guide hole to prevent cylinder head distortion.

- 5) Apply engine oil to each valve guide and valve guide hole.

- 6) Drive the guide into the guide hole using the valve guide installer and attachment.

NOTE

Install the valve guide until the attachment contacts the cylinder head.

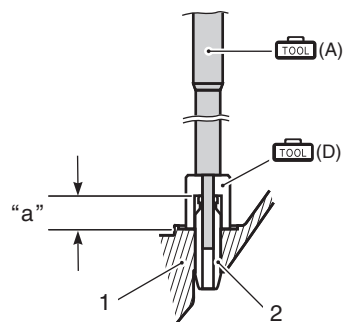
CAUTION

Failure to oil the valve guide hole before driving the new guide into place may result in a damaged guide or head.

Special tool

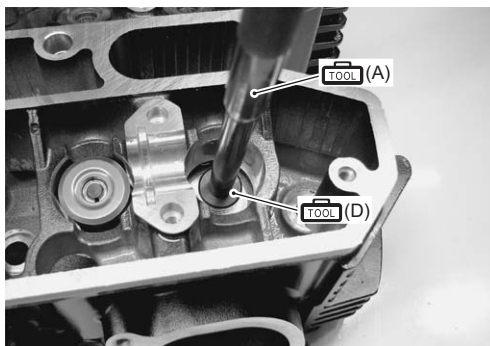
TOOL (A): 09916-46020 (Valve guide remover/installer)

TOOL (D): 09916-44940 (Attachment)



I717H1140113-01

1. Cylinder head	"a": 12.2 mm (0.48 in)
2. Valve guide	



I822H1140153-01

- 7) After installing the valve guides, refinish their guiding bores using the reamer. Be sure to clean and oil the guides after reaming.

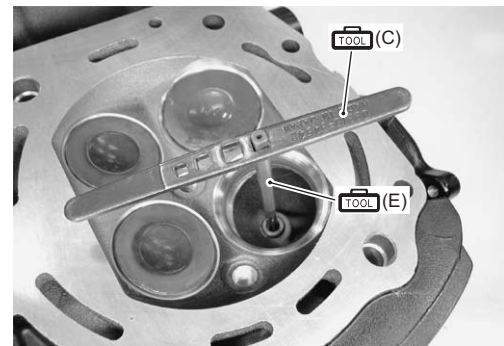
Special tool

TOOL (C): 09916-34542 (Reamer handle)

TOOL (E): 09916-37810 (Valve guide reamer (5.8/6.0 mm))

NOTE

- Be sure to cool down the cylinder head to ambient air temperature.
- Insert the reamer from the combustion chamber and always turn the reamer handle clockwise.



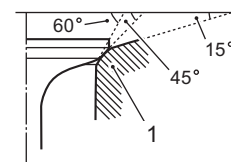
I822H1140154-01

- 8) Install the valves and springs. Refer to "Cylinder Head Disassembly and Assembly (Page 1D-47)".
- 9) Install the cylinder head. Refer to "Engine Top Side Assembly (Page 1D-30)".

Valve Seat Repair

B822H11406053

The valve seats (1) for both the intake and exhaust valves are machined to three different angles. The seat contact surface is cut at 45°.



I822H1140363-01

	Intake	Exhaust
Seat angle	15°/45°/60°	←
Seat width	1.1 – 1.3 mm (0.043 – 0.051 in)	1.4 – 1.6 mm (0.055 – 0.063 in)
Valve diameter	42 mm (1.65 in)	38 mm (1.50 in)
Valve guide I.D.	6.000 – 6.012 mm (0.2362 – 0.2367 in)	←

CAUTION

- The valve seat contact area must be inspected after each cut.
- Do not use lapping compound after the final cut is made. The finished valve seat should have a velvety smooth finish but not a highly polished or shiny finish. This will provide a soft surface for the final seating of the valve which will occur during the first few seconds of engine operation.

NOTE


After servicing the valve seats, be sure to check the valve clearance after the cylinder head has been reinstalled. Refer to "Valve Clearance Inspection and Adjustment in Section 0B (Page 0B-5)".

Valve Spring

The force of the coil spring keeps the valve seat tight. Weakened spring results in reduced engine power output and often accounts for the chattering noise coming from the valve mechanism.

Check the valve springs for proper strength by measuring its free length and also by the force required to compress it. If the spring length is less than the service limit or if the force required to compress the spring does not fall within the range specified, replace spring as a set.

Special tool

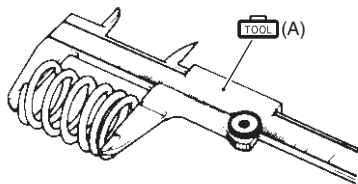
 (A): 09900-20102 (Vernier calipers (1/20 mm, 200 mm))

Valve spring free length (IN. & EX.)

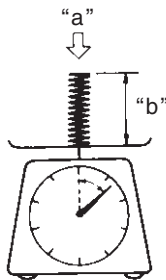
Service limit: 40.7 mm (1.60 in)

Valve spring tension (IN. & EX.)

Standard: 127 – 147 N (13.0 – 15.0 kgf, 28.7 – 33.1 lb-ft)/36.6 mm (1.44 in)



I649G1140237-03



I649G1140238-03

Tension "a"	Length "b"
127 – 147 N (13.0 – 15.0 kgf, 28.7 – 33.1 lbs)	36.6 mm (1.44 in)

Cam Chain Tensioner No. 2 Inspection

B822H11406051

Inspect the cam chain tensioner No. 2 in the following procedures:

- 1) Remove the cam chain tensioner No. 2. Refer to "Cylinder Head Disassembly and Assembly (Page 1D-47)".
- 2) Check the contacting surface of the cam chain tensioner No. 2. If it is worn or damage, replace it with a new one.



I822H1140150-01

- 3) Install the cam chain tensioner No. 2. Refer to "Cylinder Head Disassembly and Assembly (Page 1D-47)".

Cylinder Inspection


B822H11406020

Refer to "Engine Top Side Disassembly (Page 1D-25)". Refer to "Engine Top Side Assembly (Page 1D-30)".

Cylinder Distortion

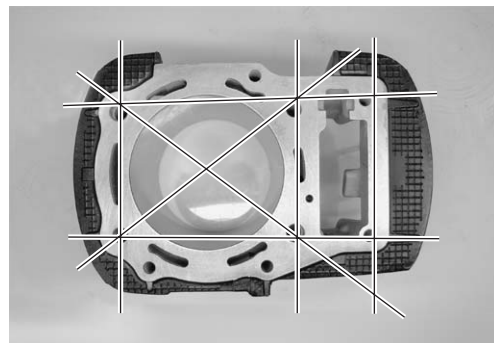
Check the gasketed surface of the cylinder for distortion with a straightedge and thickness gauge, taking a clearance reading at several places as indicated. If the largest reading at any position of the straightedge exceeds the limit, replace the cylinder.

Special tool

 : 09900-20803 (Thickness gauge)

Cylinder distortion

Service limit: 0.05 mm (0.002 in)



I822H1140155-01

Cylinder Bore

Check the cylinder wall for any scratches, nicks or other damage.

Cylinder bore

Standard: 112.000 – 112.015 mm (4.4094 – 4.4100 in)



I822H1140156-01

Piston Ring Removal and Installation

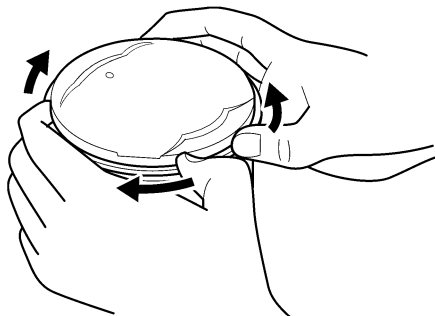
B822H11406022

Removal

- 1) Draw out the piston pin and remove the piston. Refer to "Engine Top Side Disassembly (Page 1D-25)".
- 2) Carefully spread the ring opening with your thumbs and then push up the opposite side of the 1st ring to remove it.

NOTE

Do not expand the piston ring excessively since it is apt to be broken down.



I822H1140349-02

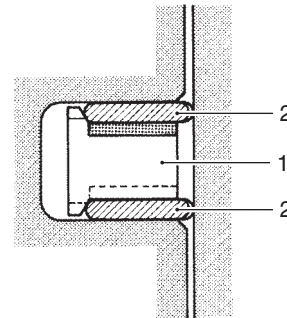
- 3) Remove the 2nd ring and oil ring in the same procedure.

Installation

NOTE

- When installing the piston ring, be careful not to damage the piston.
- Do not expand the piston ring excessively since it is apt to be broken down.

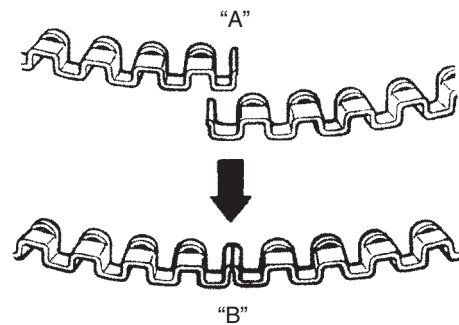
- 1) Install the piston rings in the order of the oil ring, 2nd ring and 1st ring.
 - a) The first member to go into the of the oil ring groove is a spacer (1). After placing the spacer, fit the two side rails (2).



I718H1140143-02

CAUTION

When installing the spacer, be careful not to allow its two ends to overlap in the groove.



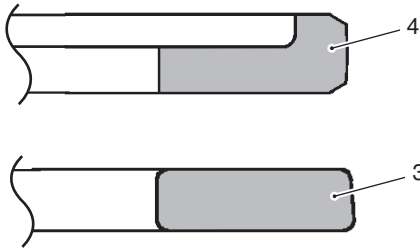
I705H1140170-02

"A": INCORRECT	"B": CORRECT
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b) Install the 2nd ring (3) and 1st ring (4) to piston.

NOTE

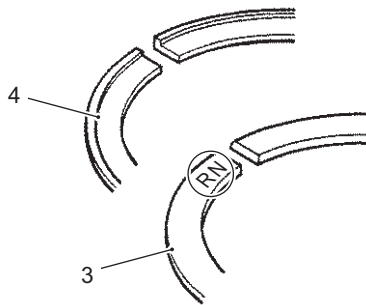
1st ring (4) and 2nd ring (3) differ in shape.



I823H1140147-01

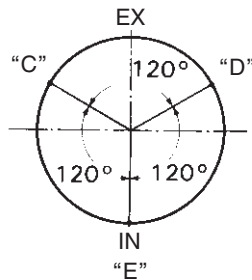
NOTE

- 2nd ring has letters “RN” marked on the side. Be sure to bring the marked side to the top when fitting it to the piston.
- Be sure to bring the concave side of 1st ring to the top when fitting it to the piston.



I822H1140351-01

2) Position the gaps of the three rings and side rails as shown. Before inserting piston into the cylinder, check that the gaps are so located.



I822H1140352-01

“C”:	2nd ring and lower side rail
“D”:	Upper side rail
“E”:	1st ring and spacer

3) Install the piston and piston pin. Refer to “Engine Top Side Assembly (Page 1D-30)”.

Piston and Piston Ring Inspection

B822H11406023

Refer to “Piston Ring Removal and Installation (Page 1D-56)”.

Piston Diameter

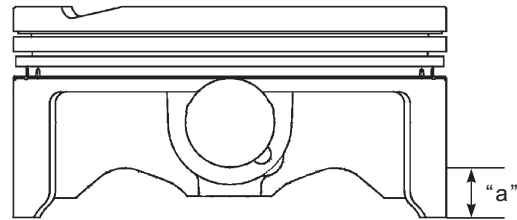
Measure the piston diameter using the micrometer at 10 mm (0.4 in) “a” from the skirt end. If the piston diameter is less than the service limit, replace the piston.

Special tool

TOOL (A): 09900–20210 (Micrometer (100 – 125 mm))

Piston diameter

Service limit: 111.880 mm (4.4047 in)



I822H1140157-01



I822H1140158-01

Piston-to-cylinder Clearance

Subtract the piston diameter from the cylinder bore diameter. If the piston-to-cylinder clearance exceeds the service limit, replace both the cylinder and the piston.

Piston-to-cylinder clearance

Service limit: 0.120 mm (0.0047 in)

Piston Ring-to-groove Clearance

Measure the side clearances of the 1st and 2nd piston rings using the thickness gauge. If any of the clearances exceed the limit, replace both the piston and piston rings.

Special tool

TOOL (A): 09900–20803 (Thickness gauge)

TOOL (B): 09900–20205 (Micrometer (0 – 25 mm))

Piston ring-to-groove clearance

Service limit: (1st): 0.180 mm (0.0071 in)

Service limit: (2nd): 0.150 mm (0.0059 in)

Piston ring groove width

Standard: (1st): 0.93 – 0.95 mm (0.0366 – 0.0374 in)

Standard: (1st): 1.55 – 1.57 mm (0.0610 – 0.0618 in)

Standard: (2nd): 1.21 – 1.23 mm (0.0476 – 0.0484 in)

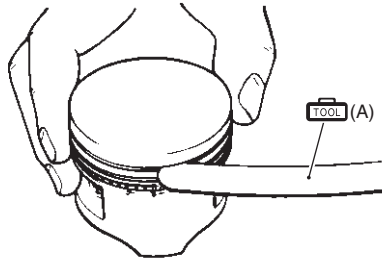
Standard: (Oil): 2.51 – 2.53 mm (0.0988 – 0.0996 in)

Piston ring thickness

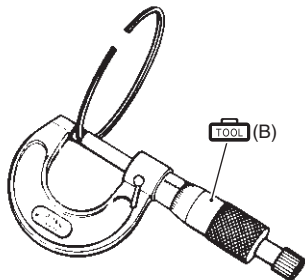
Standard: (1st): 0.86 – 0.91 mm (0.034 – 0.036 in)

Standard: (1st): 1.38 – 1.40 mm (0.054 – 0.055 in)

Standard: (2nd): 1.17 – 1.19 mm (0.046 – 0.047 in)



I649G1140263-03



I649G1140264-03

Piston Ring Free End Gap and Piston Ring End Gap

Measure the piston ring free end gap using vernier calipers. Next, fit the piston ring squarely into the cylinder and measure the piston ring end gap using the thickness gauge. If any of the measurements exceed the service limit, replace the piston ring with a new one.

Special tool

TOOL (A): 09900-20101 (Vernier calipers (1/15 mm, 150 mm))

Piston ring free end gap

Service limit: (1st): 12.6 mm (0.50 in)

Service limit: (2nd): 11.6 mm (0.46 in)

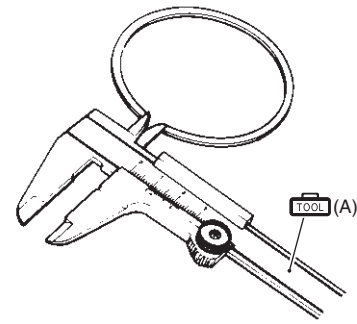
Special tool

TOOL (B): 09900-20803 (Thickness gauge)

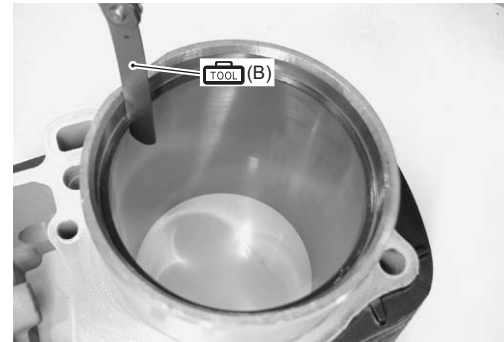
Piston ring end gap

Service limit: (1st): 0.50 mm (0.020 in)

Service limit: (2nd): 0.50 mm (0.020 in)



I649G1140265-03



I822H1140159-01

Piston Pin / Pin Bore

Measure the piston pin bore inside diameter using the small bore gauge. If measurement is out of specification, replace the piston.

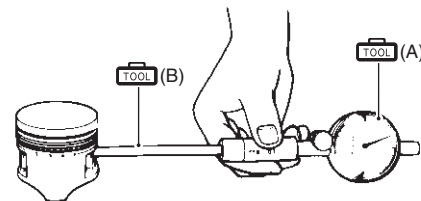
Special tool

TOOL (A): 09900-20602 (Dial gauge (1/1000 mm, 1 mm))

TOOL (B): 09900-22403 (Small bore gauge (18 – 35 mm))

Piston pin bore I.D.

Service limit: 23.030 mm (0.9067 in)



I649G1140267-03

1D-59 Engine Mechanical:

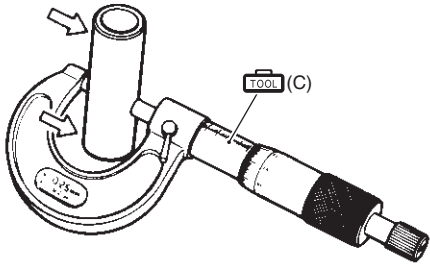
Measure the piston pin outside diameter at three positions using the micrometer. If any of the measurements are out of specification, replace the piston pin.

Special tool

 (C): 09900-20205 (Micrometer (0 – 25 mm))

Piston pin O.D.

Service limit: 22.980 mm (0.9047 in)



I649G1140268-03

Engine Bottom Side Disassembly

B822H11406024

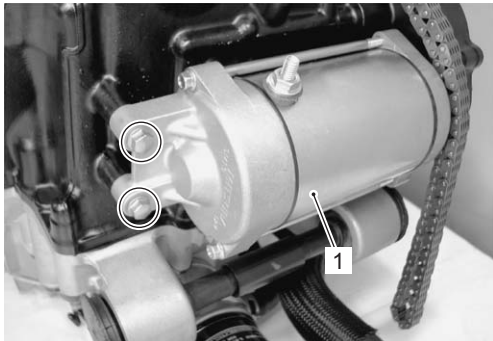
Refer to "Engine Assembly Removal (Page 1D-18)".
Refer to "Engine Top Side Disassembly (Page 1D-25)".

NOTE

The crankcase must be separated to service the crankshaft and conrod.

Starter Motor

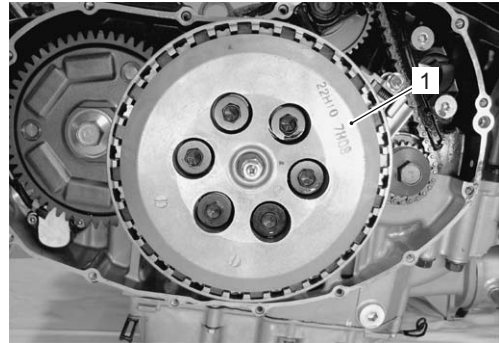
Remove the starter motor (1).



I822H1140160-01

Clutch

Remove the clutch component parts (1). Refer to "Clutch Removal in Section 5C (Page 5C-4)".



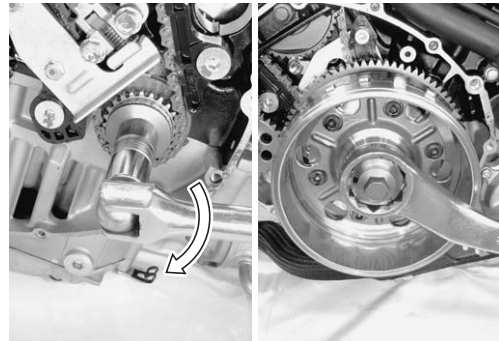
I822H1140161-01

Rear Cam Chain Drive Sprocket

Hold the generator rotor and remove the rear cam chain drive sprocket bolt.

CAUTION

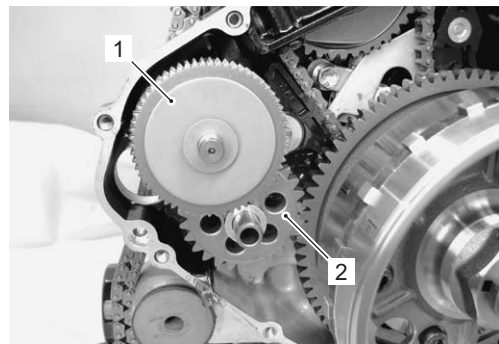
This bolt has left-hand thread.



I822H1140162-01

Starter Torque Limiter / Starter Idle Gear

Remove the starter torque limiter (1) and starter idle gear (2). Refer to "Starter Torque Limiter / Starter Clutch Removal and Installation in Section 11 (Page 11-11)".



I822H1140163-01

Generator

Remove the generator component parts (1). Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".



I822H1140164-01

Starter Driven Gear

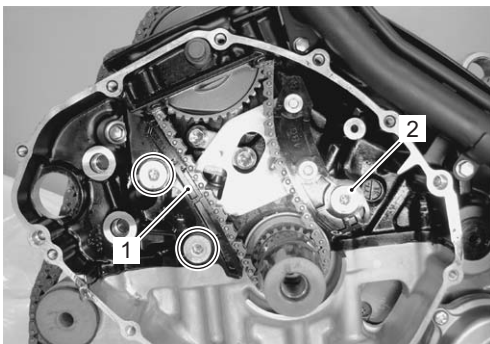
Remove the key (1) and starter driven gear (2).



I822H1140165-01

Front Cam Chain Idler Sprocket

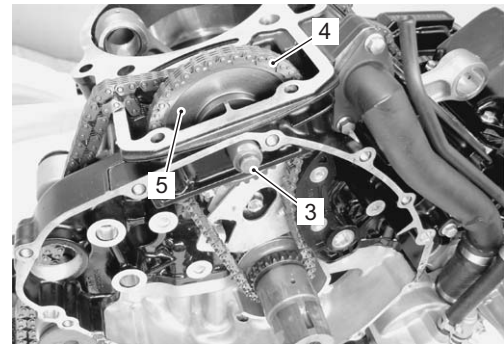
1) Remove the cam chain guide No. 1 (1) and remove the front cam chain tensioner No. 1 mounting bolt (2).



I822H1140166-01

2) Remove the idler shaft (3).

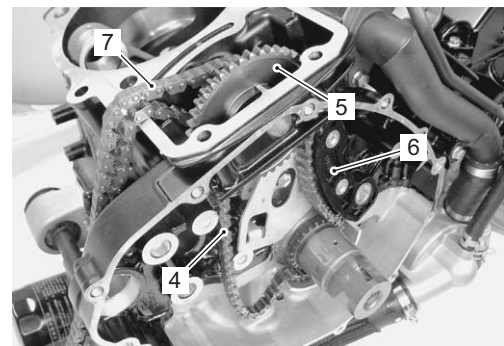
3) Disengage the cam chain No. 1 (4) from the front cam chain idler sprocket (5).



I822H1140167-01

4) Remove the cam chain tensioner No. 1 (6).

5) Remove the cam chain No. 2 (7), front cam chain idler sprocket (5) and cam chain No. 1 (4).



I822H1140168-02

Front Cam Chain Tension No. 1 Adjuster

Remove the front cam chain tension No. 1 adjuster (1).

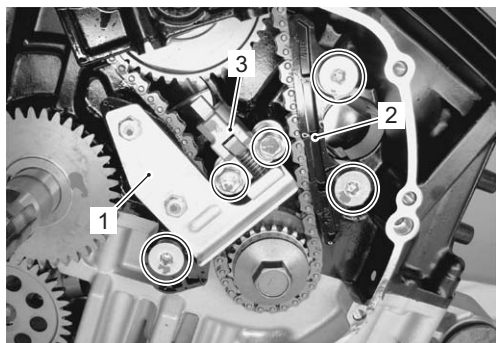


I822H1140169-01

1D-61 Engine Mechanical:

Rear Cam Chain Tension No. 1 Adjuster

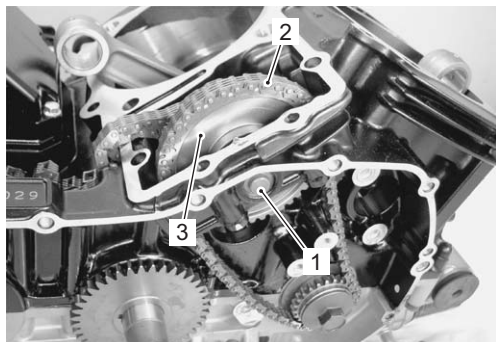
- 1) Remove the rear cam chain tensioner No. 1 (1) and cam chain guide No. 1 (2).
- 2) Remove the rear cam chain tension No. 1 adjuster (3).



I822H1140170-01

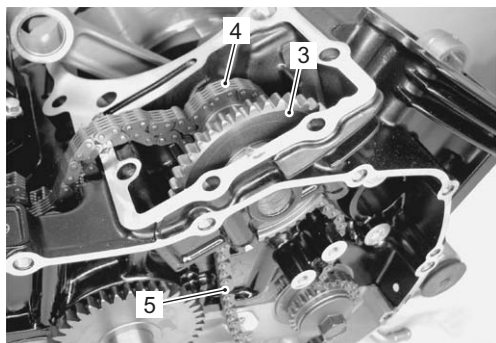
Rear Cam Chain Idler Sprocket

- 1) Remove the idler shaft (1).
- 2) Disengage the cam chain tension No. 1 (2) from the rear cam chain idler sprocket (3).



I822H1140171-01

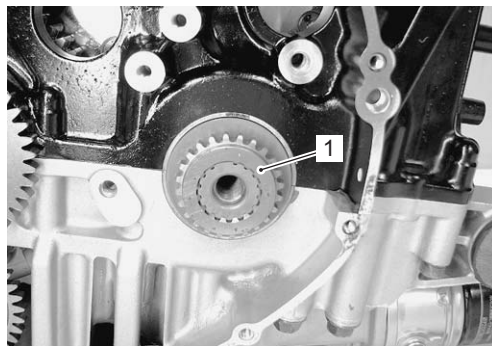
- 3) Remove the cam chain No. 2 (4), rear cam chain idler sprocket (3) and cam chain No. 1 (5).



I822H1140172-01

Rear Cam Chain Drive Sprocket

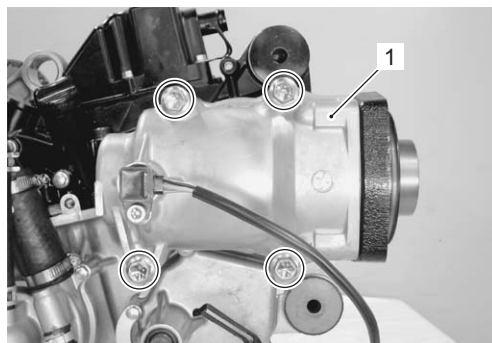
Remove the rear cam chain drive sprocket (1).



I822H1140173-01

Secondary Driven Gear

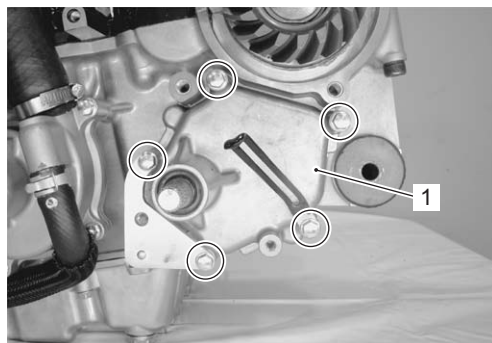
Remove the secondary driven gear assembly (1). Refer to "Secondary Driven Gear Assembly Removal and Installation in Section 3A (Page 3A-3)".



I822H1140174-01

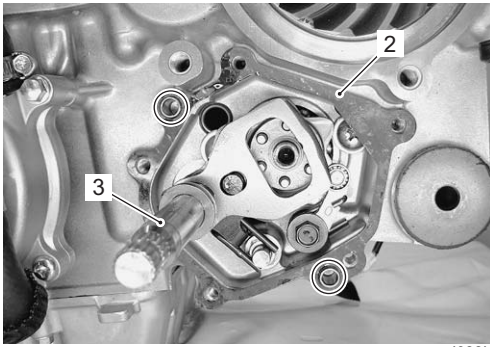
Gearshift System

- 1) Remove the gearshift cover (1).



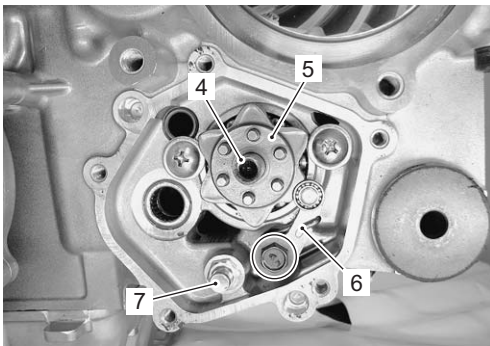
I822H1140175-01

- 2) Remove the gasket (2) and dowel pins.
- 3) Draw out the gearshift shaft assembly (3).



I822H1140353-01

- 4) Remove the gearshift cam plate bolt (4) and gearshift cam plate (5).
- 5) Remove the gearshift cam stopper (6) and gearshift arm stopper (7).



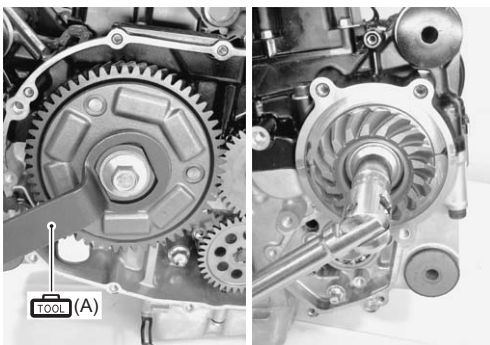
I822H1140176-01

Secondary Drive Gear

- 1) Shift the gear position to 1st and 2nd.
- 2) Hold the primary driven gear with the special tool and remove the secondary drive gear bolt.

Special tool

 (A): 09930-44541 (Rotor holder)



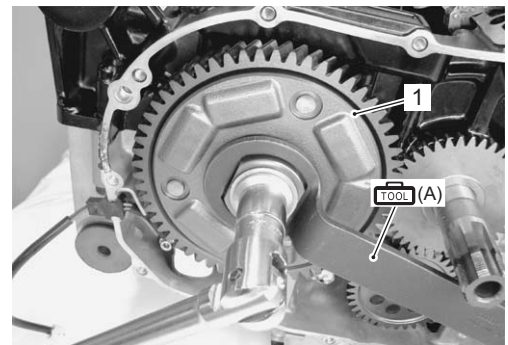
I822H1140177-01

Primary Driven Gear

- 1) Hold the primary driven gear with the special tool and remove the primary driven gear (1).

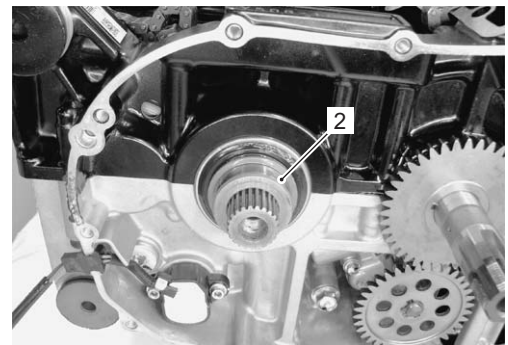
Special tool

 (A): 09930-44541 (Rotor holder)



I822H1140178-01

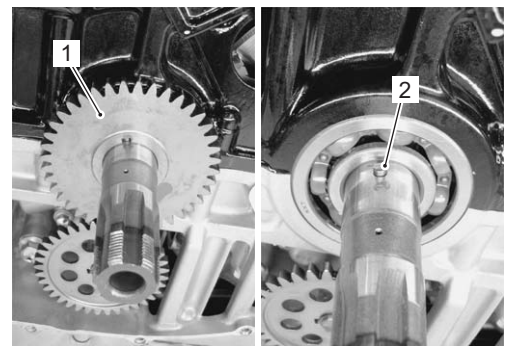
- 2) Remove the primary driven gear spacer (2).



I822H1140179-01

Oil Pump Drive Gear / Oil Pump Driven Gear

- 1) Remove the oil pump drive gear (1) and pin (2).



I822H1140180-01

1D-63 Engine Mechanical:

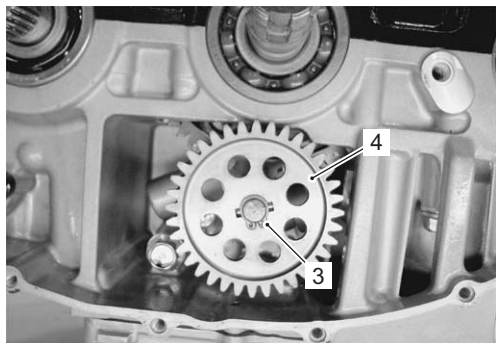
- 2) Remove the snap ring (3) and oil pump driven gear (4).

NOTE

Do not drop the snap ring (3) into the crankcase.

Special tool

 : 09900-06107 (Snap ring pliers)

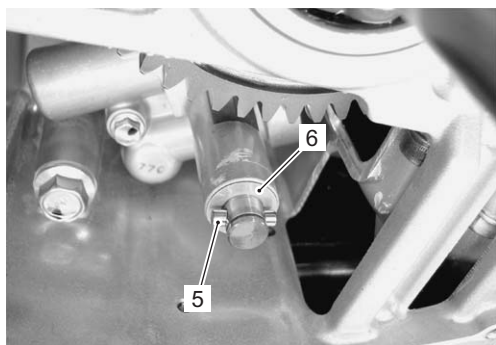


I822H1140181-01

- 3) Remove the pin (5) and washer (6).

NOTE

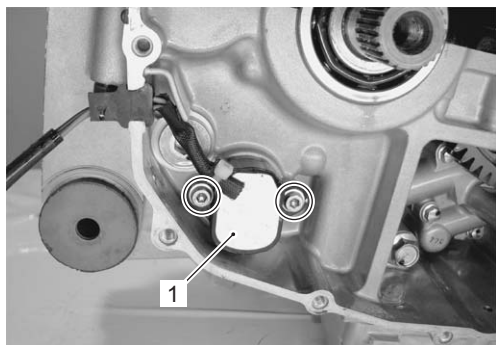
Do not drop the pin (5) and washer (6) into the crankcase.



I822H1140182-01

Gear Position Switch

Remove the gear position switch (1).




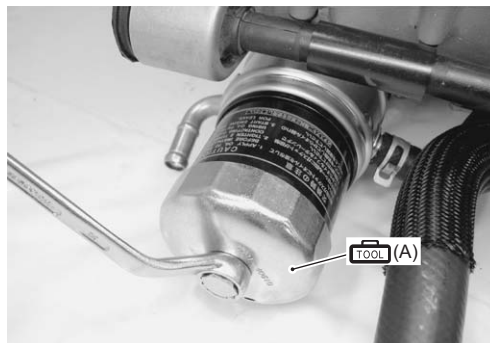
I822H1140183-01

Oil Filter

Remove the oil filter with the special tool.

Special tool

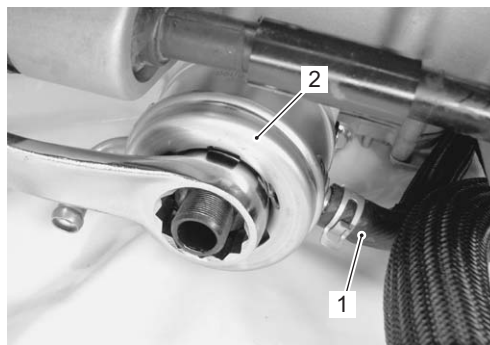
 (A): 09915-40610 (Oil filter wrench)



I822H1140184-01

Oil Cooler

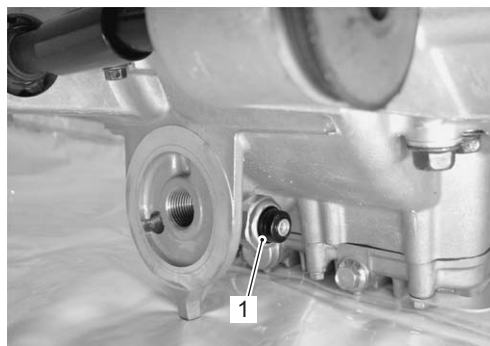
- 1) Disconnect the water hose (1).
- 2) Remove the oil cooler (2) by removing the union bolt.



I822H1140185-01

Oil Pressure Switch

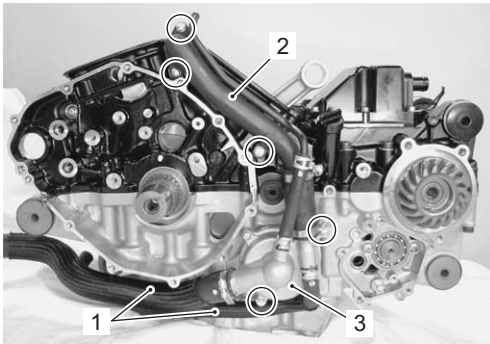
- 1) Remove the oil pressure switch (1).



I822H1140186-01

Water Pump

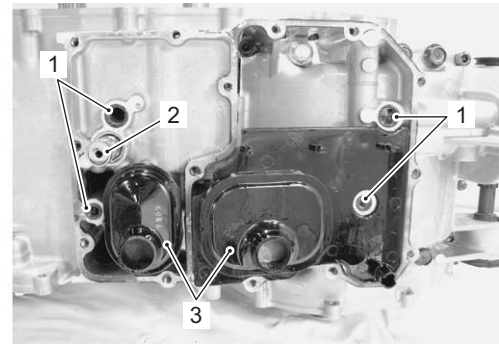
- 1) Disconnect the water hoses (1).
- 2) Remove the water inlet pipe/water by-pass pipe (2) and water pump assembly (3).



I822H1140187-01

Oil Pressure Regulator / Oil Strainer

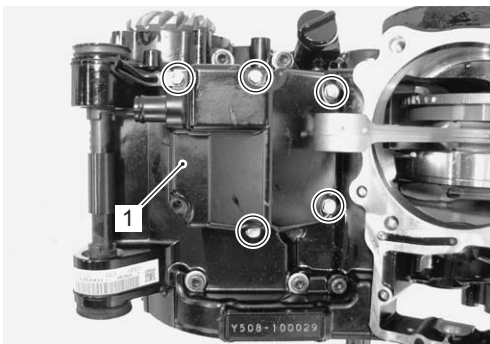
- 1) Remove the O-rings (1) and oil pressure regulator (2).
- 2) Remove the oil strainers (3).



I822H1140190-01

Crankcase Breather Cover

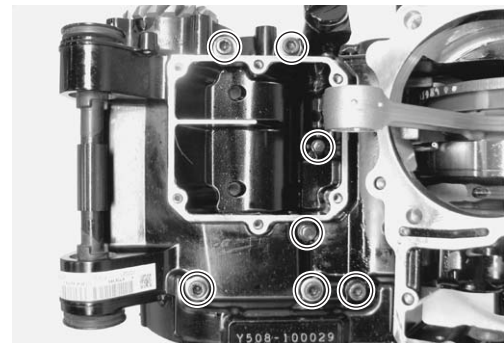
Remove the crankcase breather cover (1).



I822H1140188-01

Crankcase

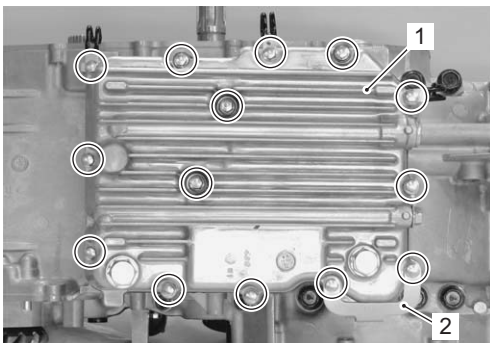
- 1) Remove the crankcase bolts.



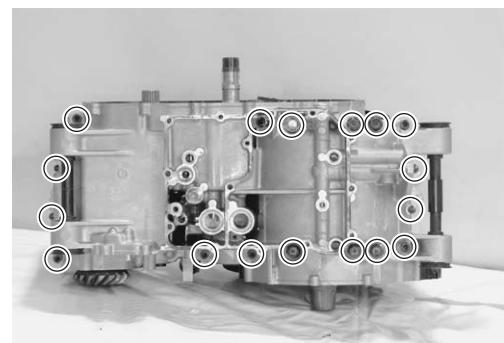
I822H1140191-01

Oil Pan

Remove the oil pan (1) and stay (2).



I822H1140189-01



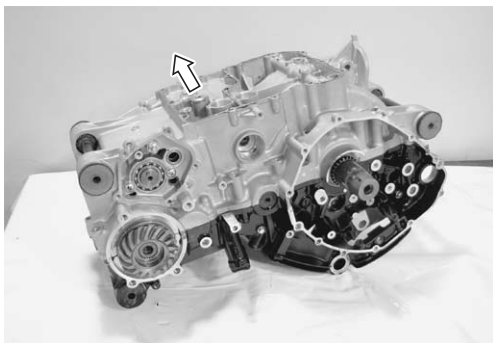
I822H1140192-01

1D-65 Engine Mechanical:

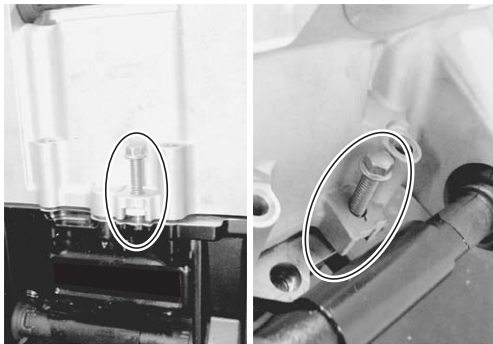
- 2) Make sure that all of the bolts are removed. Then, tap the sides of the lower crankcase using a plastic hammer to separate the upper and lower crankcase halves and then lift the lower crankcase off of the upper crankcase.

NOTE

- The crankshaft and transmission components should remain in the upper crankcase half.
- If it is difficult to separate the crankcase halves, set the proper bolts and nuts to the crankcase by separating the upper and lower crankcase halves, as shown in the figure.



I822H1140193-01



I822H1140194-01

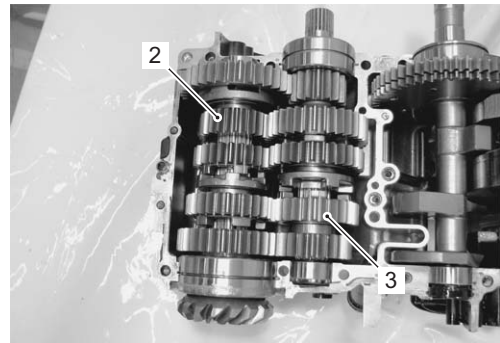
- 3) Remove the O-rings (1) and dowel pins.



I822H1140195-01

Transmission

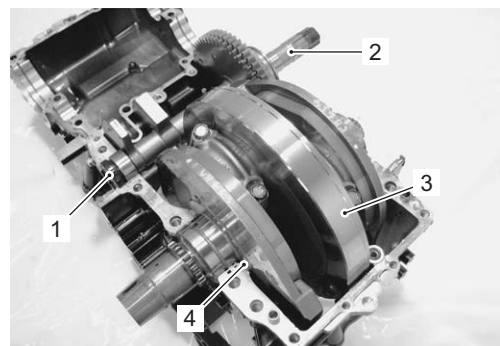
- Remove the drive shaft assembly (2) and countershaft assembly (3).



I822H1140196-01

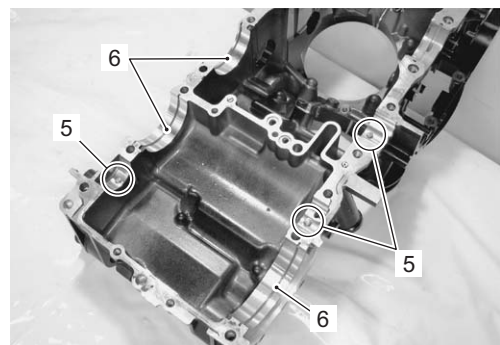
Balancer Shaft / Crankshaft

- 1) Remove the oil seal (1) and balancer shaft (2).
- 2) Remove the crankshaft (3) and thrust bearing (4).



I822H1140197-01

- 3) Remove the pins (5) and C-rings (6).

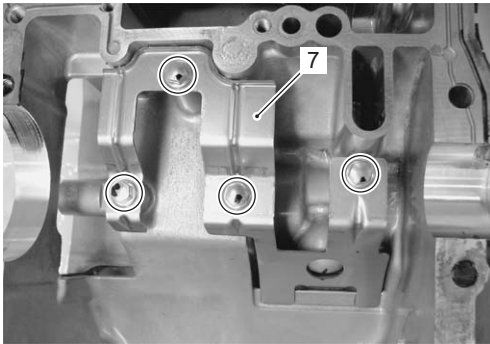


I822H1140198-01



I822H1140199-01

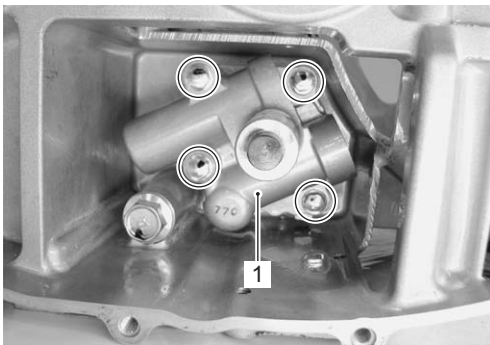
4) Remove the oil separator (7).



I822H1140200-01

Oil Pump

Remove the oil pump assembly (1). Refer to "Oil Pump Removal and Installation in Section 1E (Page 1E-9)".



I822H1140201-01

Gearshift Fork / Gearshift Cam

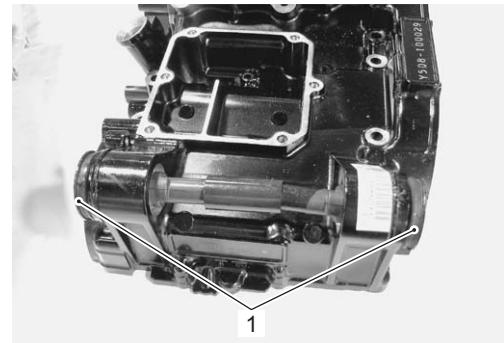
Remove the gearshift component parts. Refer to "Transmission Removal in Section 5B (Page 5B-3)".



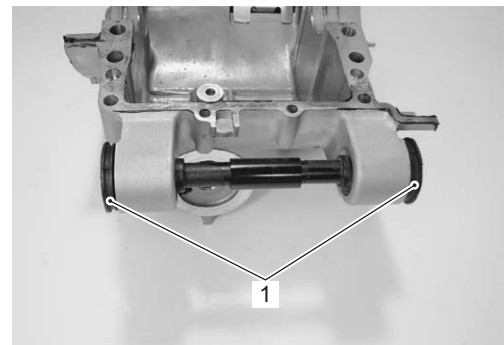
I822H1140202-01

Engine Mount Bushing

Remove the upper and lower crankcase engine mount bushings (1), if necessary.



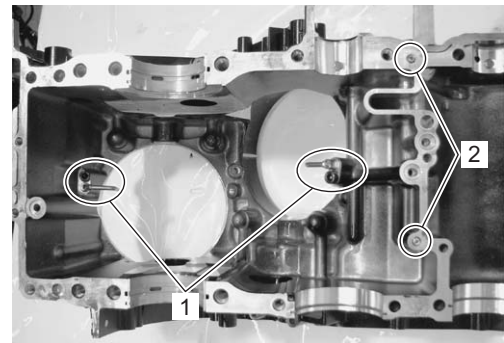
I822H1140203-01



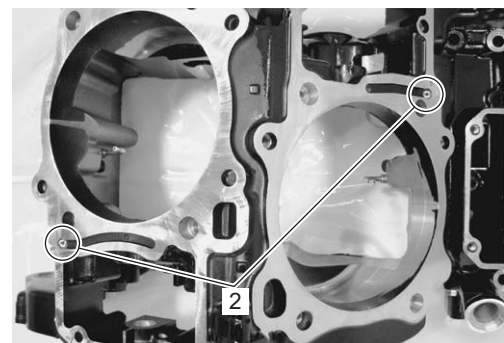
I822H1140204-01

Oil Jet

Remove the piston cooling jets (1) and oil jets (2) from the upper crankcase.



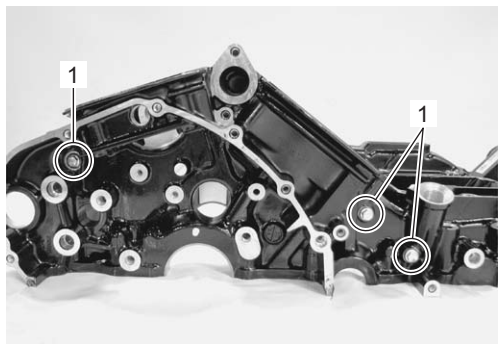
I822H1140205-01



I822H1140354-01

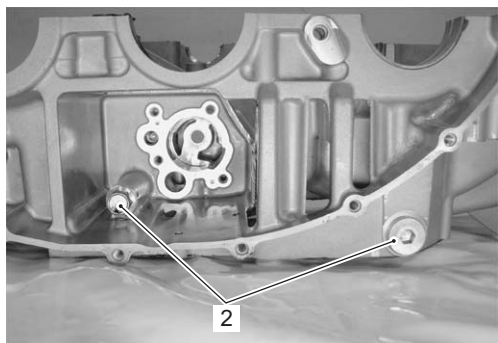
Oil Gallery Plug

1) Remove the oil gallery plugs (1) from the upper crankcase.



I822H1140206-01

2) Remove the oil gallery plugs (2) from the lower crankcase.

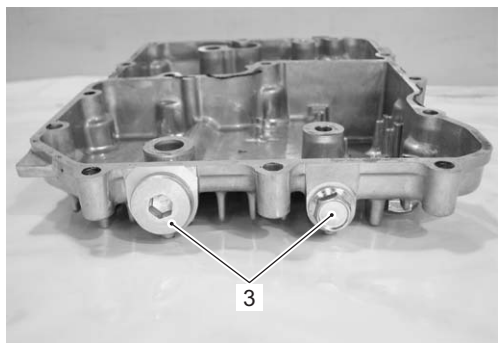


I822H1140207-01



I822H1140208-01

3) Remove the oil gallery plugs (3) from the oil pan.



I822H1140209-01

Crankshaft Journal Bearing

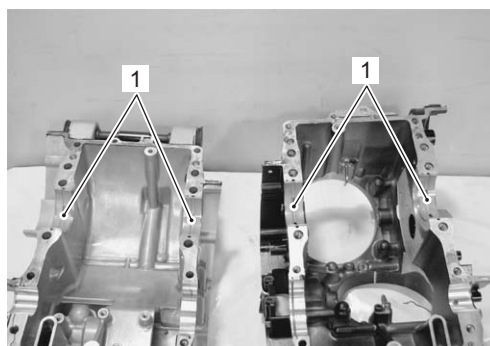
Remove the crankshaft journal bearings (1), upper and lower.

⚠ CAUTION

- When removing the crankshaft journal bearings, be careful not to scratch the crankcase and the crankshaft journal bearings.
- Do not touch the bearing surfaces with your hands. Grasp the bearings by their edges.

NOTE

- Do not remove the crankshaft journal bearings unless absolutely necessary.
- Make a note of where the crankshaft journal bearings are removed from so that they can be reinstalled in their original positions.



I822H1140210-01

Engine Bottom Side Assembly

B822H11406025

Assembly the engine bottom side in the reverse of disassembly. Pay attention to the following points:

NOTE

Apply engine oil to each running and sliding part before reassembling.

Oil Gallery Plug

⚠ CAUTION

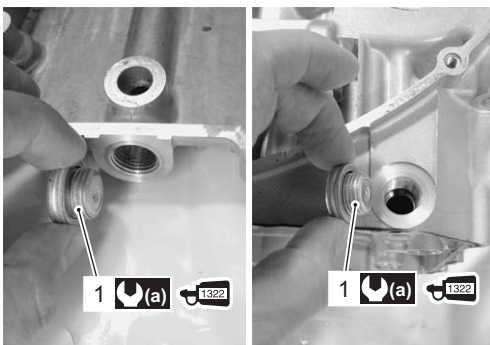
Use each new gasket.

- Apply thread lock to the oil gallery plug (1) and tighten it to the specified torque.

1322 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

Tightening torque

Oil gallery plug (M16) (a): 35 N·m (3.5 kgf-m, 25.5 lb-ft)



I822H1140211-02

- Tighten each plugs to the specified torque.

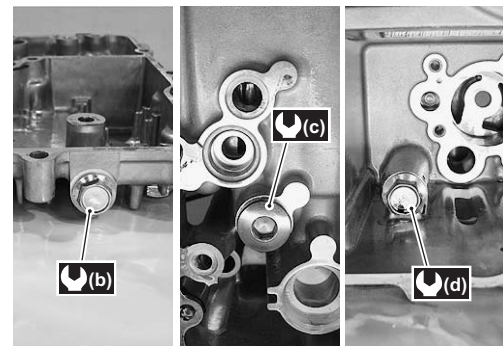
Tightening torque

Oil gallery plug (M10) (b): 20 N·m (2.0 kgf-m, 14.5 lb-ft)

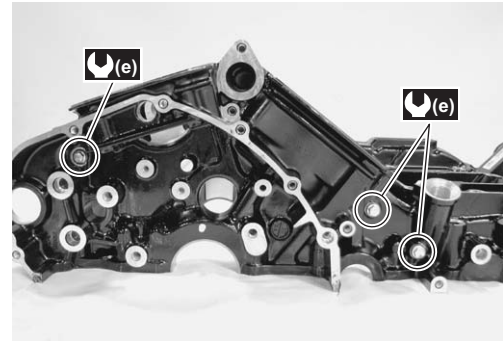
Oil gallery plug (M14) (c): 25 N·m (2.5 kgf-m, 18.0 lb-ft)

Oil gallery plug (M12) (d): 21 N·m (2.1 kgf-m, 15.0 lb-ft)

Oil gallery plug (M6) (e): 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1140212-01



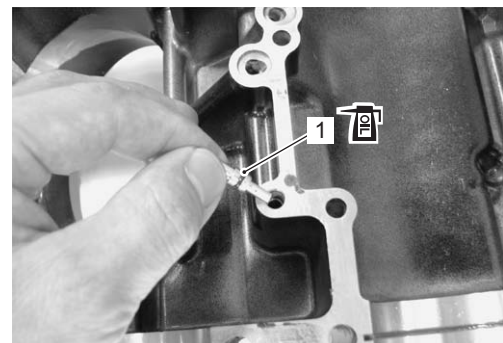
I822H1140213-01

Oil Jet

⚠ CAUTION

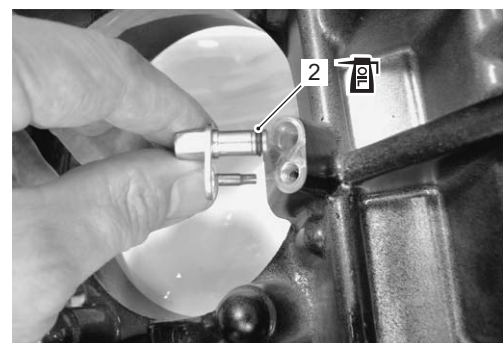
Use the new O-rings to prevent oil pressure leak.

- Apply engine oil to the new O-ring (1).



I822H1140214-01

- Fit the new O-ring (2) to each piston cooling oil jets and apply engine oil to them.



I822H1140215-02

1D-69 Engine Mechanical:

- Apply a small quantity of thread lock to the bolts and tighten them.

 **1322** : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)



I822H1140216-01

Gearshift Fork / Gearshift Cam

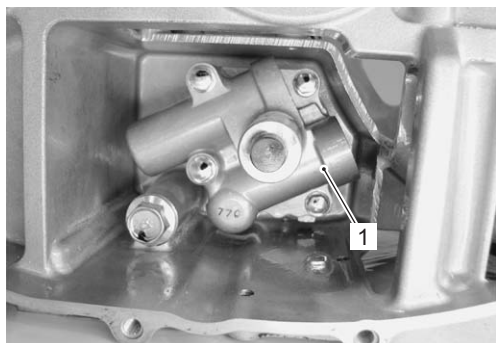
- Install the gearshift component parts. Refer to “Transmission Removal in Section 5B (Page 5B-3)”.



I822H1140217-01

Oil Pump

Install the oil pump assembly (1). Refer to “Oil Pump Removal and Installation in Section 1E (Page 1E-9)”.



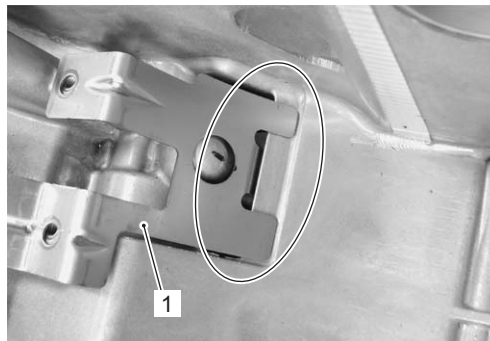
I822H1140218-02

Balancer Shaft / Crankshaft

- Install the oil separator (1).

NOTE

Align the oil separator claw with the lower crankcase hole.



I822H1140219-01

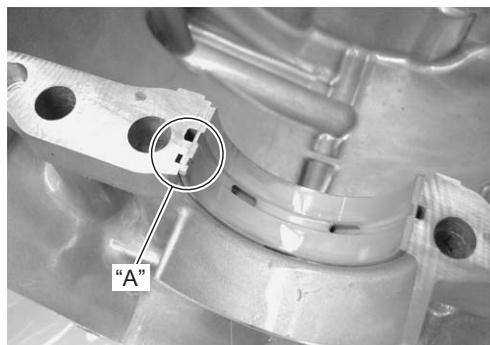
- When fitting the crankshaft journal bearings to the upper and lower crankcases, be sure to fix the stopper part “A” first and press the other end.

⚠ CAUTION

Do not touch the bearing surfaces with your hands. Grasp by the edge of the bearing shell.

NOTE

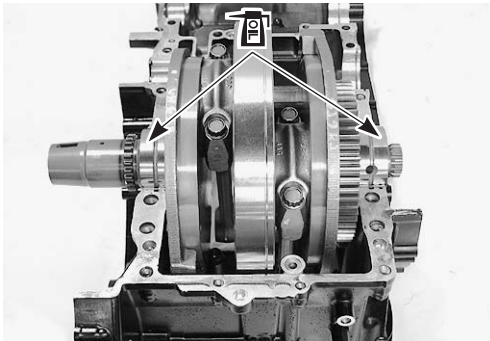
Inspect and select the crankshaft journal bearing if necessary. Refer to “Crankshaft Journal Bearing Inspection and Selection (Page 1D-88)”.



I822H1140220-01

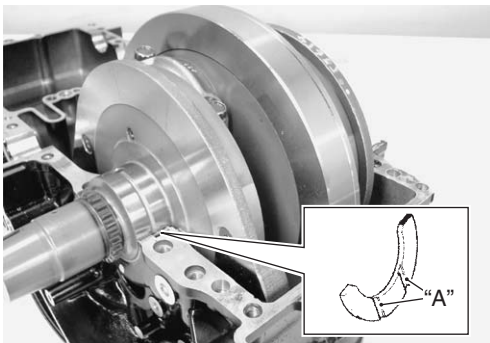
Crankshaft

- Install the crankshaft assembly to the upper crankcase.
- Apply engine oil to each crankshaft journal and bearing lightly.



I822H1140221-01

- Insert the thrust bearing with oil groove "A" facing the crank web.



I822H1140222-01

Balancer Shaft

- Install the balancer shaft on the upper crankcase.

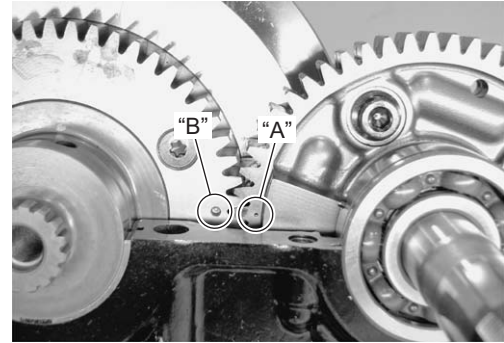
NOTE

Align the C-ring with the groove of bearing and the bearing pin with the indent on the bearing.



I822H1140223-01

- Set the balancer shaft so that its punch mark "A" is aligned with the punch mark "B" on the crankshaft.

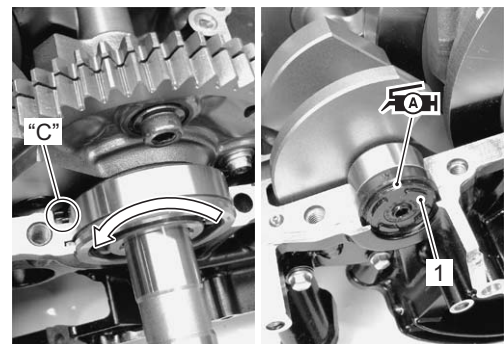


I822H1140224-01

- Turn the bearing to fit the bearing down pin "C" in the position.
- Apply grease to the O-ring.

NOTE: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

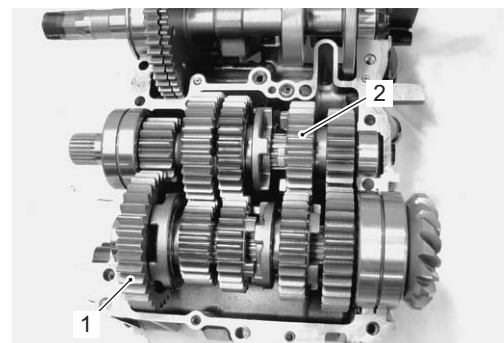
- Install the oil seal (1).



I822H1140225-05

Transmission

- Install the drive shaft assembly (1) and countershaft assembly (2). Refer to "Transmission Installation in Section 5B (Page 5B-4)".



I822H1140226-01

1D-71 Engine Mechanical:

Crankcase

- Apply grease to the O-rings.

CAUTION

Use the new O-rings to prevent oil pressure leak.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

- Install the dowel pins and O-rings in the upper crankcase.




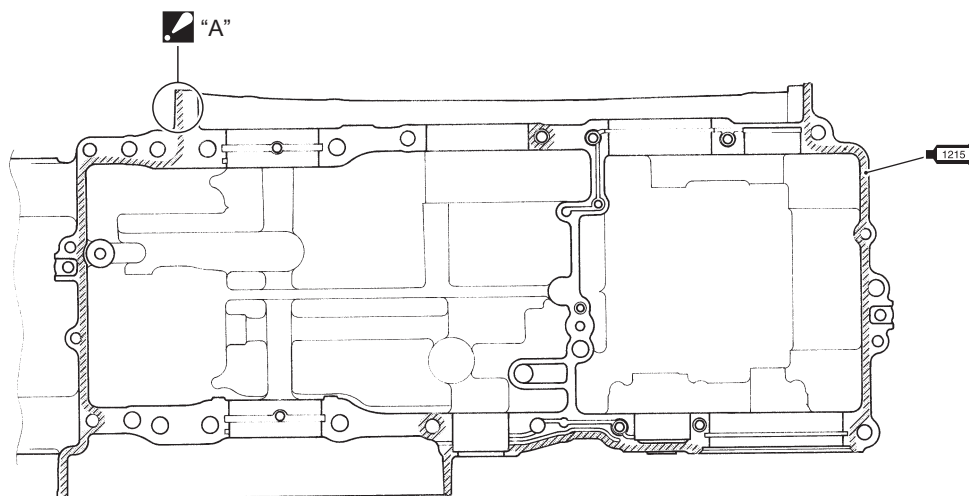
I822H1140227-01

- Apply bond to the mating surface of the lower crankcase.

NOTE


- Make surfaces free from moisture, oil, dust and other foreign materials.
- Spread on surfaces thinly to form an even layer, and assemble the crankcases within few minutes.
- Take extreme care not to apply any bond to the oil hole, oil groove and bearing.
- Apply to distorted surfaces as it forms a comparatively thick film.
- Apply sealant to both mating surface of crankcases at hatched parts.

 : Sealant 99000-31110 (SUZUKI BOND No.1215 or equivalent)



I822H1140355-02

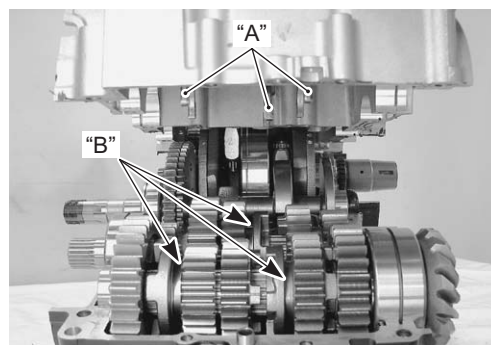
 "A": Apply bond to both surfaces of the upper and lower cases.

 : Apply bond.

- Match the upper and lower crankcases.

NOTE

Align the gearshift forks "A" with each gearshift groove "B".



I822H1140228-01

- Tighten the crankcase bolts a little at a time to equalize the pressure.

⚠ CAUTION

Use the new copper washers and new gasket washers to prevent oil leakage.

NOTE

Fit the new copper washers "C" and new gasket washers "D" to the crankcase bolts.

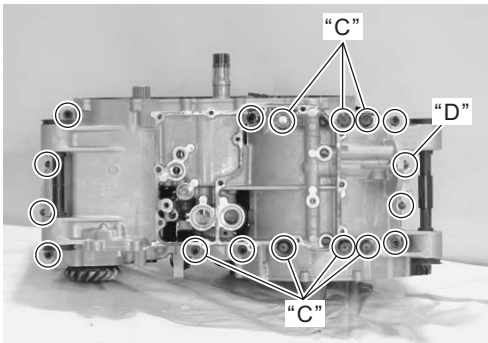
Tightening torque

Crankcase bolt (M6): 11 N·m (1.1 kgf-m, 8.0 lb-ft)

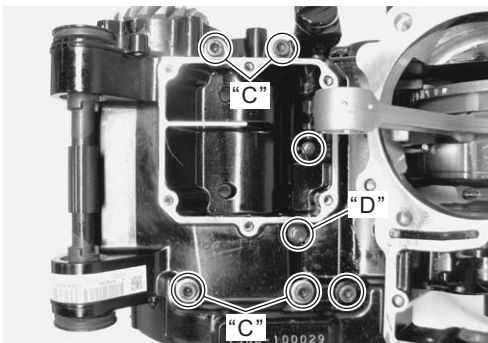
Crankcase bolt (M8): 26 N·m (2.6 kgf-m, 19.0 lb-ft)

Crankcase bolt (M10) (Initial): 30 N·m (3.0 kgf-m, 21.5 lb-ft)

Crankcase bolt (M10) (Final): 50 N·m (5.0 kgf-m, 36.0 lb-ft)

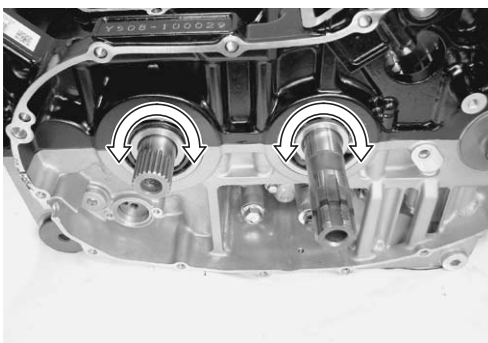


I822H1140229-01



I822H1140230-01

- Check that the driveshaft and countershaft rotate smoothly.



I822H1140231-01

Oil Pressure Regulator / Oil Strainer

- Clean the oil strainers using compressed air.
- Apply grease to the O-rings.

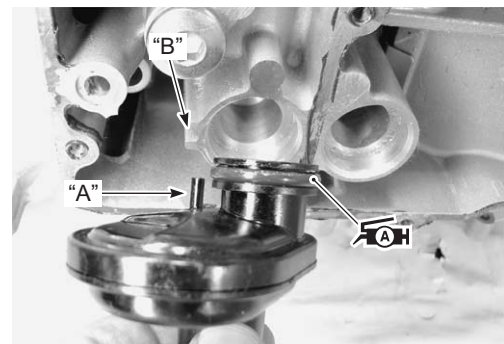
⚠ CAUTION

Use the new O-rings to prevent oil leakage.

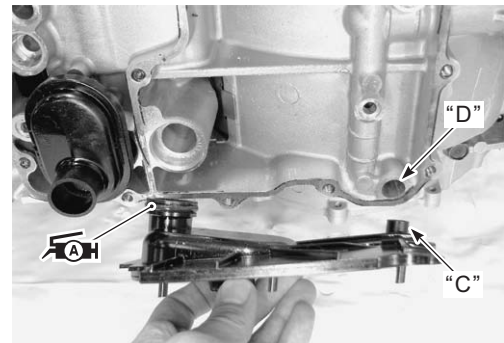
NOTE

- Align the boss "A" with the groove "B" of the lower crankcase.
- Align the boss "C" with the hole "D" of the lower crankcase.

⚠ Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1140232-01



I822H1140233-01

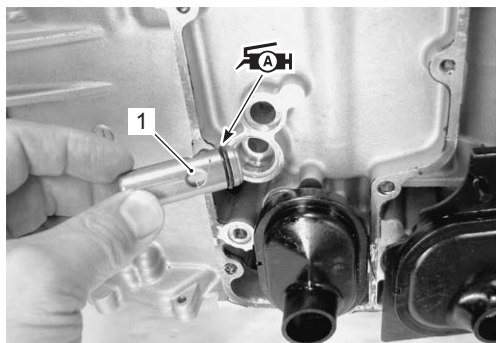
1D-73 Engine Mechanical:

- Apply grease to the O-rings and pass in the oil pressure regulator (1) to the lower crankcase.

⚠ CAUTION

Use the new O-rings to prevent oil leakage.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1140356-01




I822H1140357-01

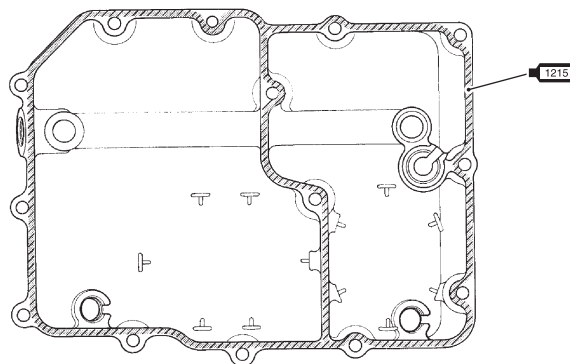
Oil Pan

- Apply bond to the mating surface of the oil pan.

NOTE

- Make surfaces free from moisture, oil, dust and other foreign materials.
- Spread on surfaces thinly to form an even layer, and assemble the oil pan within few minutes.
- Apply to distorted surfaces as it forms a comparatively thick film.

 : Sealant 99000-31110 (SUZUKI BOND No.1215 or equivalent)



I822H1140234-03

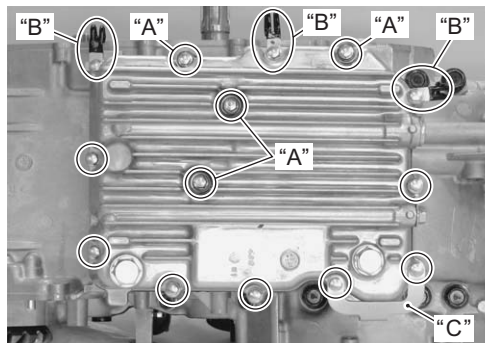
- Tighten the oil pan bolts diagonally.

⚠ CAUTION

Use the new gasket washers to prevent oil leakage.

NOTE

- Fit the new gasket washers to the oil pan bolts "A".
- Fit the clamp "B" and stay "C" to the bolts.



I822H1140235-01

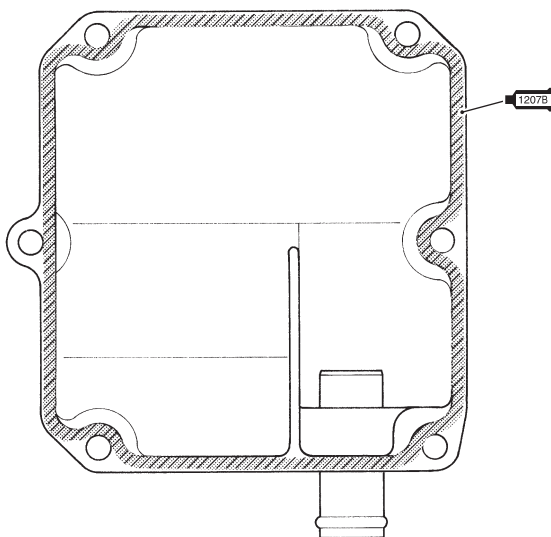
Crankcase Breather Cover

- Apply bond to the mating surface of the breather cover.

NOTE

- Make surfaces free from moisture, oil, dust and other foreign materials.
- Spread on surfaces thinly to form an even layer, and assemble the breather cover within few minutes.
- Apply to distorted surfaces as it forms a comparatively thick film.

■ **1207B** : Sealant 99000-31140 (SUZUKI BOND No.1207B or equivalent)

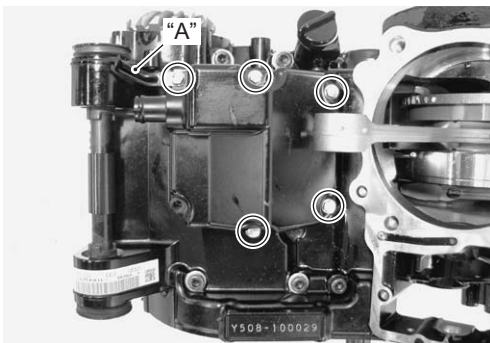


I822H1140358-02

- Tighten the breather cover bolts.

NOTE

Fit the clamp "A" to the bolts.



I822H1140236-01

Water Pump

- Apply grease to the O-ring.

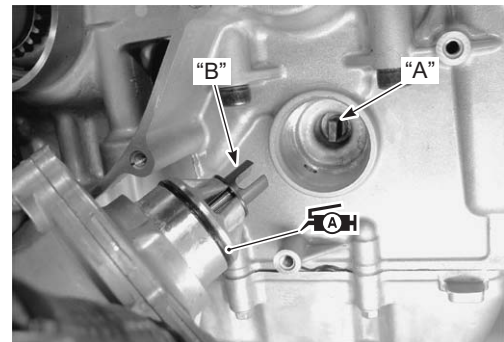
⚠ CAUTION

Use a new O-ring to prevent oil leakage.

NOTE

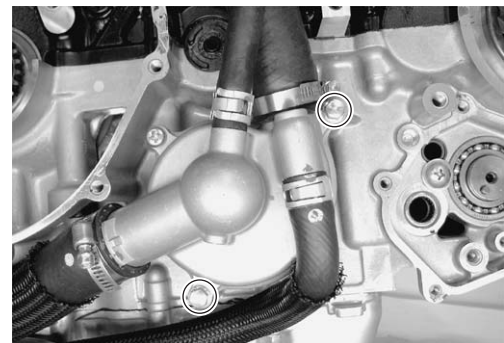
When install the water pump, fit the convex part "A" of the oil pump shaft onto the concave part "B" of the water pump shaft.

🔧 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1140237-01

- Tighten the water pump mounting bolts.

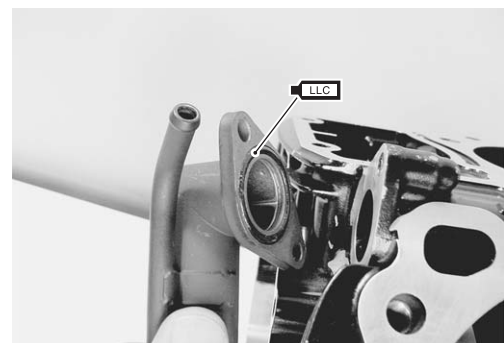


I822H1140238-01

- Apply engine coolant to the O-ring.

NOTE

Use a new O-ring to prevent engine coolant leakage.



I822H1140239-01

1D-75 Engine Mechanical:

- Tighten the water inlet pipe mounting bolts.

⚠ CAUTION

Apply thread lock to the bolt "C".

1303 : Thread lock cement 99000-32030
(THREAD LOCK CEMENT SUPER 1303 or equivalent)



I822H1140240-01

Oil Pressure Switch

- Apply bond to the thread part of the oil pressure switch (1) and tighten the oil pressure switch (1) to the specified torque.

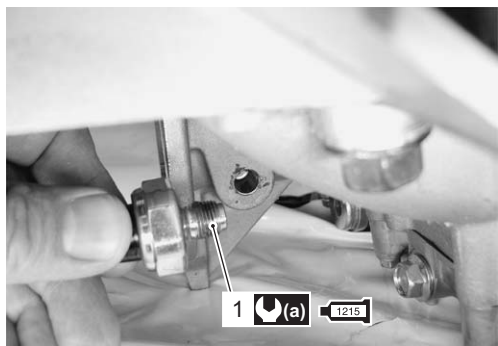
NOTE

Be careful not to apply bond to the hole of thread end.

1215 : Sealant 99000-31110 (SUZUKI BOND No.1215 or equivalent)

Tightening torque

Oil pressure switch (a): 14 N·m (1.4 kgf-m, 10.0 lb-ft)



I822H1140241-01

Oil Cooler

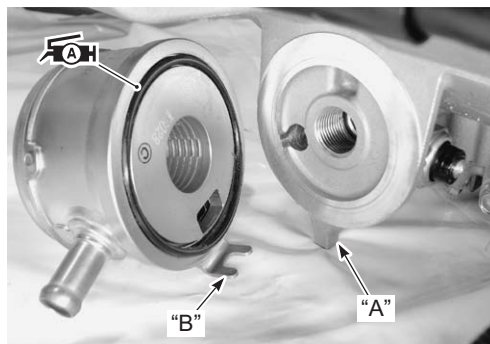
- Apply grease to the O-ring.

⚠ CAUTION

Use a new O-ring to prevent oil leakage.

NOTE

When install the oil cooler, fit the convex part "A" of the lower crankcase onto the concave part "B" of the oil cooler.

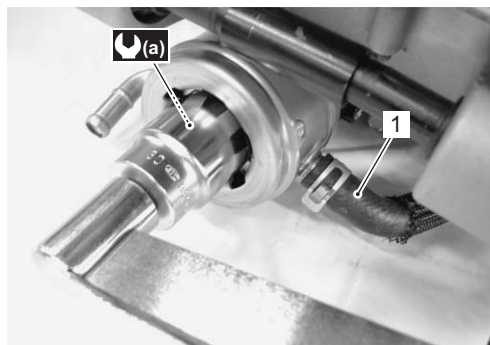


I822H1140242-01

- Connect the water hose (1).
- Tighten the union bolt to the specified torque.

Tightening torque

Oil cooler union bolt (a): 70 N·m (7.0 kgf-m, 50.5 lb-ft)




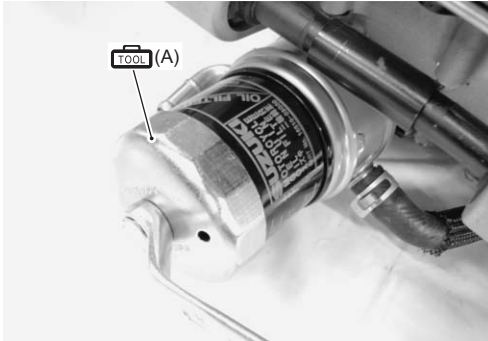
I822H1140243-01

Oil Filter

- Install the oil filter with the special tool. Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.

Special tool

 (A): 09915-40610 (Oil filter wrench)



I822H1140244-01

Gear Position Switch

- Apply grease to the O-ring.

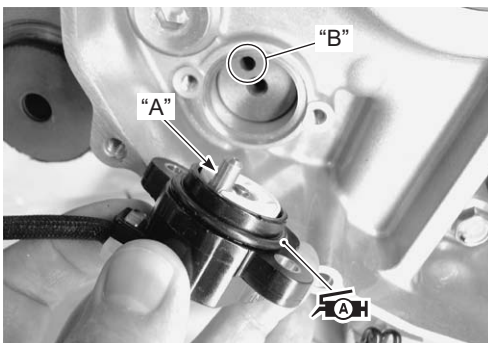
CAUTION

Replace the O-ring with a new one.

NOTE

Align the gear position switch pin “A” with the gearshift cam hole “B”.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

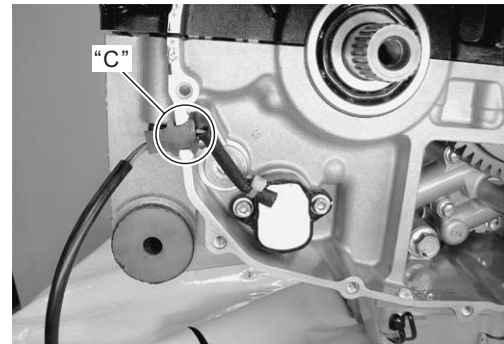


I822H1140245-01

- Install the gear position switch.

NOTE

Be sure to install the grommet “C” to the lower crankcase.



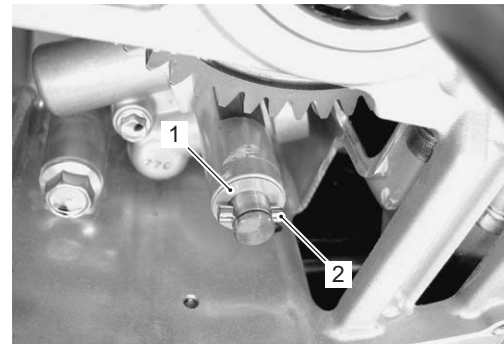
I822H1140246-02

Oil Pump Drive Gear / Oil Pump Driven Gear

- Install the washer (1) and pin (2).

NOTE

Be careful not to drop the washer (1) and pin (2) into the crankcase.



I822H1140247-01

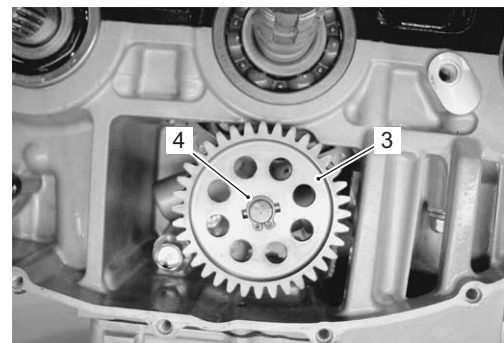
- Install the oil pump driven gear (3) and snap ring (4).

NOTE

Never reuse a snap ring.

Special tool

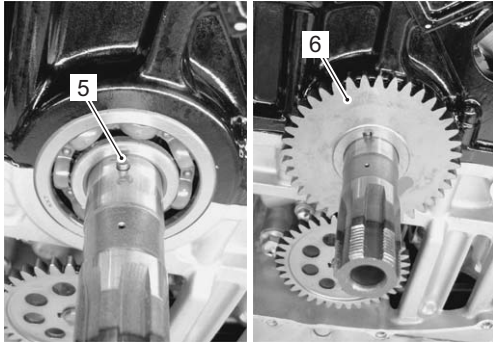
 : 09900-06107 (Snap ring pliers)



I822H1140248-01

1D-77 Engine Mechanical:

- Install the pin (5) and oil pump drive gear (6).

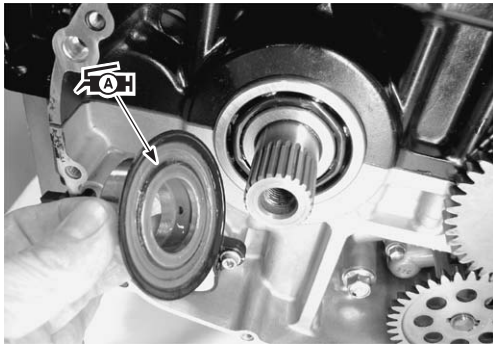


I822H1140249-01

Primary Driven Gear

- Apply grease to the seal.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**



I822H1140250-01

- Apply thread lock to the primary driven gear bolt.

 **Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)**



I822H1140251-01

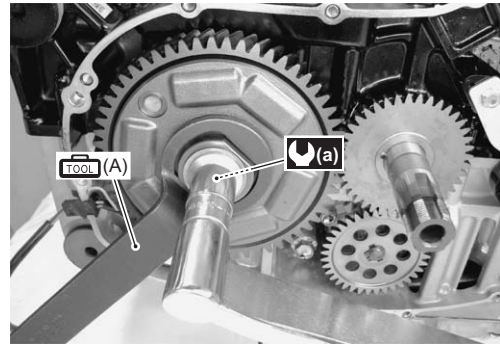
- Hold the primary driven gear with the special tool and tighten its bolt to the specified torque.

Special tool

 (A): 09930-44541 (Rotor holder)

Tightening torque

Primary driven gear bolt (a): 95 N·m (9.5 kgf·m, 68.5 lb-ft)



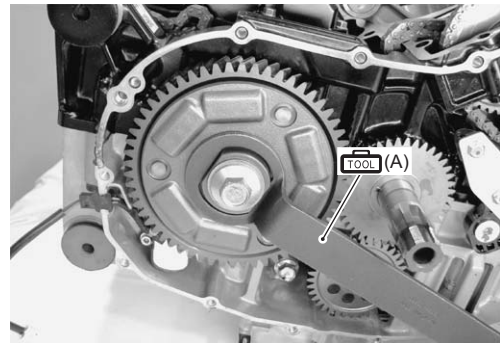
I822H1140252-01

Secondary Drive Gear

- Shift the gear position to 1st or 2nd.
- Hold the primary driven gear with the special tool.

Special tool

 (A): 09930-44541 (Rotor holder)



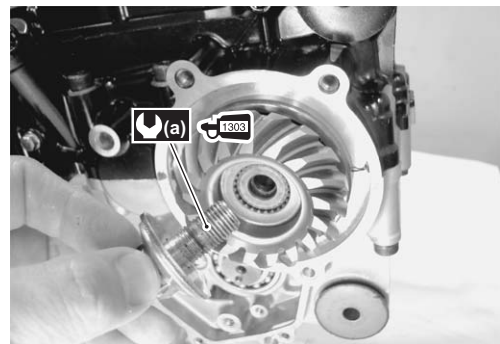
I822H1140253-01

- Apply thread lock to the secondary drive gear bolt and tighten its bolt to the specified torque.

 **Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)**

Tightening torque

Secondary drive gear bolt (a): 160 N·m (16.0 kgf·m, 115.5 lb-ft)



I822H1140254-01

Gearshift System

- Install the gearshift cam stopper (1), bolt (2), washer (3) and return spring (4).
- Apply thread lock to the gearshift cam stopper bolt (2) and tighten it to the specified torque.

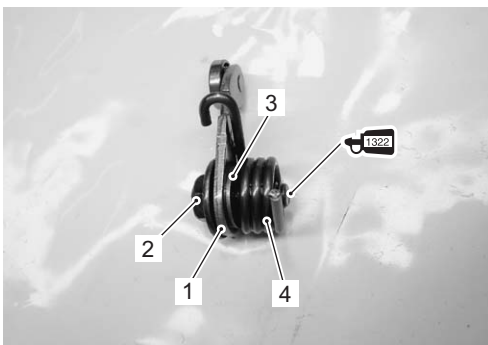
 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

NOTE

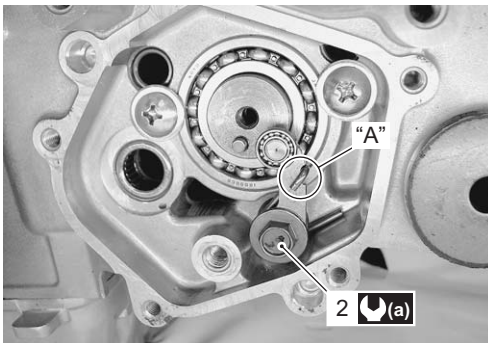
Hook the return spring end “A” to the stopper (1).

Tightening torque

Gearshift cam stopper bolt (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1140255-01

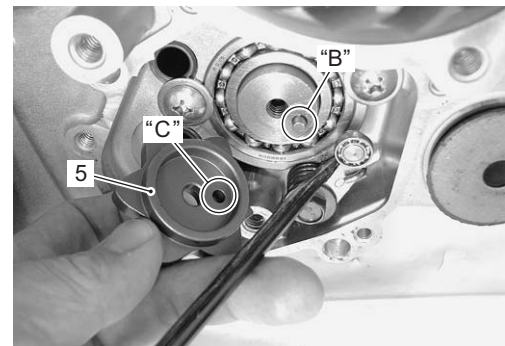


I822H1140256-01

- Check the gearshift cam stopper moves smoothly.
- Locate the gearshift cam in the neutral position.
- Install the gearshift cam stopper plate (5).

NOTE

Align the gearshift cam pin “B” with the gearshift cam stopper plate hole “C”.



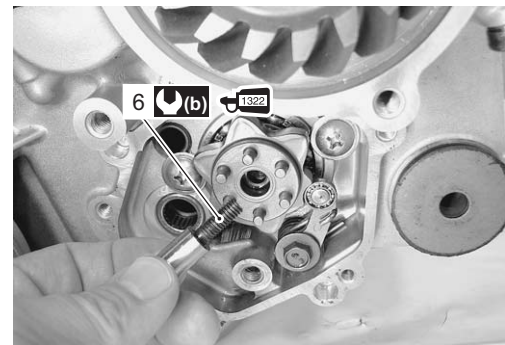
I822H1140257-01

- Apply thread lock to the gearshift cam stopper plate bolt (6) and tighten it to the specified torque.

 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

Tightening torque

Gearshift cam stopper plate bolt (b): 13 N·m (1.3 kgf-m, 9.5 lb-ft)



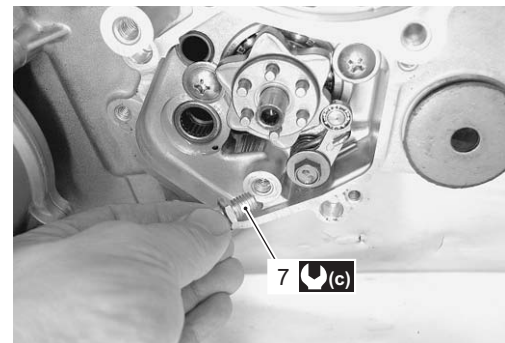
I822H1140258-01

- Apply thread lock to the gearshift arm stopper (7) and tighten it to the specified torque.

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

Gearshift arm stopper (c): 19 N·m (1.9 kgf-m, 13.5 lb-ft)



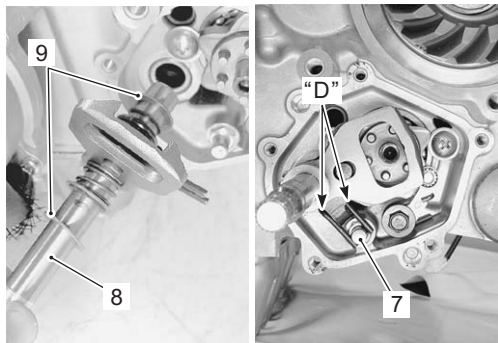
I822H1140259-01

1D-79 Engine Mechanical:

- Install the gearshift shaft assembly (8) and washers (9) as shown in the figure.

NOTE

Pinch the gearshift arm stopper (7) with return spring ends "D".



I822H1140260-02

- Install the dowel pins and gasket (9).

CAUTION

Use a new gasket to prevent oil leakage.



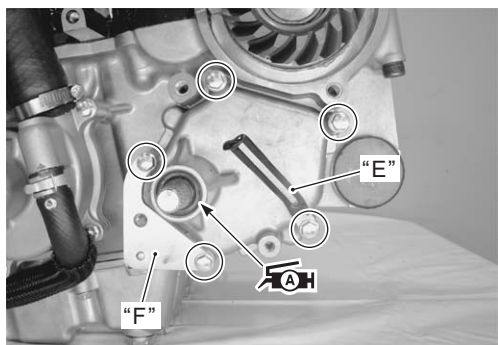
I822H1140261-03

- Tighten the gearshift cover bolts.

NOTE

- Apply grease to the oil seal lip before installing the gearshift cover.
- Fit the clamp "E" and stay "F" to the bolts.

 Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1140262-02

Secondary Driven Gear

- Install the shims (1) onto the secondary driven gear case. Refer to "Secondary Gear Shim Inspection and Adjustment in Section 3A (Page 3A-10)".
- Apply engine oil to the O-ring.

CAUTION

Use a new O-ring to prevent oil leakage.

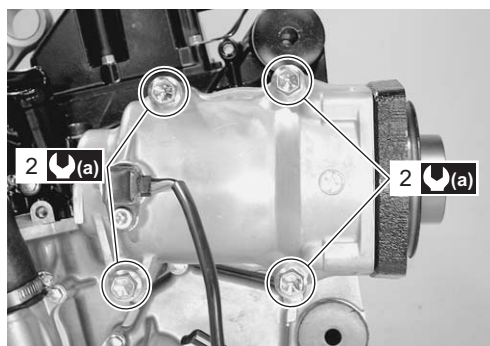


I822H1140263-03

- Tighten the secondary driven gear case bolts (2) to the specified torque.

Tightening torque

Secondary driven gear case bolt (a): 26 N·m (2.6 kgf·m, 19.0 lb·ft)



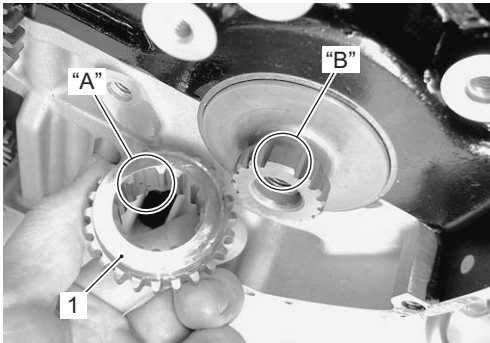
I822H1140264-01

Rear Cam Chain Drive Sprocket

- Install the rear cam chain drive sprocket (1) onto the crankshaft.

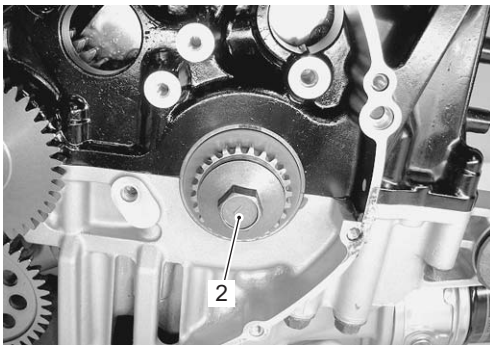
⚠ CAUTION

When installing the rear cam chain drive sprocket, align the wide spline teeth “A” and “B”.



I822H1140265-01

- Temporarily tighten the rear cam chain drive sprocket bolt (2).



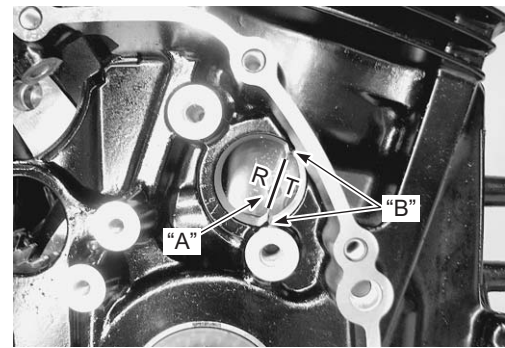
I822H1140266-01

Rear Cam Chain Idler Sprocket

- Turn the crankshaft counterclockwise with the box wrench and align “R I T” line “A” on the crankshaft with the index marks “B” of the upper crankcase hole.

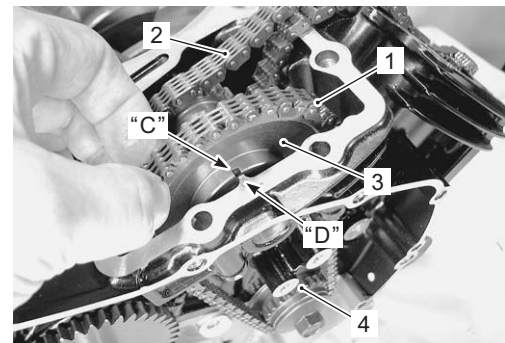
⚠ CAUTION

To adjust the camshaft timing correctly, be sure to align “R I T” line “A” with the index marks “B” and hold this position when installing the cam chain idler sprockets, front and rear.

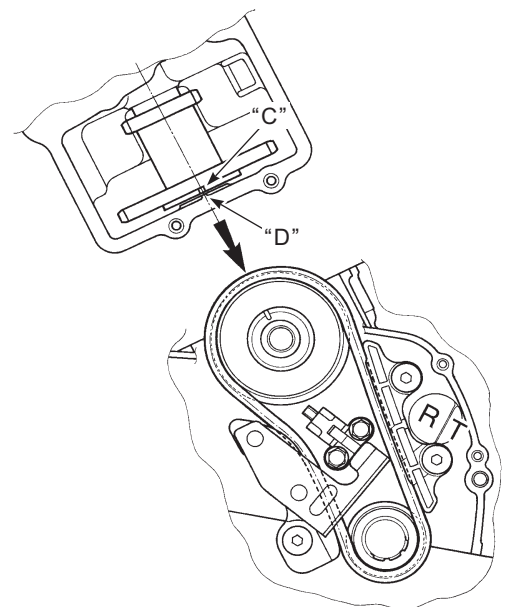


I822H1140267-01

- Engage the cam chain No. 1 (1) and No. 2 (2) onto the rear cam chain idler sprocket (3) and install it to the upper crankcase.
- Pass the cam chain No. 1 (1) between the rear cam drive idler sprocket (3) and rear cam chain drive sprocket (4).
- Align the groove “C” on the rear cam chain idler sprocket with the embossed line “D” on the upper crankcase.



I822H1140268-01



I822H1140359-01

1D-81 Engine Mechanical:

- Apply molybdenum oil solution to the idler shaft and install the idler shaft.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)



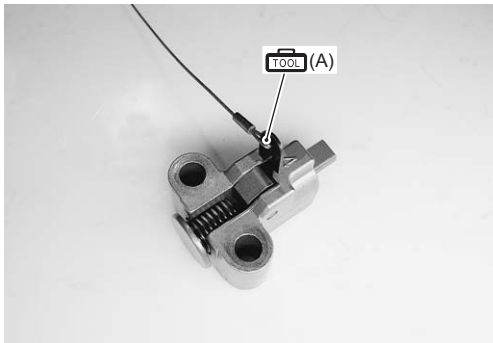
I822H1140269-01

Rear Cam Chain Tension No. 1 Adjuster

- After unlocking the ratchet, push the cam chain tension adjuster rod.
- Insert the special tool between the ratchet and the adjuster body.

Special tool

TOOL (A): 09917-62420 (Chain tensioner locking tool)

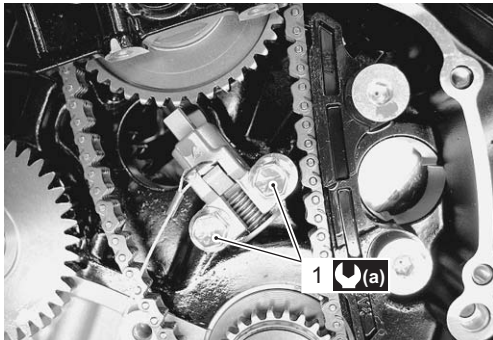


I822H1140360-01

- Tighten the rear cam chain tension No. 1 adjuster bolts (1) to the specified torque.

Tightening torque

Rear cam chain tension No. 1 adjuster bolt (a): 10 N-m (1.0 kgf-m, 7.0 lb-ft)



I822H1140270-01

Cam Chain Guide No. 1 / Rear Cam Chain Tensioner No. 1

- Apply thread lock to the bolts and tighten its to the specified torque.

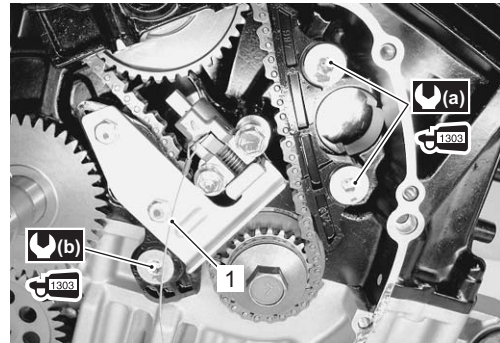
1303 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

Cam chain guide No. 1 bolt (a): 18 N-m (1.8 kgf-m, 13.0 lb-ft)

Rear cam chain tensioner bolt (b): 18 N-m (1.8 kgf-m, 13.0 lb-ft)

- Remove the chain tensioner lock tool (1).



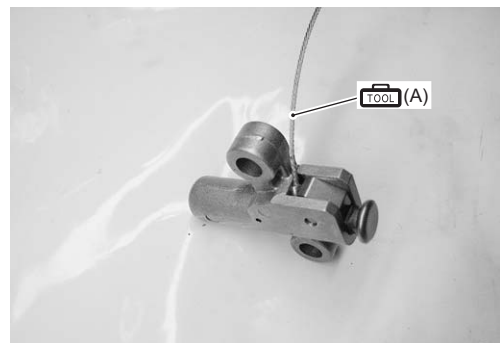
I822H1140271-01

Front Cam Chain Tension No. 1 Adjuster

- After unlocking the ratchet, push the cam chain tension adjuster rod.
- Insert the special tool between the ratchet and the adjuster body.

Special tool

TOOL (A): 09918-53810 (Chain tensioner lock tool)

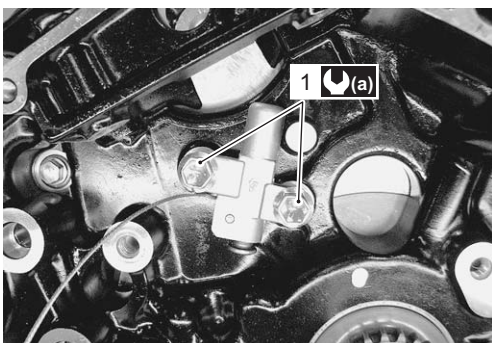


I822H1140272-01

- Tighten the front cam chain tension No. 1 adjuster bolts (1) to the specified torque.

Tightening torque

Front cam chain tension No. 1 adjuster bolt (a): 10 N·m (1.0 kgf·m, 7.0 lb-ft)



I822H1140273-01

Front Cam Chain Tensioner No. 1

Apply thread lock to the bolts and tighten it to the specified torque.

1303 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

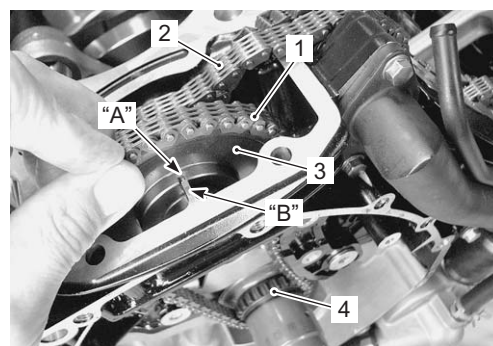
Front cam chain tensioner No. 1 bolt (a): 18 N·m (1.8 kgf·m, 13.0 lb-ft)



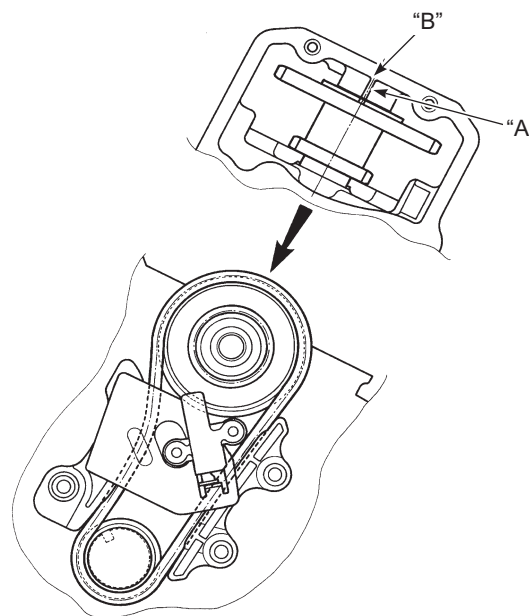
I822H1140274-01

Front Cam Chain Idler Sprocket

- Engage the cam chain No. 1 (1) and No. 2 (2) onto the front cam chain idler sprocket (3) and install it to the upper crankcase.
- Pass the cam chain No. 1 (1) between the front cam chain idler sprocket (3) and crankshaft (4).
- Align the groove "A" on the front cam chain idler sprocket with the embossed line "B" on the upper crankcase.



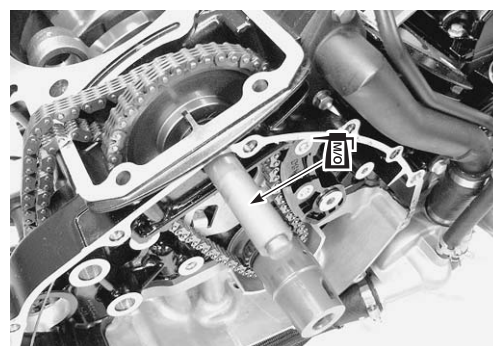
I822H1140275-01



I822H1140278-01

- Apply molybdenum oil solution to the idler shaft and install the idler shaft.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)



I822H1140276-01

Cam Chain Guide No. 1

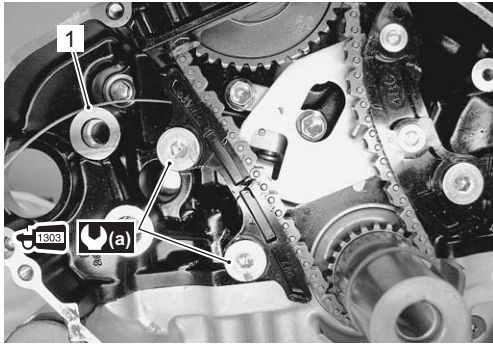
- Apply thread lock to the bolts and tighten it to the specified torque.

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

Cam chain guide No. 1 bolt (a): 18 N·m (1.8 kgf-m, 13.0 lb-ft)

- Remove the chain tensioner lock tool (1).



I822H1140277-01

Starter Driven Gear

- Apply engine oil to the bushing of the starter driven gear.



I822H1140279-01

- Install the key (1).



I822H1140280-01

Generator

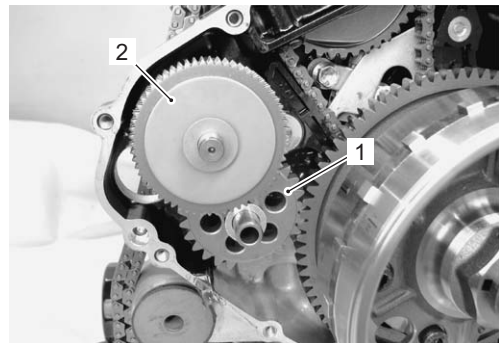
- Install the generator component parts (1). Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".



I822H1140281-01

Starter Torque Limiter / Starter Idle Gear

Install the starter idle gear (1) and starter torque limiter (2). Refer to "Starter Torque Limiter / Starter Clutch Removal and Installation in Section 1I (Page 1I-11)".



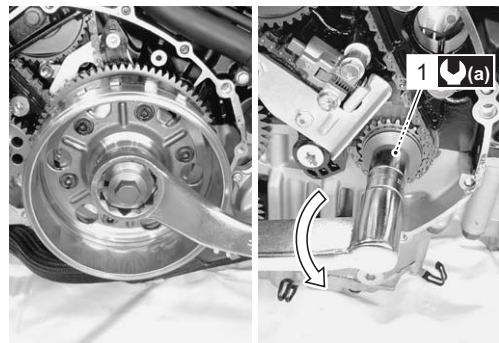
I822H1140282-01

Rear Cam Chain Drive Sprocket

Hold the generator rotor and tighten the rear cam chain drive sprocket bolt (1) to the specified torque.

Tightening torque

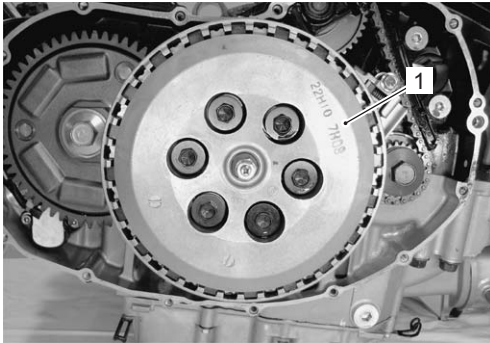
Rear cam chain drive sprocket bolt (a): 85 N·m (8.5 kgf-m, 61.5 lb-ft)



I822H1140283-01

Clutch

Install the clutch component parts (1). Refer to “Clutch Installation in Section 5C (Page 5C-6)”.



I822H1140284-01

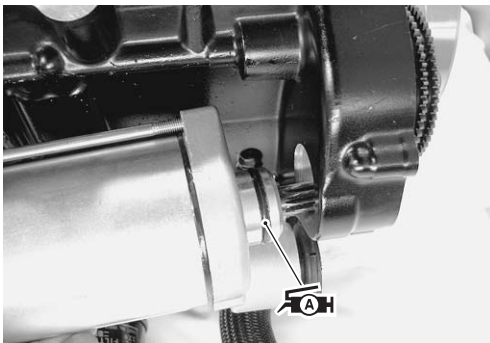
Starter Motor

- Apply grease to the O-ring.

: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

CAUTION

Replace the O-ring with a new one.

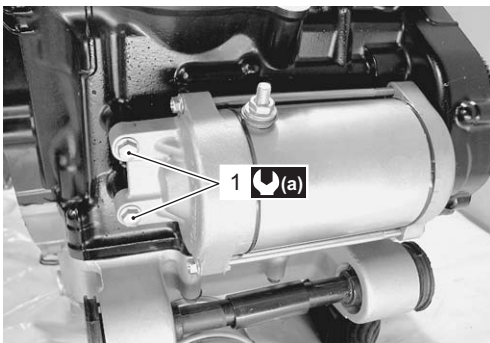


I822H1140285-01

- Tighten the starter motor mounting bolts (1) to the specified torque.

Tightening torque

Starter motor mounting bolt (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1140286-01

Engine Top Side

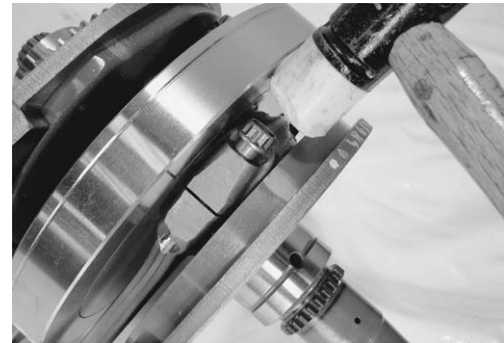
- Assemble the engine top side. Refer to “Engine Top Side Assembly (Page 1D-30)”.

Conrod Removal and Installation

B822H11406054

Removal

- 1) Remove the crankshaft assembly from the crankcase. Refer to “Engine Bottom Side Disassembly (Page 1D-59)”.
- 2) Loosen the conrod cap bolts, and tap the conrod cap bolts lightly with plastic hammer to remove the conrod cap.
- 3) Remove the conrods and mark them to identify their respective cylinders.



I822H1140287-01

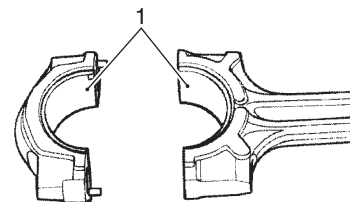
- 4) Remove the bearings (1).

NOTE

- Do not remove the bearings (1) unless absolutely necessary.
- Make a note of where the bearings are removed from so that they can be reinstalled in their original positions.

CAUTION

When removing the bearings, be careful not to scratch the conrods and the bearings.



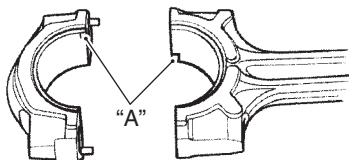
I718H1140269-01

Installation

- 1) When installing the bearings into the conrod cap and conrod, be sure to fix the stopper part "A" first, and then press in the opposite side of the bearing.

NOTE

Inspect and select the conrod crank pin bearing if necessary. Refer to "Conrod Crank Pin Bearing Inspection and Selection (Page 1D-86)".



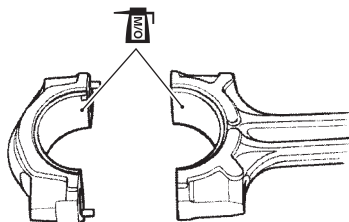
I717H1140221-02

- 2) Apply molybdenum oil solution to the crank pin and bearing surface.

CAUTION

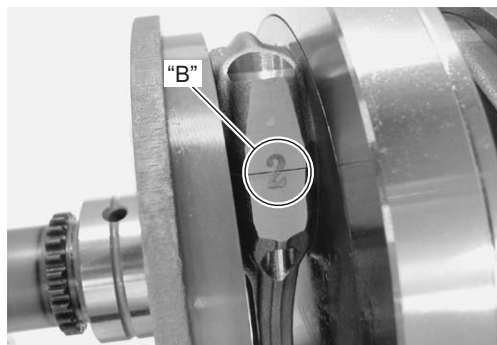
Be sure to clean the conrod big end.

M/O: Molybdenum oil (Molybdenum oil solution)



I718H1140273-01

- 3) When fitting the conrod cap, make sure that I.D. code "B" on each conrod faces intake side.



I822H1140288-01

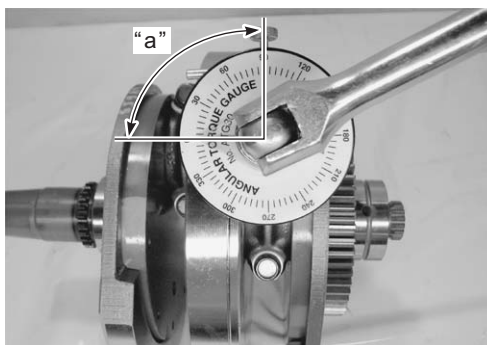
- 4) Apply engine oil to the conrod cap bolts.
- 5) Tighten the conrod cap bolts as following two steps.

Tightening torque

Conrod cap bolt: 35 N·m (3.5 kgf·m, 25.5 lb-ft) then turn in 1/4 (90°) turn



I822H1140289-01



I822H1140290-01

"a": 90°

- 6) Check that the conrod moves smoothly.
- 7) Install the crankshaft assembly to the crankcase. Refer to "Engine Bottom Side Assembly (Page 1D-68)".

Conrod / Crankshaft Inspection

B822H11406055

Refer to “Conrod Removal and Installation (Page 1D-84)”.

Conrod Small End I.D.

Measure the conrod small end inside diameter using the small bore gauge.

If the conrod small end inside diameter exceeds the service limit, replace the conrod.

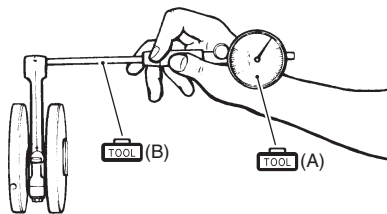
Special tool

TOOL (A): 09900-20602 (Dial gauge (1/1000 mm, 1 mm))

TOOL (B): 09900-22403 (Small bore gauge (18 – 35 mm))

Conrod small end I.D.

Service limit: 23.040 mm (0.9071 in)



I822H1140361-01

Conrod Big End Side Clearance

- 1) Check the conrod big end side clearance using the thickness gauge.

Special tool

TOOL (A): 09900-20803 (Thickness gauge)

Conrod big end side clearance

Service limit: 0.30 mm (0.012 in)



I822H1140291-01

- 2) If the clearance exceeds the limit, remove the conrod and measure the conrod big end width and crank pin width. Refer to “Conrod Removal and Installation (Page 1D-84)”. If the width exceed the limit, replace the conrod or crankshaft.

Special tool

TOOL (B): 09900-20205 (Micrometer (0 – 25 mm))

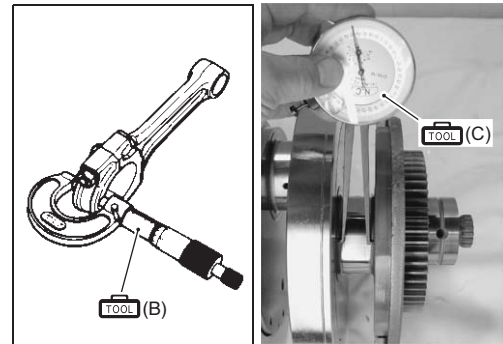
TOOL (C): 09900-20605 (Dial calipers (1/100 mm, 10 – 34 mm))

Conrod big end width

Standard: 23.95 – 24.00 mm (0.943 – 0.945 in)

Crank pin width

Standard: 24.10 – 24.15 mm (0.949 – 0.951 in)



I822H1140292-01

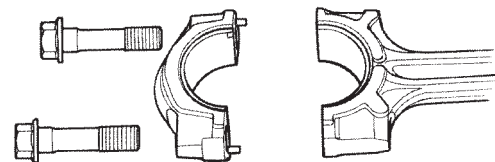
Conrod Crank Pin Bearing Inspection and Selection

B822H11406028

Refer to “Conrod Removal and Installation (Page 1D-84)”.

Inspection

- 1) Inspect the bearing surfaces for any signs of fusion, pitting, burn or flaws. If any, replace them with a specified set of bearings.

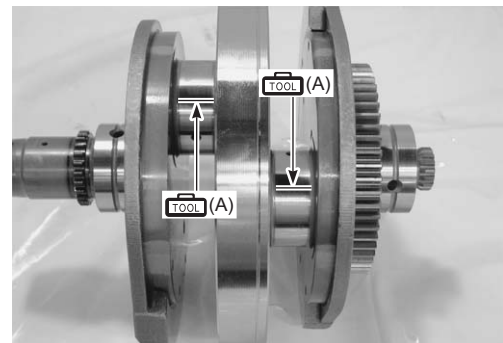


I718H1140285-01

- 2) Place the plastigauge axially along the crank pin, avoiding the oil hole, as shown.

Special tool

TOOL (A): 09900-22301 (Plastigauge (0.025 – 0.076 mm))



I822H1140293-01

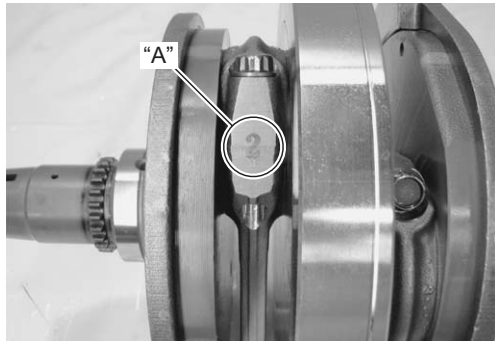
3) Tighten the conrod cap bolts to the specified torque, in two stages. Refer to “Conrod Removal and Installation (Page 1D-84)”.

NOTE

- When installing the conrod cap to the crank pin, make sure that I.D code “A” on the conrod faces towards the intake side.
- Never rotate the crankshaft or conrod when a piece of plastigauge is installed.

Tightening torque

Conrod cap bolt: 35 N·m (3.5 kgf·m, 25.5 lb-ft) then turn in 1/4 (90°) turn



I822H1140294-01

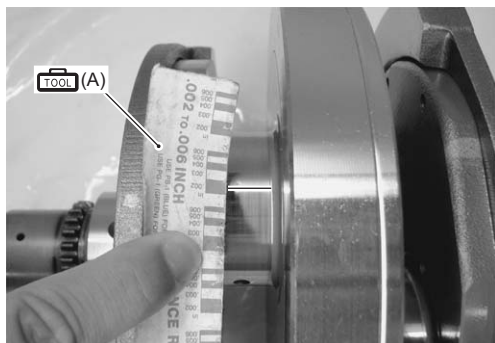
4) Remove the conrod caps and measure the width of the compressed plastigauge using the envelope scale. This measurement should be taken at the widest part of the compressed plastigauge. If the oil clearance exceeds the service limit, select the specified bearings from the bearing selection table.

Conrod big end oil clearance

Standard: 0.032 – 0.056 mm (0.0013 – 0.0022 in)

Conrod big end oil clearance

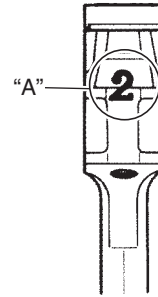
Service limit: 0.080 mm (0.0031 in)



I822H1140295-01

Selection

1) Check the corresponding conrod I.D. code numbers ([1] or [2]) “A”.

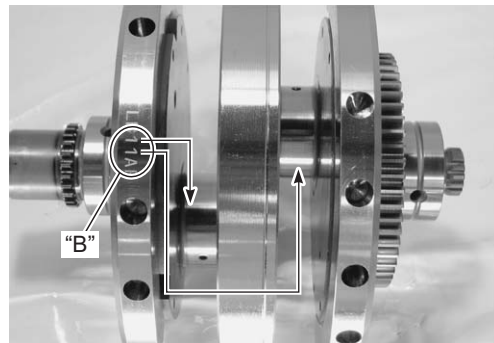


I822H1140296-01

Conrod I.D. specification

Code “A”	I.D. specification
1	58.000 – 58.008 mm (2.2835 – 2.2838 in)
2	58.008 – 58.016 mm (2.2838 – 2.2841 in)

2) Check the corresponding crank pin O.D. code numbers ([1], [2] or [3]) “B”.



I822H1140297-02

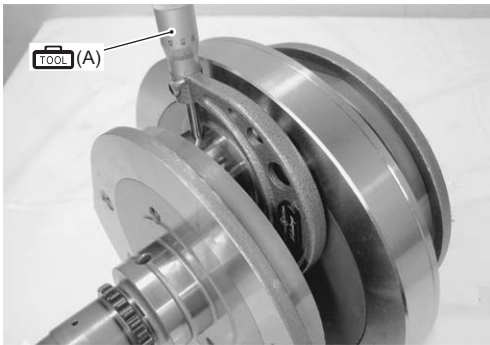
3) Measure the conrod crank pin O.D. with the special tool. If any of the measurements are out of specification, replace the crankshaft.

Crank pin O.D. specification

Code “B”	O.D. specification
1	54.992 – 55.000 mm (2.1650 – 2.1654 in)
2	54.984 – 54.992 mm (2.1647 – 2.1650 in)
3	54.976 – 54.984 mm (2.1644 – 2.1647 in)

Special tool

TOOL (A): 09900-20203 (Micrometer (1/100 mm, 50 – 75 mm))



I822H1140298-01

- 4) Select the specified bearings from the bearing selection table.

CAUTION

The bearings should be replaced as a set.

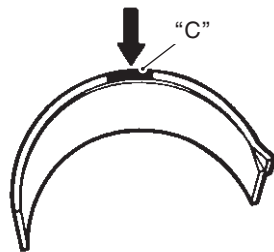
Bearing selection table

		Crank pin O.D. "B"		
		1	2	3
Conrod I.D. "A"	1	Green	Black	Brown
	2	Black	Brown	Yellow

I718H1140293-01

Bearing thickness specification

Color "C" (Part No.)	Thickness
Green (12164-48G00-0A0)	1.480 – 1.484 mm (0.0583 – 0.0584 in)
Black (12164-48G00-0B0)	1.484 – 1.488 mm (0.0584 – 0.0586 in)
Brown (12164-48G00-0C0)	1.488 – 1.492 mm (0.0586 – 0.0587 in)
Yellow (12164-48G00-0D0)	1.492 – 1.496 mm (0.0587 – 0.0589 in)



I649G1140336-02

"C": Color code

Crankshaft Journal Bearing Inspection and Selection

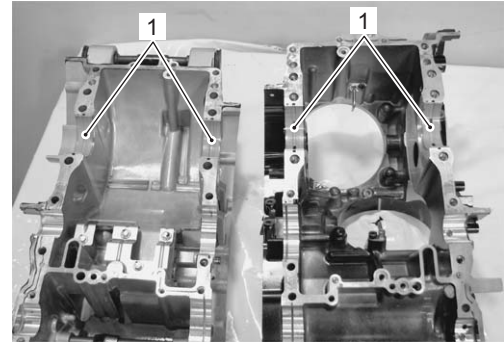
B822H11406029

Refer to "Engine Bottom Side Disassembly (Page 1D-59)".

Refer to "Engine Bottom Side Assembly (Page 1D-68)".

Inspection

- 1) Inspect each upper and lower crankcase bearing (1) for any damage.

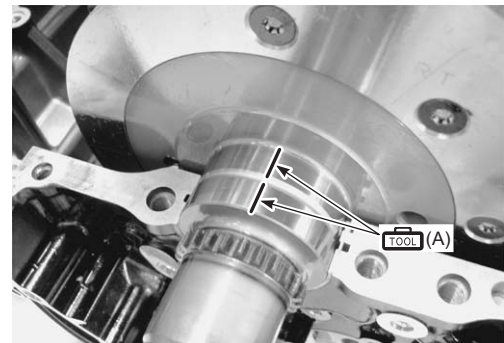


I822H1140299-01

- 2) Install the crankshaft assembly into the upper crankcase.
- 3) Place the plastigauge axially along the crankshaft journal, avoiding the oil hole, as shown in the figure.

Special tool

TOOL (A): 09900-22301 (Plastigauge (0.025 – 0.076 mm))



I822H1140300-02

- 4) Mate the lower crankcase with the upper crankcase.
- 5) Tighten crankcase bolts a little at a time to equalize the pressure.

NOTE

Never rotate the crankshaft when a piece of plastigauge is installed.

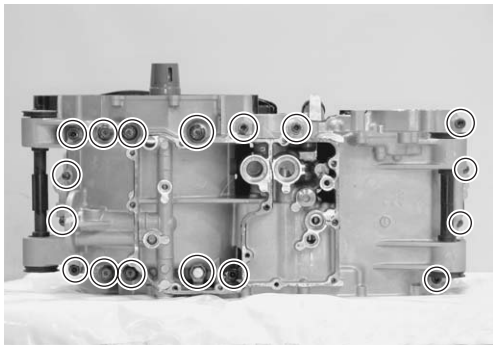
Tightening torque

Crankcase bolt (M6): 11 N·m (1.1 kgf-m, 8.0 lb-ft)

Crankcase bolt (M8): 26 N·m (2.6 kgf-m, 19.0 lb-ft)

Crankcase bolt (M10) (Initial): 30 N·m (3.0 kgf-m, 21.5 lb-ft)

Crankcase bolt (M10) (Final): 50 N·m (5.0 kgf-m, 36.0 lb-ft)



I822H1140301-01

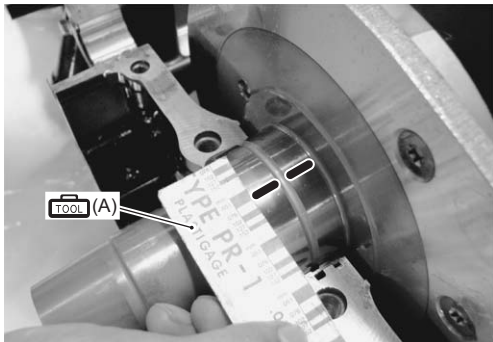
- 6) Remove the lower crankcase and measure the width of the compressed plastigauge using the envelope scale. This measurement should be taken at the widest part of the compressed plastigauge. If the oil clearance exceeds the service limit, select the specified bearings from the bearing selection table.

Crankshaft journal oil clearance

Standard: 0.010 – 0.028 mm (0.0004 – 0.0011 in)

Crankshaft journal oil clearance

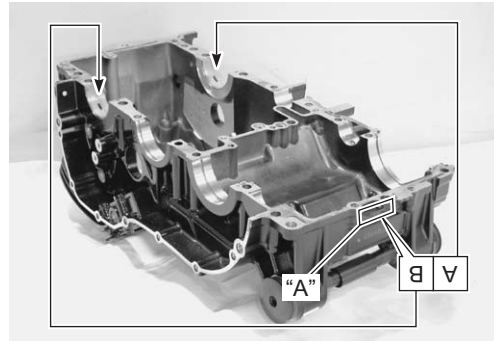
Service limit: 0.080 mm (0.0031 in)



I822H1140302-01

Selection

- 1) Check the corresponding crankcase journal I.D. codes ([A], [B] or [C]) "A", which is stamped on the rear of the upper crankcase.

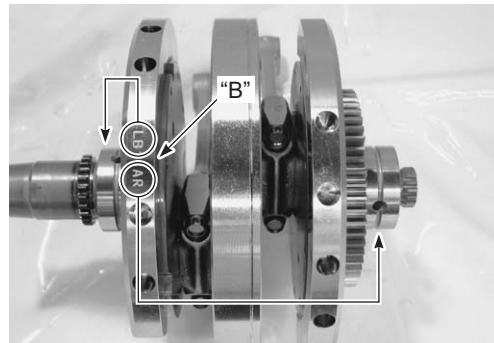


I822H1140304-01

Crankcase journal I.D. specification

Code "A"	I.D. specification
A	59.000 – 59.006 mm (2.3228 – 2.3231 in)
B	59.006 – 59.012 mm (2.3231 – 2.3233 in)
C	59.012 – 59.018 mm (2.3233 – 2.3235 in)

- 2) Check the corresponding crankshaft journal O.D. codes ([A], [B] or [C]) "B", which is stamped on the crankshaft.




I822H1140305-01

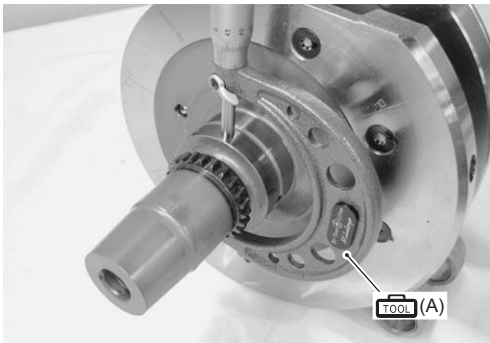
- 3) Measure the crankshaft O.D. with the special tool. If any of the measurements are out of specification, replace the crankshaft.

Crankshaft journal O.D. specification

Code "B"	O.D. specification
A	54.994 – 55.000 mm (2.1651 – 2.1654 in)
B	54.988 – 54.994 mm (2.1649 – 2.1651 in)
C	54.982 – 54.988 mm (2.1646 – 2.1649 in)

Special tool

 (A): 09900–20203 (Micrometer (1/100 mm, 50 – 75 mm))



I822H1140306-01

- 4) Select the specified bearings from the bearing selection table.

NOTE

Upper and lower crankshaft journal bearings are the same.

CAUTION

The bearings should be replaced as a set.

Bearing selection table

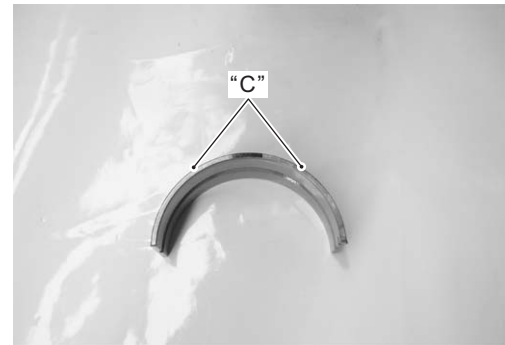
		Crankshaft O.D. "B"		
		Code	A	B
Crankcase I.D. "A"	A	Green	Black	Brown
	B	Black	Brown	Yellow
	C	Brown	Yellow	Blue

I822H1140307-01

Bearing thickness specification

Color "C" (Part No.)	Thickness
Green (12229-48G10-0A0)	1.992 – 1.995 mm (0.0784 – 0.0785 in)
Black (12229-48G10-0B0)	1.995 – 1.998 mm (0.0785 – 0.0787 in)
Brown (12229-48G10-0C0)	1.998 – 2.001 mm (0.0787 – 0.0788 in)
Yellow (12229-48G10-0D0)	2.001 – 2.004 mm (0.0788 – 0.0789 in)

Color "C" (Part No.)	Thickness
Blue (12229-48G10-0E0)	2.004 – 2.007 mm (0.0789 – 0.0790 in)



I822H1140308-02

"C": Color code

Crankshaft Thrust Clearance Inspection and Selection

B822H11406030

Refer to "Engine Bottom Side Disassembly (Page 1D-59)".

Refer to "Engine Bottom Side Assembly (Page 1D-68)".

Inspection

- 1) With the crankshaft and thrust bearing inserted in the upper crankcase.
- 2) Measure the thrust clearance "a" by using the thickness gauge. If the thrust clearance exceeds the standard range, adjust the thrust clearance.

NOTE

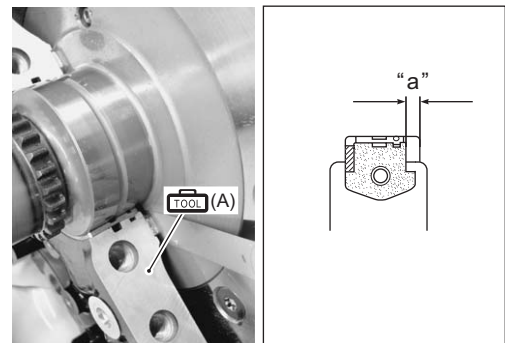
Pull the crankshaft to the right (Primary driven gear side) so that there is no clearance on the thrust bearing.

Special tool

 (A): 09900–20803 (Thickness gauge)

Crankshaft thrust clearance "a"

Standard: 0.100 – 0.200 mm (0.0039 – 0.0078 in)




I822H1140309-07

Selection

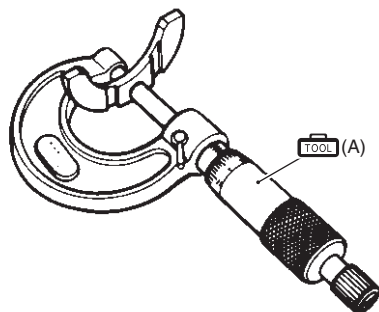
1) Remove the thrust bearing and measure its thickness using the micrometer. If the thickness of the thrust bearing is below standard, replace it with a new one and once again perform the thrust clearance measurement listed above.

Special tool

 (A): 09900-20205 (Micrometer (0 – 25 mm))

Right-side thrust bearing thickness

Standard: 2.250 – 2.550 mm (0.0886 – 0.1004 in)

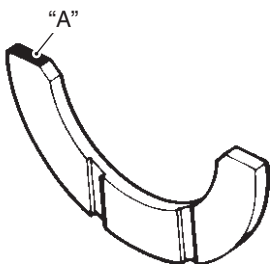


I649G1140343-02

2) Select a thrust bearing from the selection table.

Thrust bearing selection table

Clearance before inserting the left-side thrust bearing	Color "A" (Part No.)	Thrust bearing thickness	Thrust clearance
2.400 – 2.450 mm (0.0944 – 0.0965 in)	Red (12228-48G00-0A0)	2.250 – 2.300 mm (0.0886 – 0.0906 in)	0.100 – 0.200 mm (0.0039 – 0.0079 in)
2.450 – 2.500 mm (0.0965 – 0.0984 in)	Black (12228-48G00-0B0)	2.300 – 2.350 mm (0.0906 – 0.0925 in)	0.100 – 0.200 mm (0.0039 – 0.0079 in)
2.500 – 2.550 mm (0.0984 – 0.1004 in)	Blue (12228-48G00-0C0)	2.350 – 2.400 mm (0.0925 – 0.0945 in)	0.100 – 0.200 mm (0.0039 – 0.0079 in)
2.550 – 2.600 mm (0.1004 – 0.1024 in)	Green (12228-48G00-0D0)	2.400 – 2.450 mm (0.0945 – 0.0965 in)	0.100 – 0.200 mm (0.0039 – 0.0079 in)
2.600 – 2.650 mm (0.1024 – 0.1043 in)	Yellow (12228-48G00-0E0)	2.450 – 2.500 mm (0.0965 – 0.0984 in)	0.100 – 0.200 mm (0.0039 – 0.0079 in)
2.650 – 2.700 mm (0.1043 – 0.1063 in)	White (12228-48G00-0F0)	2.500 – 2.550 mm (0.0984 – 0.1004 in)	0.100 – 0.200 mm (0.0039 – 0.0079 in)



I649G1140345-02

"A": Color code

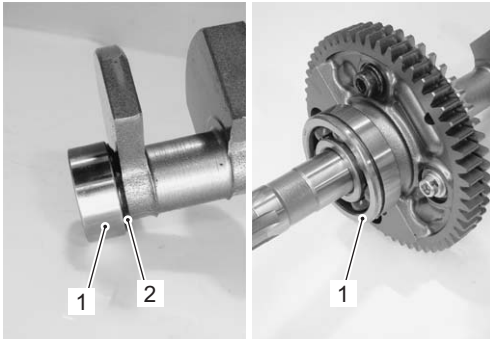
3) After selecting a thrust bearing, install it and then measure the thrust clearance again.

Balancer Driven Gear Disassembly and Assembly

B822H11406056

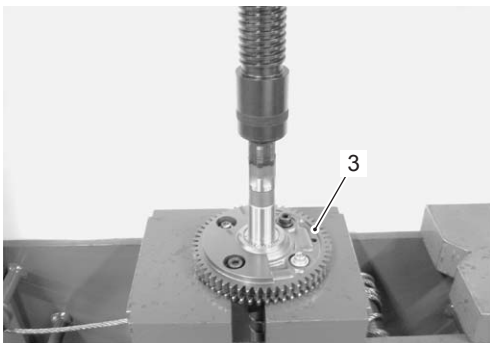
Disassembly

- 1) Remove the balancer shaft assembly from the upper crankcase. Refer to "Engine Bottom Side Disassembly (Page 1D-59)".
- 2) Remove the bearings (1) and oil seal (2).



I822H1140310-01


- 3) Remove the balancer driven gear (3) with the hydraulic press.



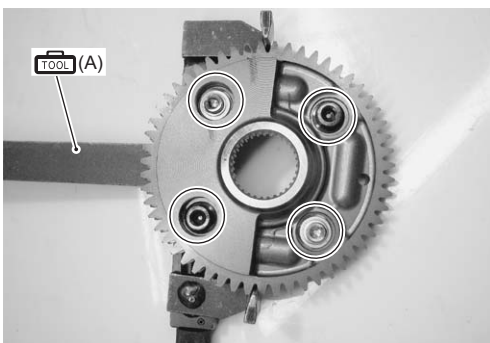
I822H1140311-02

- 4) Hold the balancer driven gears No. 1 and No. 2 with the special tool.

Special tool

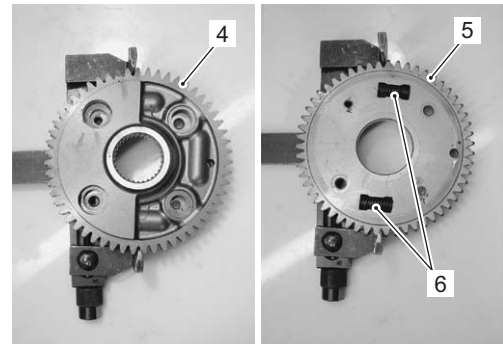
 (A): 09920-53740 (Clutch sleeve hub holder)

- 5) Remove the balancer driven gear bolts, spacers and spring washers.



I822H1140312-01

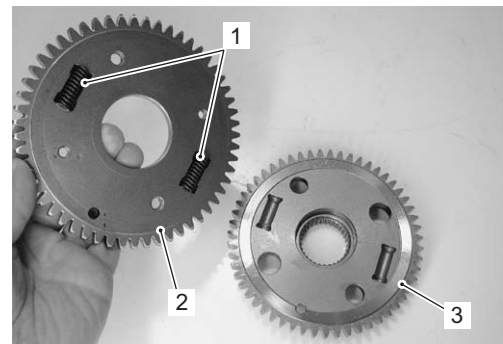
- 6) Remove the balancer driven gear No. 1 (4) and No. 2 (5) from the special tool.
- 7) Remove the springs (6).



I822H1140313-01

Assembly


- 1) Set the springs (1) diagonally to the grooves.
- 2) Set the balancer driven gear No. 2 (2) to the No. 1 (3).

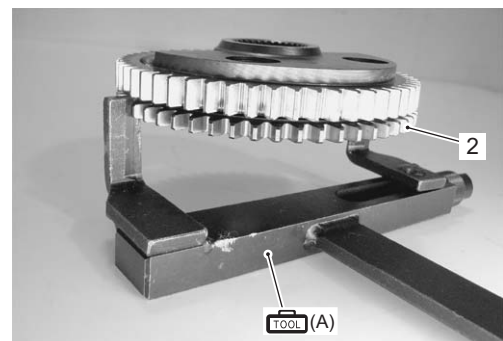


I822H1140314-01

- 3) Hold the balancer driven gear No. 2 (2) with the special tool.

Special tool

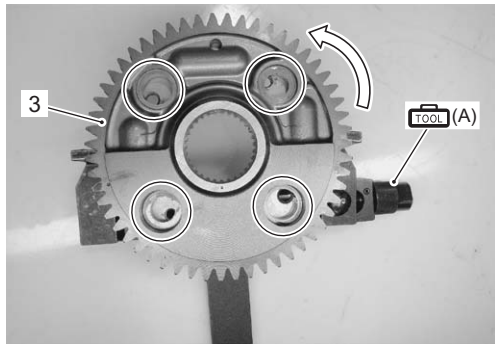
 (A): 09920-53740 (Clutch sleeve hub holder)



I822H1140315-01

1D-93 Engine Mechanical:

- Turn the balancer driven gear No. 1 (3).
- Align the balancer driven gear No. 1 (3) with the hole of the balancer driven gear No. 2.



I822H1140316-01

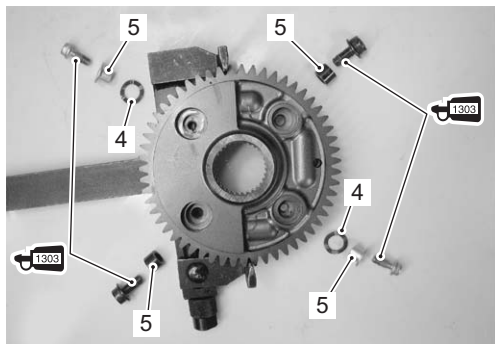
- Install the spring washers (4) and spacers (5).
- Apply a small quantity of thread lock to the balancer driven gear bolts and tighten its to the specified torque.

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

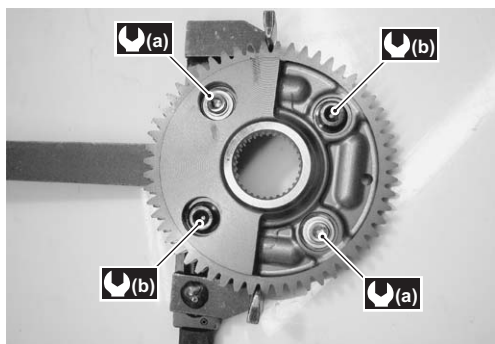
Tightening torque

Balancer driven gear bolt (M6) (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)

Balancer driven gear bolt (M8) (b): 25 N·m (2.5 kgf-m, 18.0 lb-ft)




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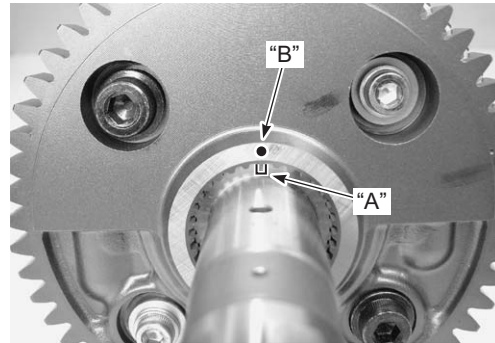


I822H1140318-01

- Remove the balancer driven gear assembly from the special tool.
- Set the balancer shaft so that its slit "A" is aligned with the punch mark "B" on to the balancer driven gear.
- Install the balancer driven gear assembly onto the balancer shaft with the special tool.

Special tool

 (B): 09940-51710 (Bearing installer)



I822H1140319-01



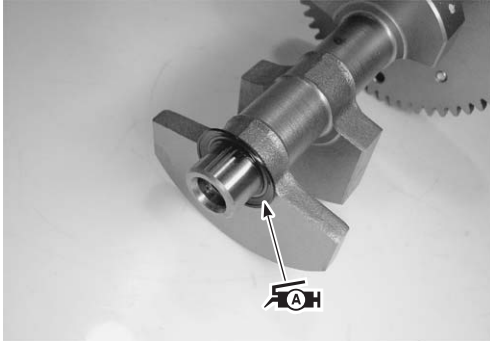
I822H1140320-01

11) When installing the oil seal, apply grease to it.

⚠ CAUTION

Replace the oil seal with a new one.

🔧: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

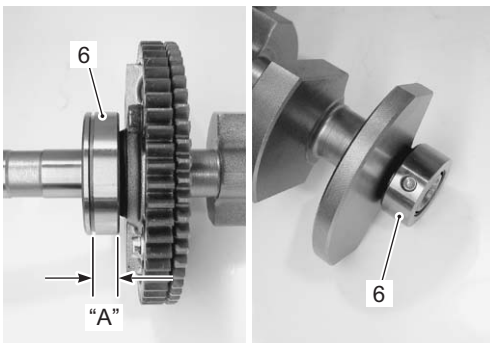


I822H1140321-01

12) Install the bearings (6).

NOTE

The wider side "A" of the bearing should be positioned driven gear side.



I822H1140322-01

13) Install the balancer shaft assembly. Refer to "Engine Bottom Side Assembly (Page 1D-68)".

Balancer Shaft Parts Inspection

B822H11406057

Refer to "Balancer Driven Gear Disassembly and Assembly (Page 1D-92)".

Balancer Shaft Bearing

Inspect the balancer shaft bearings for abnormal noise and smooth rotation. Replace the bearings if there is anything unusual.



I822H1140323-01

Balancer Driven Gear

Inspect the balancer driven gears teeth for wear and damage. If any defects are found, replace it with new ones.



I822H1140324-01

Balancer Shaft

Inspect the balancer shaft for wear or damage. If any defects are found, replace it with a new one.



I822H1140325-01

Specifications

Service Data

B822H11407001

Valve + Guide

Unit: mm (in)

Item	Standard		Limit
Valve diam.	IN.	42 (1.65)	—
	EX.	38 (1.50)	—
Tappet clearance (When cold)	IN.	0.09 – 0.16 (0.004 – 0.006)	—
	EX.	0.20 – 0.30 (0.008 – 0.012)	—
Valve guide to valve stem clearance	IN.	0.010 – 0.037 (0.0004 – 0.0015)	—
	EX.	0.030 – 0.057 (0.0012 – 0.0022)	—
Valve guide I.D.	IN. & EX.	6.000 – 6.012 (0.2362 – 0.2367)	—
Valve stem O.D.	IN.	5.975 – 5.990 (0.2352 – 0.2358)	—
	EX.	5.955 – 5.970 (0.2344 – 0.2350)	—
Valve stem deflection	IN. & EX.	—	0.35 (0.014)
Valve stem runout	IN. & EX.	—	0.05 (0.002)
Valve head thickness	IN. & EX.	—	0.5 (0.02)
Valve seat width	IN.	1.1 – 1.3 (0.043 – 0.051)	—
	EX.	1.4 – 1.6 (0.055 – 0.063)	—
Valve head radial runout	IN. & EX.	—	0.03 (0.001)
Valve spring free length	IN. & EX.	—	40.7 (1.60)
Valve spring tension	IN. & EX.	127 – 147 N (13.0 – 15.0 kgf, 28.7 – 33.1 lbs) at length 36.6 mm (1.44 in)	—

Camshaft + Cylinder Head

Unit: mm (in)

Item	Standard		Limit
Cam height	IN.	40.180 – 40.230 (1.5819 – 1.5839)	39.880 (1.5701)
	EX.	40.480 – 40.530 (1.5937 – 1.5957)	40.180 (1.5819)
Camshaft journal oil clearance	IN. & EX.	0.032 – 0.066 (0.0013 – 0.0026)	0.150 (0.0059)
Camshaft journal holder I.D.	IN. & EX.	24.012 – 24.025 (0.9454 – 0.9459)	—
Camshaft journal O.D.	IN. & EX.	23.959 – 23.980 (0.9433 – 0.9441)	—
Camshaft runout	IN. & EX.	—	0.10 (0.004)
Cam chain pin (at arrow "3")	18th pin		—
Cylinder head distortion	—		0.05 (0.002)

Cylinder + Piston + Piston Ring

Unit: mm (in)

Item	Standard		Limit
Compression pressure (Automatic decomp. actuated)	1 300 – 1 800 kPa (13 – 18 kgf/cm ² , 185 – 256 psi)		800 kPa (8 kgf/cm ² , 114 psi)
Compression pressure difference	—		200 kPa (2 kgf/cm ² , 28 psi)
Piston-to-cylinder clearance	0.025 – 0.040 (0.0010 – 0.0016)		0.120 (0.0047)
Cylinder bore	112.000 – 112.015 (4.4094 – 4.4100)		Nicks or Scratches
Piston diam.	111.968 – 111.983 (4.4081 – 4.4088) Measure at 10 mm (0.4 in) from the skirt end.		111.880 (4.4047)
Cylinder distortion	—		0.05 (0.002)
Piston ring free end gap	1st	Approx. 15.7 (0.62)	12.6 (0.50)
	2nd	Approx. 14.5 (0.57)	11.6 (0.46)
Piston ring end gap	1st	0.10 – 0.25 (0.004 – 0.010)	0.5 (0.020)
	2nd	0.10 – 0.25 (0.004 – 0.010)	0.5 (0.020)
Piston ring-to-groove clearance	1st	—	0.180 (0.0071)
	2nd	—	0.150 (0.0059)
Piston ring groove width	1st	0.93 – 0.95 (0.0366 – 0.0374)	—
		1.55 – 1.57 (0.0610 – 0.0618)	—
	2nd	1.21 – 1.23 (0.0476 – 0.0484)	—
	Oil	2.51 – 2.53 (0.0988 – 0.0996)	—
Piston ring thickness	1st	0.86 – 0.91 (0.034 – 0.036)	—
		1.38 – 1.40 (0.054 – 0.055)	—
	2nd	1.17 – 1.19 (0.046 – 0.047)	—
Piston pin bore I.D.	23.002 – 23.008 (0.9056 – 0.9058)		23.030 (0.9067)
Piston pin O.D.	22.995 – 23.000 (0.9053 – 0.9055)		22.980 (0.9047)

Conrod + Crankshaft

Unit: mm (in)

Item	Standard		Limit
Conrod small end I.D.	23.010 – 23.018 (0.9059 – 0.9062)		23.040 (0.9071)
Conrod big end side clearance	0.100 – 0.200 (0.0039 – 0.0078)		0.30 (0.012)
Conrod big end width	23.95 – 24.00 (0.943 – 0.945)		—
Crank pin width	24.10 – 24.15 (0.949 – 0.951)		—
Conrod big end oil clearance	0.032 – 0.056 (0.0013 – 0.0022)		0.080 (0.0031)
Crank pin O.D.	54.976 – 55.000 (2.1644 – 2.1654)		—
Crankshaft journal oil clearance	0.010 – 0.028 (0.0004 – 0.0011)		0.080 (0.0031)
Crankshaft journal O.D.	54.982 – 55.000 (2.1646 – 2.1654)		—
Crankshaft thrust bearing thickness	2.250 – 2.550 (0.0886 – 0.1004)		—
Crankshaft thrust clearance	0.100 – 0.200 (0.0039 – 0.0078)		—
Crankshaft runout	—		0.05 (0.002)

Tightening Torque Specifications

B822H11407002

Fastening part	Tightening torque			Note
	N-m	kgf-m	lb-ft	
STP sensor mounting screw	3.5	0.35	2.5	☞ (Page 1D-13)
TP sensor mounting screw	3.5	0.35	2.5	☞ (Page 1D-14)
Fuel delivery pipe mounting screw	5	0.5	3.5	☞ (Page 1D-14)
Frame down tube bolt	50	5.0	36.0	☞ (Page 1D-23)
Front footrest bracket bolt	85	8.5	61.5	☞ (Page 1D-24)
Cylinder head bolt (M10) (Initial)	25	2.5	18.0	☞ (Page 1D-33)
Cylinder head bolt (M10) (Final)	42	4.2	30.5	☞ (Page 1D-33)
Cylinder head bolt (M6)	11	1.1	8.0	☞ (Page 1D-33)
Cylinder head bolt (M8)	26	2.6	19.0	☞ (Page 1D-33)
Cylinder nut	13	1.3	9.5	☞ (Page 1D-33)
Camshaft journal holder bolt	11	1.1	8.0	☞ (Page 1D-35) / ☞ (Page 1D-38) / ☞ (Page 1D-44)
Cam chain tension No. 2 adjuster bolt	10	1.0	7.0	☞ (Page 1D-36) / ☞ (Page 1D-39)
Cam chain tension adjuster cap bolt	23	2.3	16.5	☞ (Page 1D-36) / ☞ (Page 1D-39)
Generator cover plug	16	1.6	11.5	☞ (Page 1D-41)
Valve timing inspection plug	23	2.3	16.5	☞ (Page 1D-41)
Cylinder head cover bolt	11	1.1	8.0	☞ (Page 1D-42)
Cylinder head cover bracket bolt	11	1.1	8.0	☞ (Page 1D-47)
Water jacket plug (Cylinder head)	26	2.6	19.0	☞ (Page 1D-50)
Oil gallery plug (Cylinder head)	11	1.1	8.0	☞ (Page 1D-50)
Cam chain tensioner No. 2 nut	11	1.1	8.0	☞ (Page 1D-51)
Oil gallery plug (M16)	35	3.5	25.5	☞ (Page 1D-68)
Oil gallery plug (M10)	20	2.0	14.5	☞ (Page 1D-68)
Oil gallery plug (M14)	25	2.5	18.0	☞ (Page 1D-68)
Oil gallery plug (M12)	21	2.1	15.0	☞ (Page 1D-68)
Oil gallery plug (M6)	10	1.0	7.0	☞ (Page 1D-68)
Crankcase bolt (M6)	11	1.1	8.0	☞ (Page 1D-72) / ☞ (Page 1D-89)
Crankcase bolt (M8)	26	2.6	19.0	☞ (Page 1D-72) / ☞ (Page 1D-89)
Crankcase bolt (M10) (Initial)	30	3.0	21.5	☞ (Page 1D-72) / ☞ (Page 1D-89)
Crankcase bolt (M10) (Final)	50	5.0	36.0	☞ (Page 1D-72) / ☞ (Page 1D-89)
Oil pressure switch	14	1.4	10.0	☞ (Page 1D-75)
Oil cooler union bolt	70	7.0	50.5	☞ (Page 1D-75)
Primary driven gear bolt	95	9.5	68.5	☞ (Page 1D-77)
Secondary drive gear bolt	160	16.0	115.5	☞ (Page 1D-77)
Gearshift cam stopper bolt	10	1.0	7.0	☞ (Page 1D-78)
Gearshift cam stopper plate bolt	13	1.3	9.5	☞ (Page 1D-78)
Gearshift arm stopper	19	1.9	13.5	☞ (Page 1D-78)
Secondary driven gear case bolt	26	2.6	19.0	☞ (Page 1D-79)
Rear cam chain tension No. 1 adjuster bolt	10	1.0	7.0	☞ (Page 1D-81)
Cam chain guide No. 1 bolt	18	1.8	13.0	☞ (Page 1D-81) / ☞ (Page 1D-83)
Rear cam chain tensioner bolt	18	1.8	13.0	☞ (Page 1D-81)
Front cam chain tension No. 1 adjuster bolt	10	1.0	7.0	☞ (Page 1D-82)
Front cam chain tensioner No. 1 bolt	18	1.8	13.0	☞ (Page 1D-82)
Rear cam chain drive sprocket bolt	85	8.5	61.5	☞ (Page 1D-83)
Starter motor mounting bolt	10	1.0	7.0	☞ (Page 1D-84)
Conrod cap bolt	35 N-m (3.5 kgf-m, 25.5 lb-ft) then turn in 1/4 (90°) turn			☞ (Page 1D-85) / ☞ (Page 1D-87)
Balancer driven gear bolt (M6)	10	1.0	7.0	☞ (Page 1D-93)

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Balancer driven gear bolt (M8)	25	2.5	18.0	☞(Page 1D-93)

NOTE

The specified tightening torque is also described in the following.

“Throttle Body Components (Page 1D-8)”

“Engine Assembly Installation (Page 1D-23)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H11408001

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞(Page 1D-13) / ☞(Page 1D-40) / ☞(Page 1D-42) / ☞(Page 1D-70) / ☞(Page 1D-71) / ☞(Page 1D-72) / ☞(Page 1D-73) / ☞(Page 1D-74) / ☞(Page 1D-76) / ☞(Page 1D-77) / ☞(Page 1D-79) / ☞(Page 1D-84) / ☞(Page 1D-94)
Molybdenum oil	MOLYBDENUM OIL SOLUTION	—	☞(Page 1D-30) / ☞(Page 1D-31) / ☞(Page 1D-31) / ☞(Page 1D-34) / ☞(Page 1D-37) / ☞(Page 1D-40) / ☞(Page 1D-49) / ☞(Page 1D-49) / ☞(Page 1D-81) / ☞(Page 1D-82) / ☞(Page 1D-85)
Sealant	SUZUKI BOND No.1215 or equivalent	P/No.: 99000-31110	☞(Page 1D-71) / ☞(Page 1D-73) / ☞(Page 1D-75)
	SUZUKI BOND No.1207B or equivalent	P/No.: 99000-31140	☞(Page 1D-40) / ☞(Page 1D-41) / ☞(Page 1D-74)

1D-99 Engine Mechanical:

Material	SUZUKI recommended product or Specification		Note
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞(Page 1D-75) / ☞(Page 1D-77) / ☞(Page 1D-77) / ☞(Page 1D-78) / ☞(Page 1D-81) / ☞(Page 1D-82) / ☞(Page 1D-83) / ☞(Page 1D-93)
	THREAD LOCK CEMENT SUPER 1322 or equivalent	P/No.: 99000-32110	☞(Page 1D-47) / ☞(Page 1D-50) / ☞(Page 1D-68) / ☞(Page 1D-69) / ☞(Page 1D-78) / ☞(Page 1D-78)

NOTE

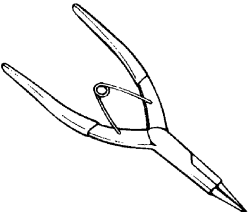
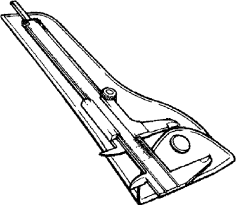
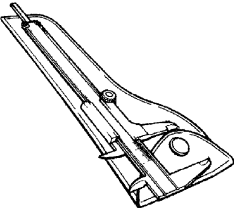
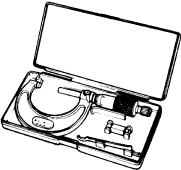
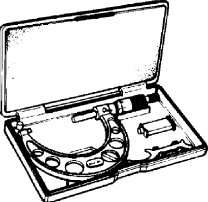

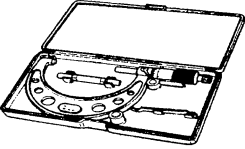
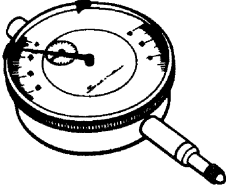
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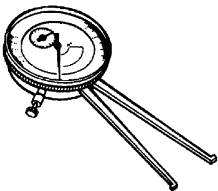
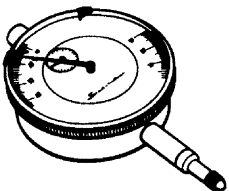
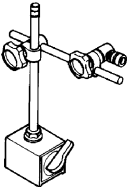
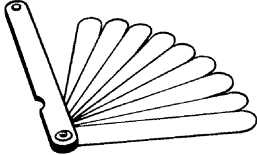
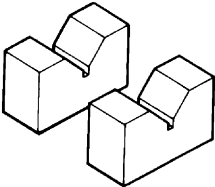
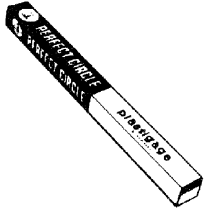
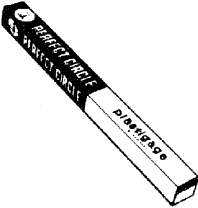
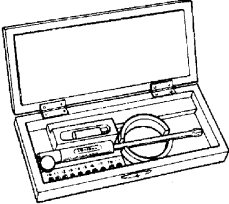
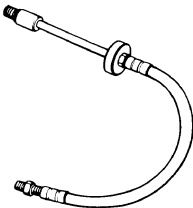

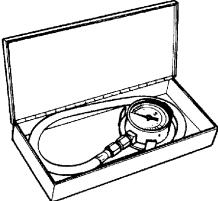
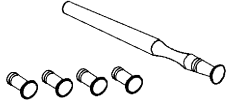
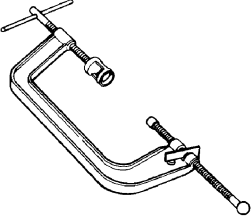
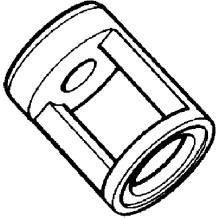
“Throttle Body Components (Page 1D-8)”

“Engine Bottom Side Assembly (Page 1D-68)”


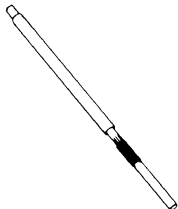
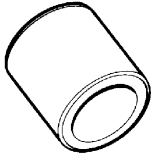

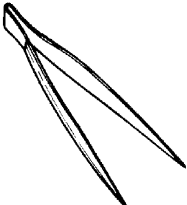
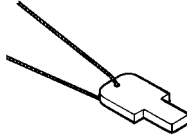


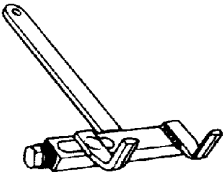
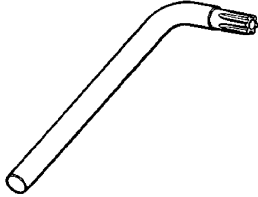
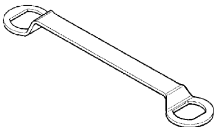
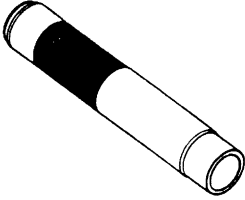
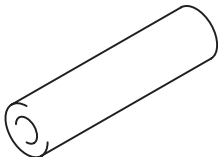
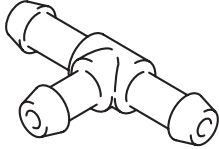
Special Tool

B822H11408002

09900-06107 Snap ring pliers ☞(Page 1D-63) / ☞(Page 1D-76)		09900-20101 Vernier calipers (1/15 mm, 150 mm) ☞(Page 1D-58)	
09900-20102 Vernier calipers (1/20 mm, 200 mm) ☞(Page 1D-55)		09900-20202 Micrometer (1/100 mm, 25 – 50 mm) ☞(Page 1D-43)	
09900-20203 Micrometer (1/100 mm, 50 – 75 mm) ☞(Page 1D-88) / ☞(Page 1D-90)		09900-20205 Micrometer (0 – 25 mm) ☞(Page 1D-44) / ☞(Page 1D-52) / ☞(Page 1D-57) / ☞(Page 1D-59) / ☞(Page 1D-86) / ☞(Page 1D-91)	
09900-20210 Micrometer (100 – 125 mm) ☞(Page 1D-57)		09900-20602 Dial gauge (1/1000 mm, 1 mm) ☞(Page 1D-44) / ☞(Page 1D-58) / ☞(Page 1D-86)	

<p>09900-20605 Dial calipers (1/100 mm, 10 – 34 mm) ☞ (Page 1D-86)</p> 	<p>09900-20607 Dial gauge (1/100 mm, 10 mm) ☞ (Page 1D-45) / ☞ (Page 1D-51) / ☞ (Page 1D-51) / ☞ (Page 1D-52)</p> 
<p>09900-20701 Magnetic stand ☞ (Page 1D-45) / ☞ (Page 1D-51) / ☞ (Page 1D-51) / ☞ (Page 1D-52)</p> 	<p>09900-20803 Thickness gauge ☞ (Page 1D-51) / ☞ (Page 1D-55) / ☞ (Page 1D-57) / ☞ (Page 1D-58) / ☞ (Page 1D-86) / ☞ (Page 1D-90)</p> 
<p>09900-21304 V-block (100 mm) ☞ (Page 1D-45) / ☞ (Page 1D-51) / ☞ (Page 1D-51)</p> 	<p>09900-22301 Plastigauge (0.025 – 0.076 mm) ☞ (Page 1D-43) / ☞ (Page 1D-86) / ☞ (Page 1D-88)</p> 
<p>09900-22302 Plastigauge (0.051 – 0.152 mm) ☞ (Page 1D-43)</p> 	<p>09900-22403 Small bore gauge (18 – 35 mm) ☞ (Page 1D-44) / ☞ (Page 1D-58) / ☞ (Page 1D-86)</p> 
<p>09913-10750 Compression gauge adapter ☞ (Page 1D-3)</p> 	<p>09915-40610 Oil filter wrench ☞ (Page 1D-63) / ☞ (Page 1D-76)</p> 
<p>09915-64512 Compression gauge ☞ (Page 1D-3)</p> 	<p>09916-10911 Valve lapper set ☞ (Page 1D-52)</p> 
<p>09916-14510 Valve spring compressor ☞ (Page 1D-48) / ☞ (Page 1D-49)</p> 	<p>09916-14910 Valve spring compressor attachment ☞ (Page 1D-48) / ☞ (Page 1D-49)</p> 

1D-101 Engine Mechanical:

<p>09916-34542 Reamer handle ☞ (Page 1D-54)</p> 	<p>09916-37810 Valve guide reamer (5.8/6.0 mm) ☞ (Page 1D-54)</p> 
<p>09916-44940 Attachment ☞ (Page 1D-54)</p> 	<p>09916-46020 Valve guide remover/ installer ☞ (Page 1D-53) / ☞ (Page 1D-54)</p> 
<p>09916-84511 Tweezers ☞ (Page 1D-48) / ☞ (Page 1D-49)</p> 	<p>09917-62420 Chain tensioner locking tool ☞ (Page 1D-81)</p> 
<p>09918-53810 Chain tensioner lock tool ☞ (Page 1D-81)</p> 	<p>09919-28610 Sleeve protector ☞ (Page 1D-48) / ☞ (Page 1D-49)</p> 
<p>09920-53740 Clutch sleeve hub holder ☞ (Page 1D-92) / ☞ (Page 1D-92)</p> 	<p>09930-11950 Torx wrench ☞ (Page 1D-12) / ☞ (Page 1D-13) / ☞ (Page 1D-14)</p> 
<p>09930-44541 Rotor holder ☞ (Page 1D-62) / ☞ (Page 1D-62) / ☞ (Page 1D-77) / ☞ (Page 1D-77)</p> 	<p>09940-51710 Bearing installer ☞ (Page 1D-93)</p> 
<p>13681-39F00-225 Hose ☞ (Page 1D-16)</p> 	<p>13685-02FA0 Three way joint ☞ (Page 1D-16)</p> 

Engine Lubrication System

Precautions

Precautions for Engine Oil

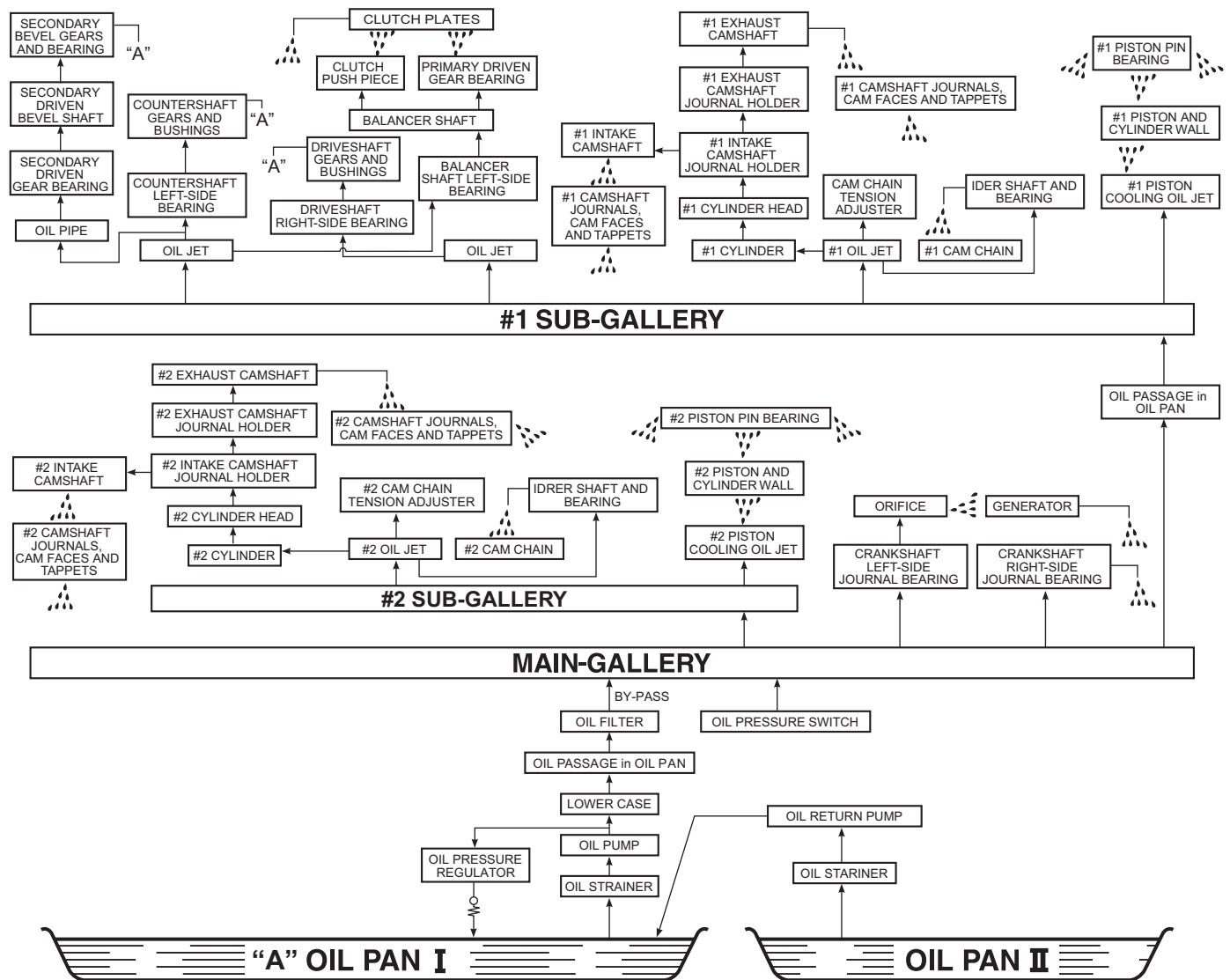
Refer to "Fuel and Oil Recommendation in Section 0A (Page 0A-3)".

B822H1150001

Schematic and Routing Diagram

Engine Lubrication System Chart Diagram

B822H1150201



I822H1150041-02

Diagnostic Information and Procedures

Engine Lubrication Symptom Diagnosis

B822H11504001

Condition	Possible cause	Correction / Reference Item
Engine overheats	Insufficient amount of engine oil.	Check level and add.
	Defective oil pump.	Replace.
	Clogged oil circuit.	Clean.
	Clogged oil cooler	Clean or replace.
	Incorrect engine oil.	Change.
Exhaust smoke is dirty or thick	Excessive amount of engine oil.	Check level and drain.
Engine lacks power	Excessive amount of engine oil.	Check level and drain.

Oil Pressure Check

B822H11504002

Check the engine oil pressure periodically. This will give a good indication of the condition of the moving parts.

NOTE

Before checking the oil pressure, check the following:

- Oil level (Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”)
- Oil leaks (If leak is found, repair it.)
- Oil quality (If oil is discolored or deteriorated, replace it.)

- 1) Start the engine and check if the oil pressure indicator light is turned on. If the light stays on, check the oil pressure indicator light circuit. If the circuit is OK, check the oil pressure in the following manner.
- 2) Remove the oil pressure switch lead wire and oil pressure switch (1).

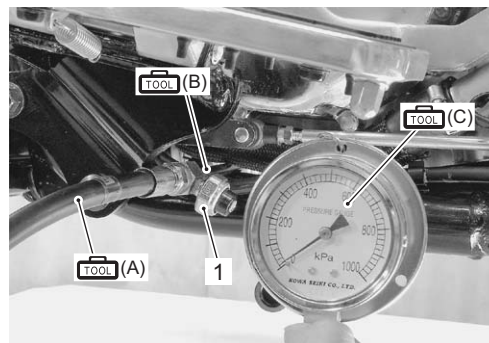


I822H1150001-02

- 3) Install the oil pressure switch (1) into the special tool.
- 4) Install the oil pressure gauge and attachment into the main oil gallery.

Special tool

- TOOL (A): 09915-74521 (Oil pressure gauge hose)**
- TOOL (B): 09915-17410 (Oil pressure gauge attachment)**
- TOOL (C): 09915-77331 (Meter (for high pressure))**



I822H1150002-02

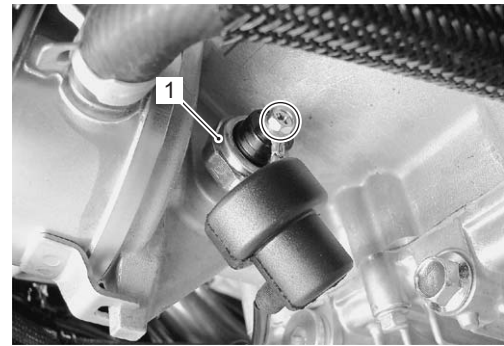
- 5) Warm up the engine as follows:
 Summer: 5 min. at idle r/min
 Winter: 8 min. at idle r/min
- 6) After warm up, increase the engine speed to 3 000 r/min (Observe the tachometer), and read the oil pressure gauge.
 If the oil pressure is lower or higher than the specification, the following causes may be considered.

Oil pressure specification

400 – 700 kPa (4.0 – 7.0 kgf/cm², 57 – 100 psi) at 3 000 r/min, Oil temp. at 60 °C (140 °F)

High oil pressure	Low oil pressure
<ul style="list-style-type: none"> • Engine oil viscosity is too high • Clogged oil passage • Combination of the above items 	<ul style="list-style-type: none"> • Clogged oil filter • Oil leakage from the oil passage • Damaged O-ring • Defective oil pump • Combination of the above items

- 7) Stop the engine and remove the oil pressure gauge and attachment.
- 8) Reinstall the oil pressure switch (1). Refer to “Oil Pressure Switch Removal and Installation (Page 1E-7)”.



I822H1150003-01

- 9) Check the engine oil level. Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.

Repair Instructions

Engine Oil and Filter Replacement

B822H11506001

Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.

Engine Oil Level Inspection

B822H11506002

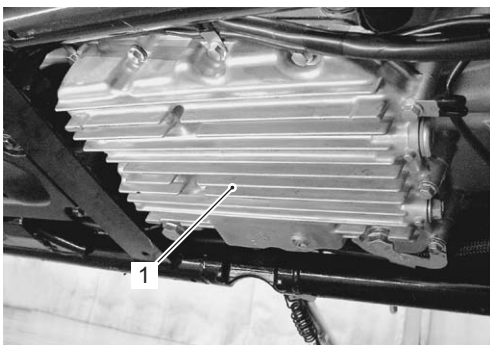
Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.

Oil Pan / Oil Strainer / Oil Pressure Regulator Removal and Installation

B822H11506003

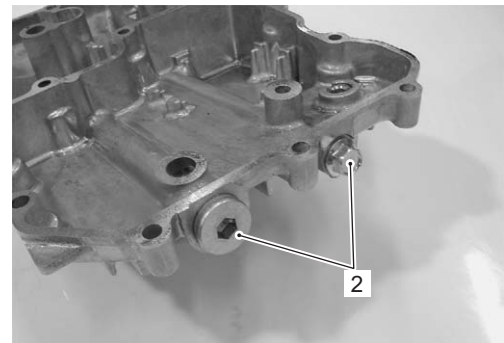
Removal

- 1) Drain engine oil. Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.
- 2) Remove the oil pan (1). Refer to “Engine Bottom Side Disassembly in Section 1D (Page 1D-59)”.



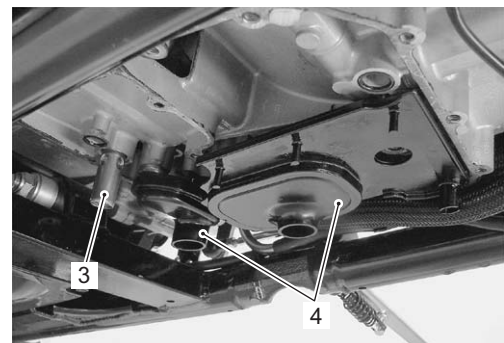
I822H1150004-01

- 3) Remove the oil gallery plugs (2) from the oil pan.



I822H1150005-01

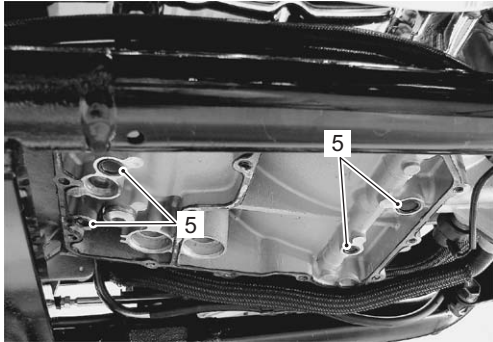
- 4) Remove the oil pressure regulator (3) and oil strainers (4).



I822H1150006-01

1E-4 Engine Lubrication System:

- Remove the O-rings (5).



I822H1150007-01

Installation

Installation is in the reverse order of removal.
Pay attention to the following points:

- Tighten the oil gallery plug (1) to the specified torque.

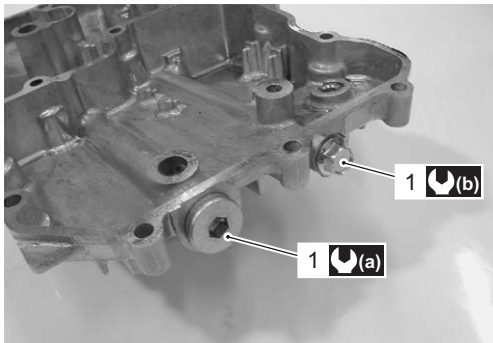
CAUTION

Use a new gaskets to prevent oil leakage.

Tightening torque

Oil gallery plug (M16) (a): 35 N·m (3.5 kgf·m, 25.5 lb-ft)

Oil gallery plug (M10) (b): 20 N·m (2.0 kgf·m, 14.5 lb-ft)



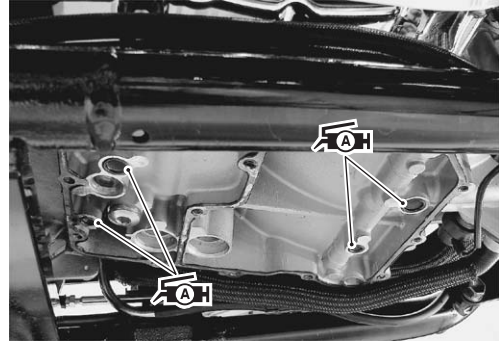
I822H1150008-02

- Apply grease to the O-rings and install them.

CAUTION

Use new O-rings to prevent oil leakage.

⚠️: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1150009-01

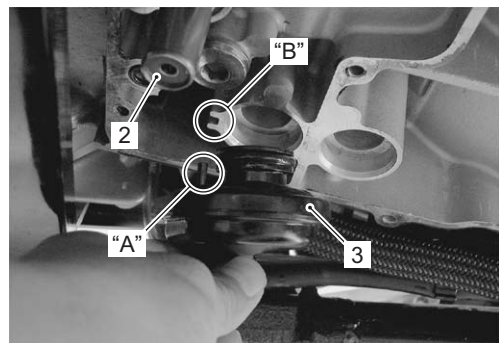


I822H1150010-01

- Install the oil pressure regulator (2) and oil strainer (3).

NOTE

When installing the oil strainer (3), fit the convex part "A" of the oil strainer onto the concave part "B" of the crankcase.



I822H1150011-02

- Install the oil strainer (4).

NOTE

When installing the oil strainer (4), fit the convex part "C" of the oil strainer into the hole "D" of the crankcase.



I822H1150012-02

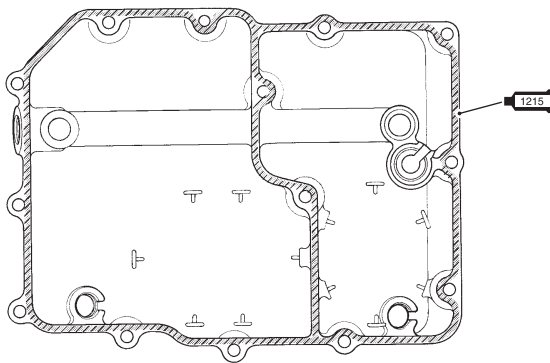
- Apply bond to the mating surface of the oil pan.

NOTE

Use of SUZUKI BOND is as follows:

- Make surfaces free from moisture, oil, dust and other foreign materials.
- Spread the sealant on surfaces thinly to form an even layer, and assemble the oil pan within a few minutes.
- Apply to distorted surfaces as it forms a comparatively thick film.

1215 : Sealant 99000-31110 (SUZUKI BOND No.1215 or equivalent)



I822H1150040-02

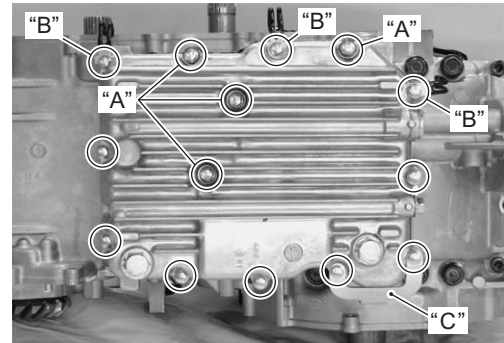
- Tighten the oil pan bolts diagonally.

NOTE

- Fit the new gasket washers to the oil pan bolts "A".
- Fit the clamp "B" and stay "C" to the bolts.

CAUTION

Use a new gasket washer to prevent oil leakage.



I822H1150013-02

- After installing the removed parts, pour engine oil and engine coolant. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)" and "Cooling System Inspection in Section 0B (Page 0B-15)".

Oil Pressure Regulator / Oil Strainer Inspection

B822H11506004

Refer to "Oil Pan / Oil Strainer / Oil Pressure Regulator Removal and Installation (Page 1E-3)".

Oil pressure regulator

Inspect the operation of the oil pressure regulator by pushing on the piston with a proper bar. If the piston does not operate, replace the oil pressure regulator with a new one.



I822H1150014-01

Oil Strainer

Clean the oil strainer, if necessary. Inspect the oil strainer body for damage. If necessary, replace it with a new one.



I822H1150015-01

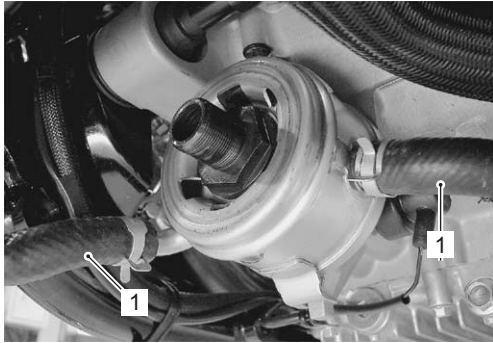
1E-6 Engine Lubrication System:

Oil Cooler Removal and Installation

B822H11506005

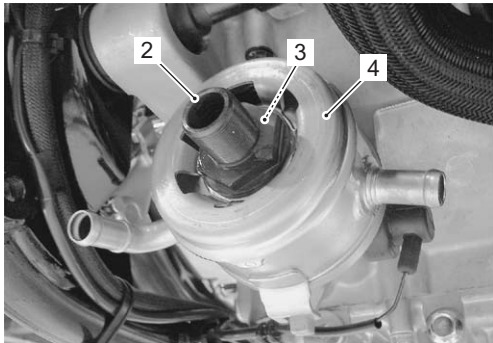
Removal

- 1) Drain engine oil and engine coolant. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)" and "Cooling System Inspection in Section 0B (Page 0B-15)".
- 2) Remove the Oil filter. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".
- 3) Disconnect the oil cooler hoses (1).



I822H1150016-01

- 4) Remove the washer (3) and oil cooler (4) by removing the union bolt (2).



I822H1150017-01

Installation

Install the oil cooler in the reverse order of removal. Pay attention to the following points:

- Apply grease to the O-ring.

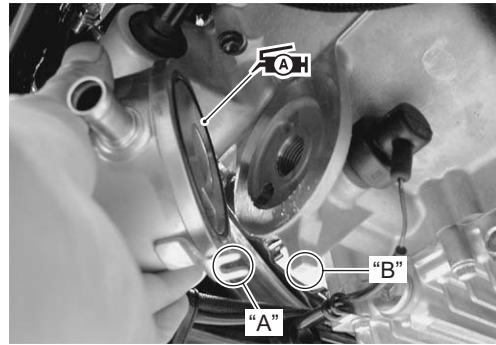
CAUTION

Use a new O-ring to prevent oil leakage.

NOTE

When installing the oil cooler, fit the concave part "A" of the oil cooler onto the convex part "B" of the crankcase.

 Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

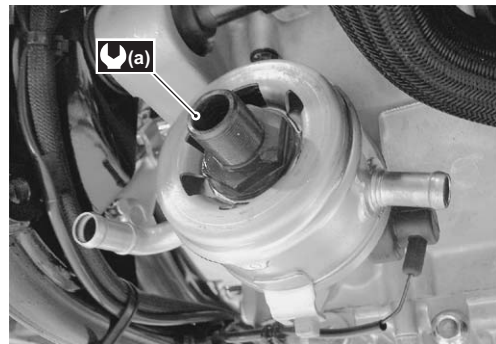


I822H1150021-02

- Tighten the union bolt to the specified torque.

Tightening torque

Oil cooler union bolt (a): 70 N·m (7.0 kgf-m, 50.5 lb-ft)



I822H1150022-02

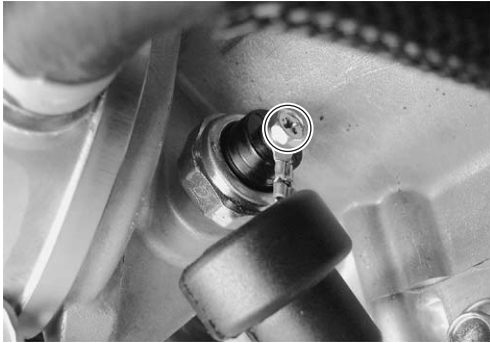
Oil Pressure Switch Removal and Installation

B822H11506006

Refer to "Electrical Components Location in Section 0A (Page 0A-7)".

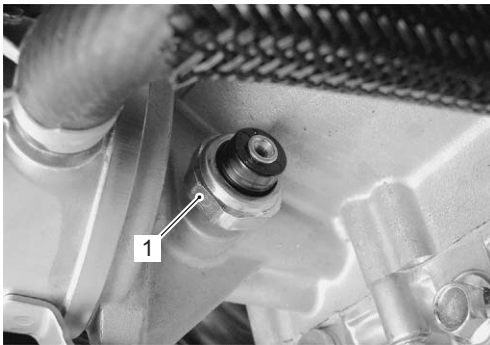
Removal

- 1) Turn the ignition switch OFF.
- 2) Drain engine oil. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".
- 3) Disconnect the oil pressure switch lead wire.



I822H1150018-01

- 4) Remove the oil pressure switch (1).



I822H1150019-01

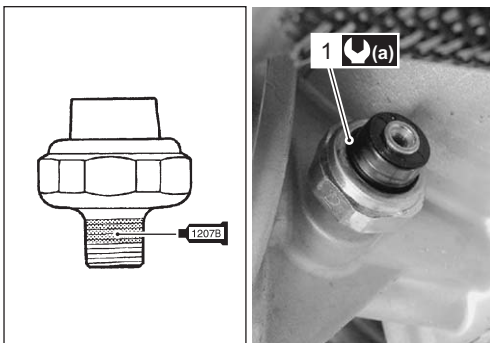
Installation

- 1) Install the oil pressure switch (1), apply the bond to its thread part and tighten it to the specified torque.

1207B: Sealant 99000-31140 (SUZUKI Bond 1207B or equivalent)

Tightening torque

Oil pressure switch (a): 14 N·m (1.4 kgf·m, 10.0 lb·ft)

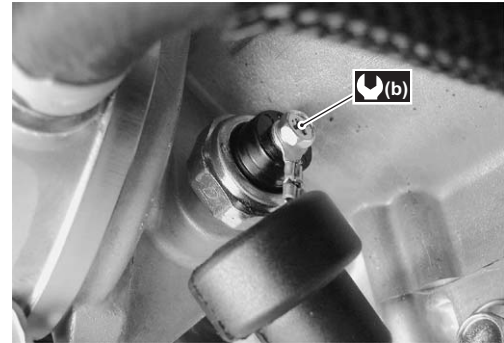


I822H1150020-02

- 2) Connect the oil pressure switch lead wire securely. Refer to "Wiring Harness Routing Diagram in Section 9A (Page 9A-7)".

Tightening torque

Oil pressure switch lead wire bolt (b): 1.5 N·m (0.15 kgf·m, 1.0 lb·ft)



I822H1150023-02

- 3) Pour engine oil. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".

Oil Pressure Switch Inspection

B822H11506007

Refer to "Oil Pressure Indicator Inspection in Section 9C (Page 9C-8)".

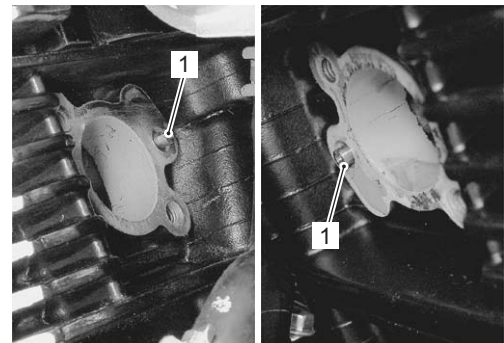
Oil Jet Removal and Installation

B822H11506008

Oil Jet (For Cam Chain Tension Adjuster)

Removal

- 1) Remove the each cam chain tension adjuster. Refer to "Engine Top Side Disassembly in Section 1D (Page 1D-25)".
- 2) Remove the oil jet (1).



I822H1150024-01

1E-8 Engine Lubrication System:

Installation

Installation is in the reverse order of removal. Pay attention to the following points:

- Apply engine oil to the O-ring.

⚠ CAUTION

Use a new O-ring to prevent oil leakage.

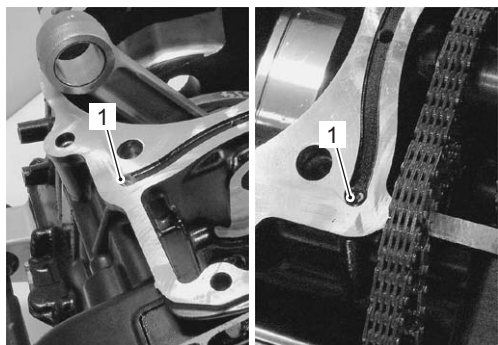


I822H1150025-01

Oil Jet (For Cylinder Head)

Removal

- 1) Remove the engine assembly. Refer to “Engine Assembly Removal in Section 1D (Page 1D-18)”.
- 2) Separate the crankcase, upper and lower. Refer to “Engine Bottom Side Disassembly in Section 1D (Page 1D-59)”.
- 3) Remove the oil jets (1).



I822H1150026-01

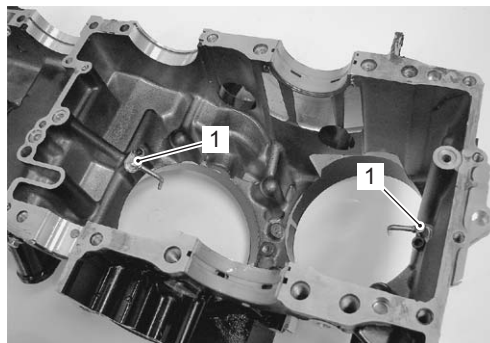
Installation

Installation is in the reverse order of removal. Refer to “Engine Top Side Assembly in Section 1D (Page 1D-30)”.

Oil Jet (For the Piston Cooling and Transmission)

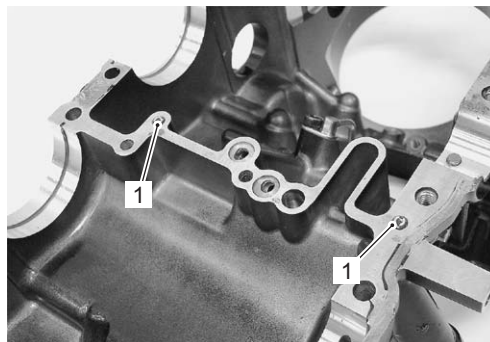
Removal

- 1) Remove the engine assembly. Refer to “Engine Bottom Side Disassembly in Section 1D (Page 1D-59)”.
- 2) Separate the crankcases, upper and lower. Refer to “Engine Bottom Side Disassembly in Section 1D (Page 1D-59)”.
- 3) Remove the crankshaft assembly. Refer to “Engine Bottom Side Disassembly in Section 1D (Page 1D-59)”.
- 4) Remove the piston cooling oil jets (1) from the upper crankcase.



I822H1150027-01

- 5) Remove the oil jet (2) (for transmission) from the lower crankcase.



I822H1150028-01

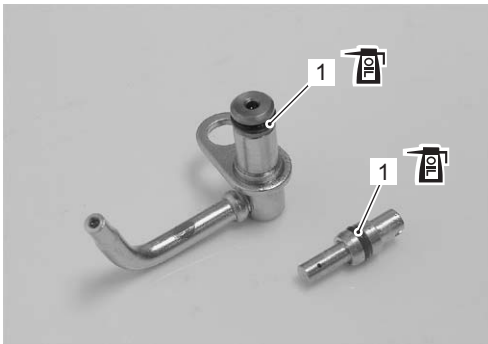
Installation

Installation is in the reverse order of removal. Pay attention to the following points:

- Fit new O-ring (1) to each piston cooling oil jet as shown and apply engine oil to them.

CAUTION

Use new O-rings to prevent oil pressure leakage.



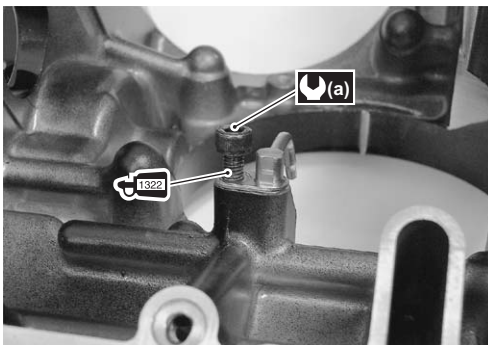
I822H1150029-01

- Apply a small quantity of thread lock to the bolts and tighten them to the specified torque.

1322 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

Tightening torque

Piston cooling oil jet bolt (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1150030-01

Oil Jet / Oil Gallery Jet Inspection

B822H11506010

Refer to “Oil Jet Removal and Installation (Page 1E-7)”.

Oil Jet

Make sure that the oil jets are not clogged. If they are clogged, clean their oil passage using a wire of the proper size and compressed air.



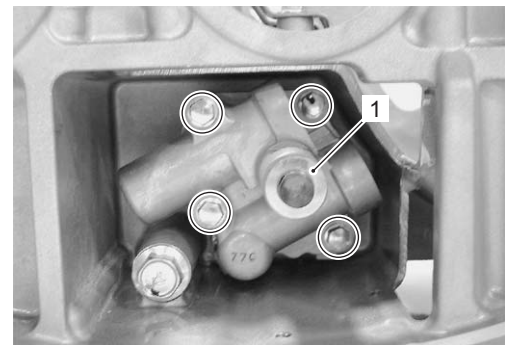
I822H1150031-01

Oil Pump Removal and Installation

B822H11506011

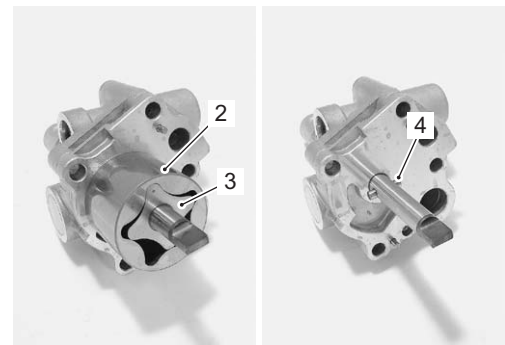
Removal

- 1) Remove the crankshaft assembly. Refer to “Engine Bottom Side Disassembly in Section 1D (Page 1D-59)”.
- 2) Remove the oil pump (1) with the oil return pump.



I822H1150032-01

- 3) Remove the return pump outer rotor (2), inner rotor (3) and pin (4).



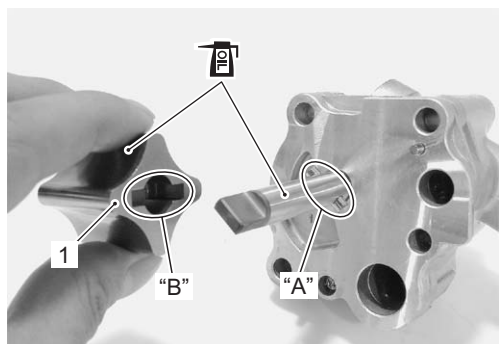
I822H1150033-02

Installation

Installation is in reverse order of removal. Pay attention to the following points:

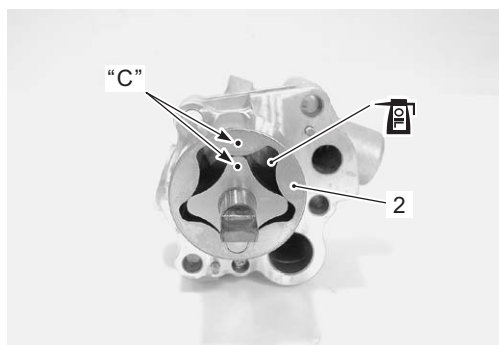
- Apply engine oil to the sliding surface of the oil pump inner rotor (1) and shaft.
- When installing the inner rotor (1), align the pin “A” with the groove “B” of the inner rotor.

1E-10 Engine Lubrication System:



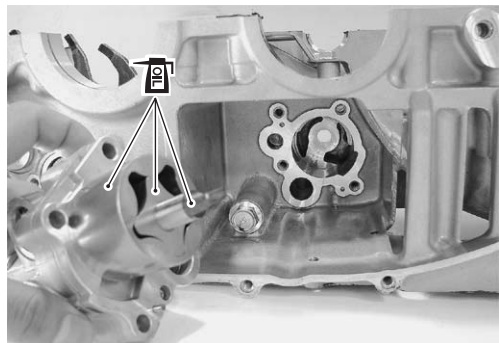
I822H1150034-02

- Apply engine oil to the oil pump sliding surface of the oil pump outer rotor (2).
- Check the punch marks "C" of the rotors faces outside.



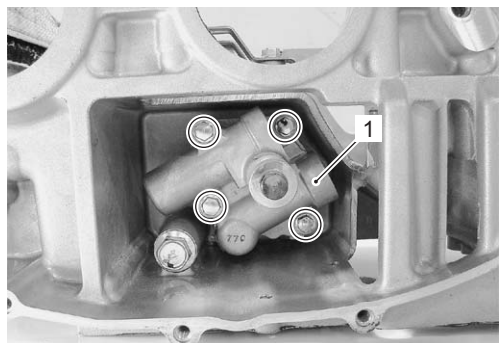
I822H1150035-02

- Before mounting the oil pump, apply engine oil to the sliding surfaces of the outer rotor, inner rotor and shaft.



I822H1150036-01

- Tighten the oil pump mounting bolts.



I822H1150037-01

- Assemble the engine. Refer to "Engine Bottom Side Assembly in Section 1D (Page 1D-68)" and "Engine Top Side Assembly in Section 1D (Page 1D-30)".

Oil Pump Inspection

B822H11506012

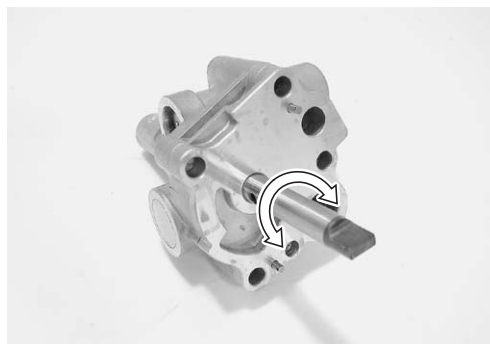
Oil Pump

Inspect the oil pump in the following procedures:

- 1) Remove the oil pump. Refer to "Oil Pump Removal and Installation (Page 1E-9)".
- 2) Rotate the oil pump by hand and check that it moves smoothly. If it does not move smoothly, replace the oil pump assembly.

⚠ CAUTION

**Do not attempt to disassemble the oil pump assembly.
The oil pump is available only as an assembly.**

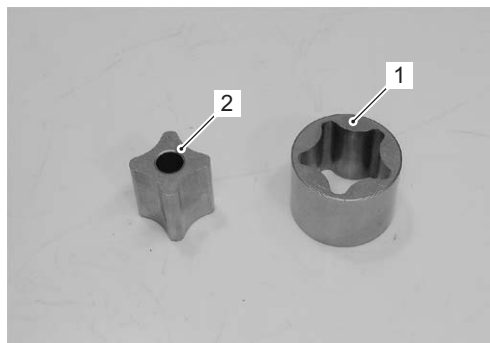


I822H1150038-01

- 3) Install the oil pump. Refer to "Oil Pump Removal and Installation (Page 1E-9)".

Outer / Inner Rotor

Inspect the outer rotor (1) and inner rotor (2) for any scratches or other damage. If any damages are found, replace them with new ones.



I822H1150039-01

Specifications

Service Data

B822H11507001

Oil Pump

Item	Standard	Limit
Oil pressure (at 60 °C, 140 °F)	Above 400 kPa (4.0 kgf/cm ² , 57 psi) Below 700 kPa (7.0 kgf/cm ² , 100 psi) at 3 000 r/min	—

Oil

Item	Specification	Note
Engine oil type	SAE 10W-40, API SF/SG or SH/SJ with JASO MA	
Engine oil capacity	Change	3 400 ml (3.6/3.0 US/lmp qt)
	Filter change	3 600 ml (3.8/3.2 US/lmp qt)
	Overhaul	5 000 ml (5.3/4.4 US/lmp qt)

Tightening Torque Specifications

B822H11507002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Oil gallery plug (M16)	35	3.5	25.5	☞ (Page 1E-4)
Oil gallery plug (M10)	20	2.0	14.5	☞ (Page 1E-4)
Oil cooler union bolt	70	7.0	50.5	☞ (Page 1E-6)
Oil pressure switch	14	1.4	10.0	☞ (Page 1E-7)
Oil pressure switch lead wire bolt	1.5	0.15	1.0	☞ (Page 1E-7)
Piston cooling oil jet bolt	10	1.0	7.0	☞ (Page 1E-9)

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

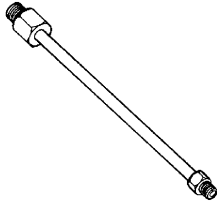


Recommended Service Material

B822H11508001

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞(Page 1E-4) / ☞(Page 1E-6)
Sealant	SUZUKI BOND No.1215 or equivalent	P/No.: 99000-31110	☞(Page 1E-5)
	SUZUKI Bond 1207B or equivalent	P/No.: 99000-31140	☞(Page 1E-7)
Thread lock cement	THREAD LOCK CEMENT SUPER 1322 or equivalent	P/No.: 99000-32110	☞(Page 1E-9)

Special Tool

B822H11508002

<p>09915-17410 Oil pressure gauge attachment ☞(Page 1E-2)</p> 	<p>09915-74521 Oil pressure gauge hose ☞(Page 1E-2)</p> 
<p>09915-77331 Meter (for high pressure) ☞(Page 1E-2)</p> 	

Engine Cooling System

Precautions

Precautions for Engine Cooling System

B822H1160001

⚠ WARNING

- You can be injured by boiling fluid or steam if you open the radiator cap when the engine is hot. After the engine cools, wrap a thick cloth around cap and carefully remove the cap by turning it a quarter turn to allow pressure to escape and then turn the cap all the way off.
- The engine must be cool before servicing the cooling system.
- Coolant is harmful:
 - If it comes in contact with skin or eyes, flush with water.
 - If swallowed accidentally, induce vomiting and call physician immediately.
 - Keep it away from children.

Precautions for Engine Coolant

B822H1160002

Refer to “Engine Coolant Recommendation in Section 0A (Page 0A-4)”.

General Description

Engine Coolant Description

B822H11601001

⚠ CAUTION

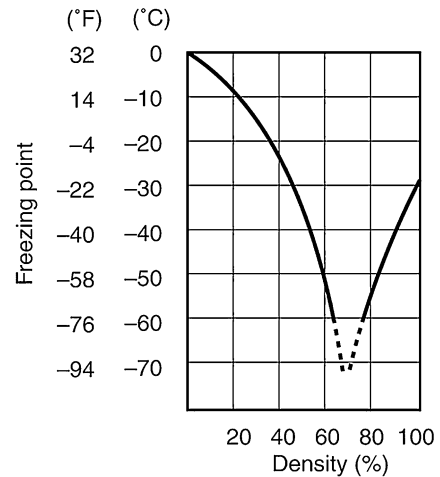
- Use a high quality ethylene glycol base anti-freeze, mixed with distilled water. Do not mix an alcohol base anti-freeze and different brands of anti-freeze.
- Do not put in more than 60% anti-freeze or less than 50%. (Refer to Fig. 1 and 2.)

At the time of manufacture, the cooling system is filled with a 50:50 mixture of distilled water and ethylene glycol anti-freeze. This 50:50 mixture will provide the optimum corrosion protection and excellent heat protection, and will protect the cooling system from freezing at temperatures above $-31\text{ }^{\circ}\text{C}$ ($-24\text{ }^{\circ}\text{F}$). If the vehicle is to be exposed to temperatures below $-31\text{ }^{\circ}\text{C}$ ($-24\text{ }^{\circ}\text{F}$), this mixing ratio should be increased up to 55% or 60% according to the figure.

Anti-freeze Proportioning Chart

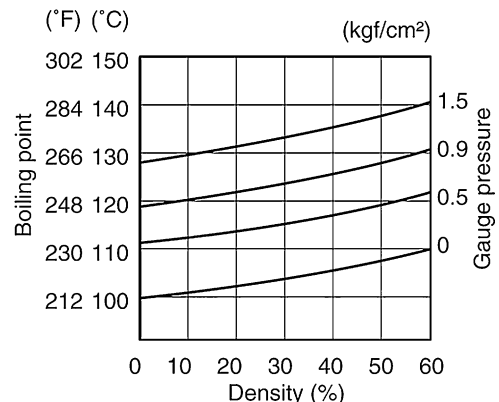
Anti-freeze density	Freezing point
50%	$-31\text{ }^{\circ}\text{C}$ ($-24\text{ }^{\circ}\text{F}$)
55%	$-40\text{ }^{\circ}\text{C}$ ($-40\text{ }^{\circ}\text{F}$)
60%	$-55\text{ }^{\circ}\text{C}$ ($-67\text{ }^{\circ}\text{F}$)

Fig.1: Engine coolant density-freezing point curve



I310G1160001-01

Fig.2: Engine coolant density-boiling point curve

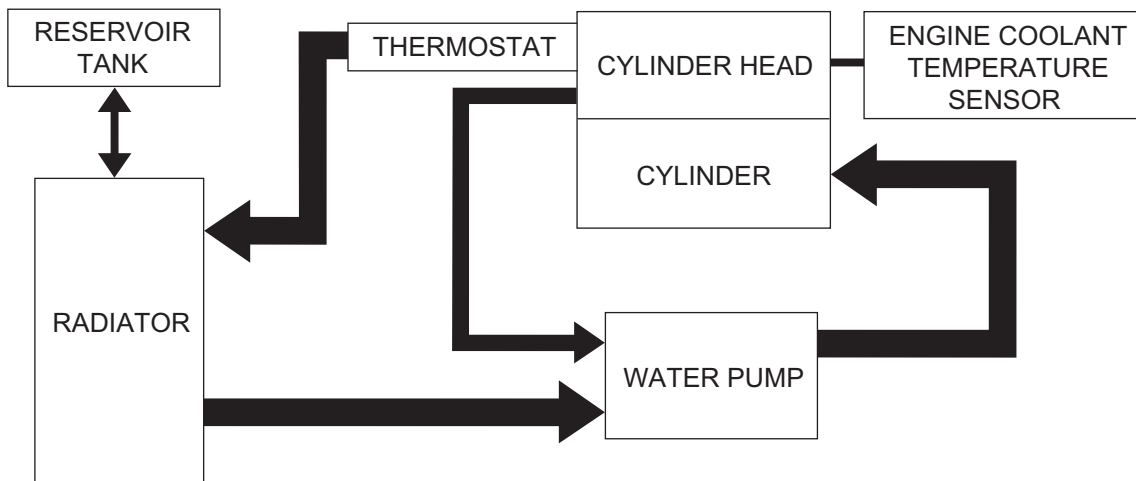


I310G1160002-01

Schematic and Routing Diagram

Cooling Circuit Diagram

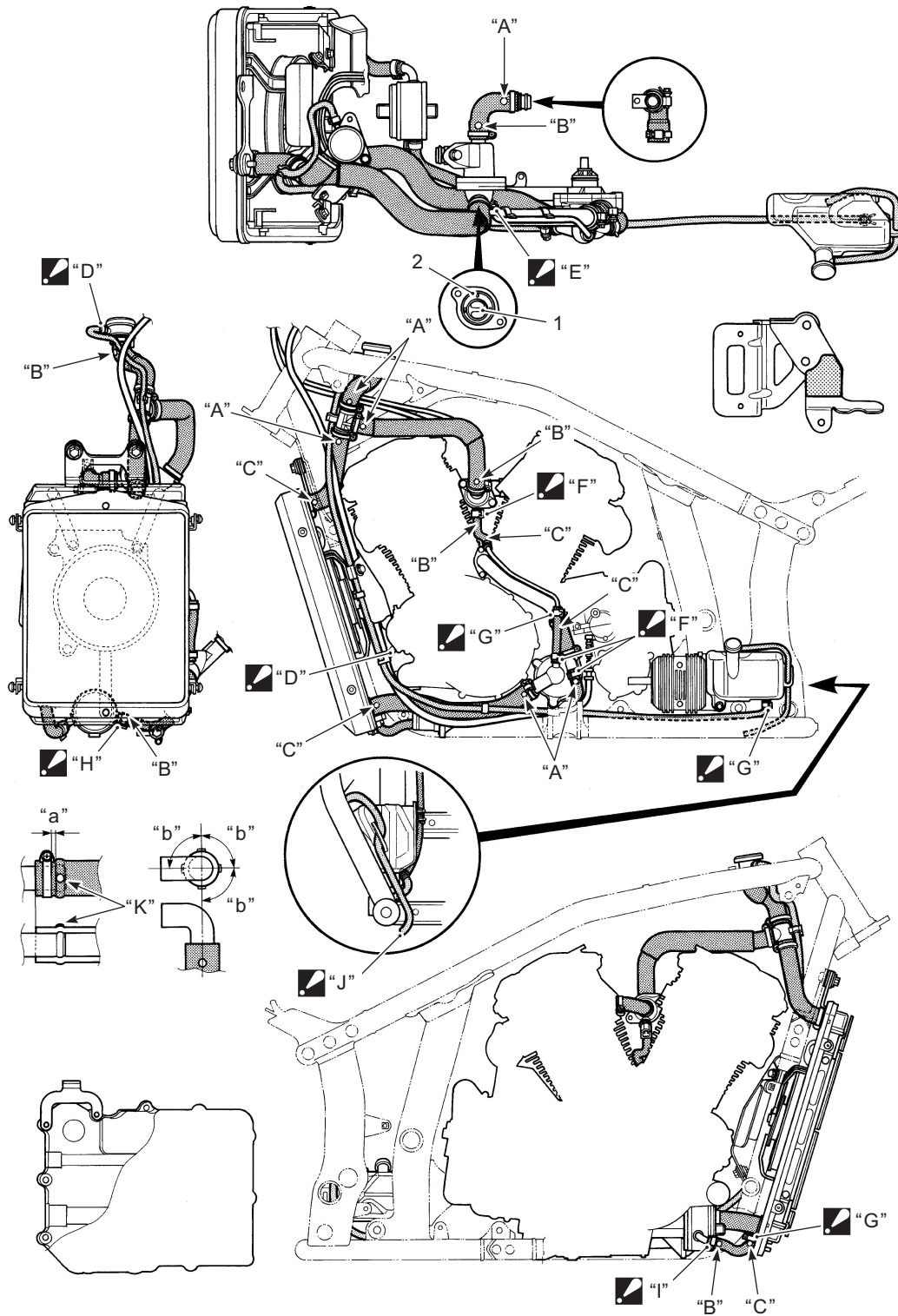
B822H11602001



I822H1160053-01

Water Hose Routing Diagram

B822H11602002



I822H1160023-05

1. Thermostat	▣ "D": Face the tip of the clip to lower.	▣ "I": Face the tip of the clip to downward.
2. Jiggle valve	▣ "E": Face the tip of the clip to upper.	▣ "J": Face the tip of the hose to left.
"A": White mark	▣ "F": Face the tip of the clip to left.	"K": Match mark
"B": Red mark	▣ "G": Face the tip of the clip to backward.	"a": Keep clearance.
"C": Yellow mark	▣ "H": Face the tip of the clip to forward.	"b": 90°

Diagnostic Information and Procedures

Engine Cooling Symptom Diagnosis

B822H11604001

Condition	Possible cause	Correction / Reference Item
Engine overheats	Not enough engine coolant.	Add engine coolant.
	Radiator core clogged with dirt or scale.	Clean.
	Faulty cooling fan.	Repair or replace.
	Defective cooling fan relay, or open-or-short circuited.	Repair or replace
	Clogged water passage.	Clean.
	Air trapped in the cooling circuit.	Bleed air.
	Defective water pump.	Replace.
	Use of incorrect engine coolant.	Replace.
	Defective thermostat.	Replace.
	Defective ECT sensor.	Replace.
Defective ECM.	Replace.	
Engine over cools	Defective cooling fan relay, or open-or-short circuited.	Repair or replace
	Extremely cold weather.	Put on radiator cover.
	Defective thermostat.	Replace.
	Defective ECT sensor.	Replace.
	Defective ECM.	Replace.

Repair Instructions

Cooling Circuit Inspection

B822H11606001

⚠ WARNING

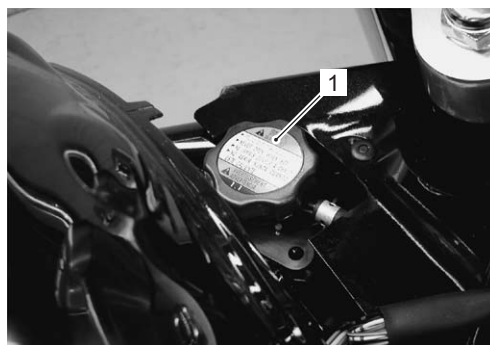
- Do not open the radiator cap when the engine is hot, as you may be injured by escaping hot liquid or vapor.
- When removing the radiator cap tester, put a rag on the filler to prevent the engine coolant from spraying out.

Inspect the cooling circuit in the following procedures:

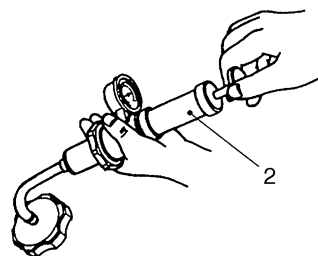
- 1) Move the fuel tank backward. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Remove the radiator cap (1) and connect the radiator tester (2) to the filler.
- 3) Pressurize the cooling system with 120 kPa (1.2 kgf/cm, 17 psi) of pressure, and then check if it holds the pressure for 10 seconds.

⚠ CAUTION

Do not exceed the radiator cap release pressure, or the radiator cap and subsequently the radiator, can be damaged.



I822H1160001-01



I705H1160004-01

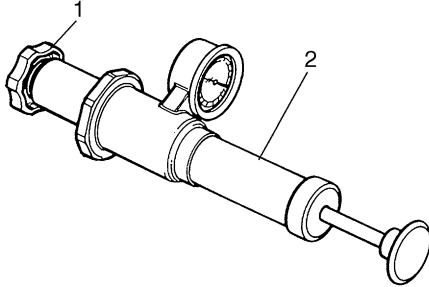
- 4) After finishing the cooling circuit inspection, reinstall the removed parts.

Radiator Cap Inspection

B822H11606002

Inspect the radiator cap in the following procedures:

- 1) Remove the radiator cap. Refer to "Cooling Circuit Inspection (Page 1F-4)".
- 2) Attach the radiator cap (1) to the radiator tester (2) as shown in the figure.



I718H1160033-01

- 3) Slowly apply pressure to the radiator cap. If the radiator cap does not hold the pressure for at least 10 seconds, replace it with a new one.

Radiator cap release pressure

93 – 123 kPa (0.93 – 1.23 kgf/cm², 13.2 – 17.5 psi)

- 4) After finishing the radiator cap inspection, reinstall the removed parts.

Radiator Inspection and Cleaning

B822H11606003

Radiator Hose

Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".

Radiator

Inspect the radiator for water leaks. If any defects are found, replace the radiator with a new one. If the fins are bent or dented, repair them by carefully straightening them with the blade of a small screwdriver.



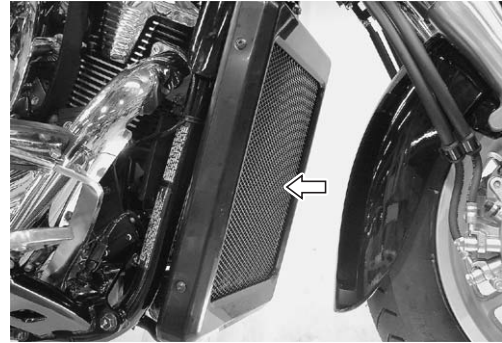
I822H1160002-01

Radiator Cleaning

Blow out any foreign matter that is stuck in the radiator fins using compressed air.

⚠ CAUTION

- Make sure not to bend the fins when using compressed air.
- Always apply compressed air from the engine side of engine. If compressed air is applied from the front side, dirt will be forced into the pores of radiator.



I822H1160003-01

Radiator / Cooling Fan Motor Removal and Installation

B822H11606004

Removal

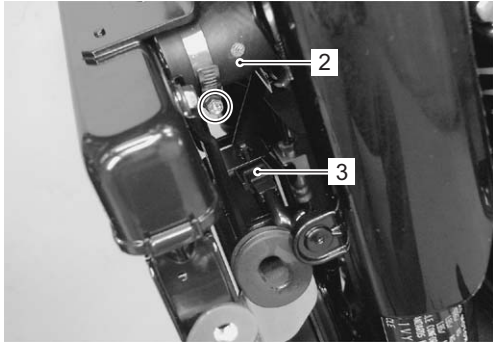
- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Drain engine coolant. Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".
- 3) Remove the radiator cover (1).



I822H1160004-01

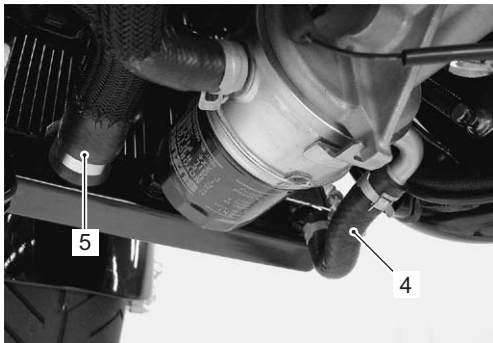
1F-6 Engine Cooling System:

- 4) Disconnect the radiator inlet hose (2) and cooling fan motor coupler (3).



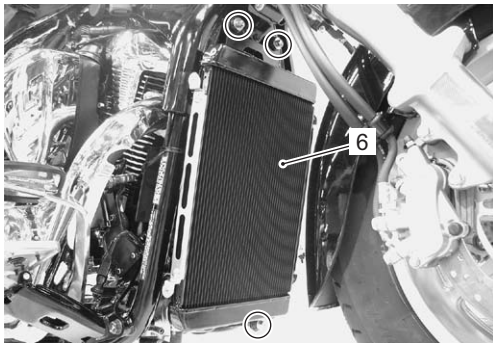
I822H1160005-01

- 5) Disconnect the water bypass hose (4) and radiator outlet hose (5).



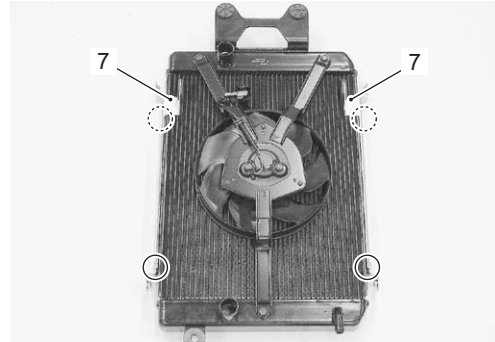
I822H1160006-01

- 6) Remove the radiator assembly (6) by removing the bolts.



I822H1160007-01

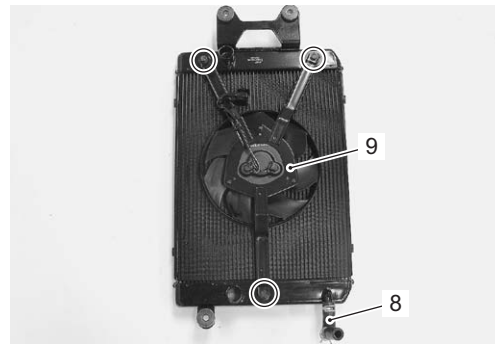
- 7) Remove the radiator covers (7), left and right.



I822H1160008-02

- 8) Disconnect the oil cooler hose (8).

- 9) Remove the cooling fan motor (9) from the radiator.



I822H1160009-01

Installation

Install the radiator in the reverse order of removal. Pay attention to the following points:

- Connect the radiator hoses securely. Refer to "Water Hose Routing Diagram (Page 1F-3)".
- Pour engine coolant. Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".
- Bleed air from the cooling circuit. Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".

Water Hose Inspection

B822H11606005

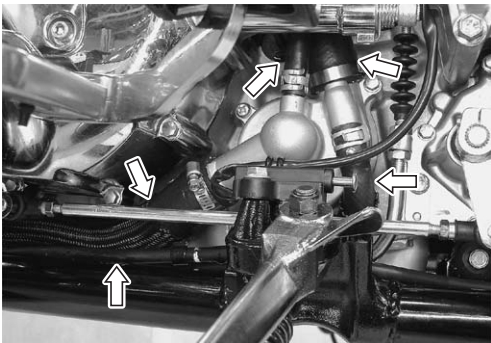
Inspect the water hoses in the following procedures:

- 1) Move the fuel tank backward. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Remove the left frame lower cover and secondary gear case cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Check the water hoses for crack, damage or engine coolant leakage. If any defect is found, replace the radiator hose with a new one.

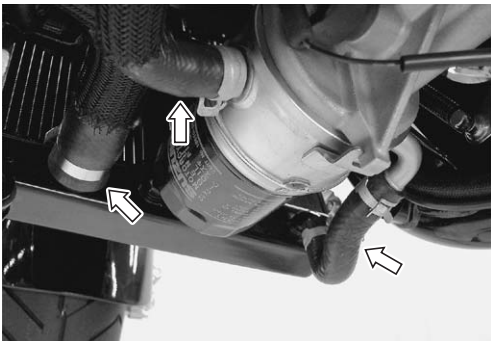
- 4) Any leakage from the connecting section should be corrected by proper tightening. Refer to “Water Hose Routing Diagram (Page 1F-3)”.



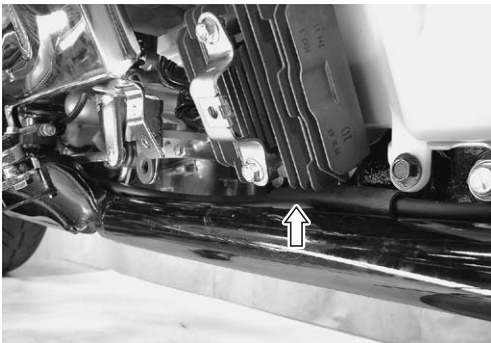
I822H1160010-01



I822H1160011-01



I822H1160012-01



I822H1160013-01

- 5) After finishing the water hose inspection, reinstall the removed parts.

Water Hose Removal and Installation

B822H11606006

Removal

- 1) Drain engine coolant. Refer to “Cooling System Inspection in Section 0B (Page 0B-15)”.
- 2) Remove the fuel tank. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.
- 3) Remove the water hose as shown in the water hose routing diagram. Refer to “Water Hose Routing Diagram (Page 1F-3)”.

Installation

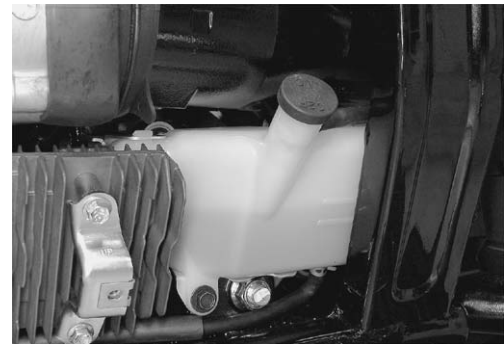
- 1) Install the water hose as shown in the water hose routing diagram. Refer to “Water Hose Routing Diagram (Page 1F-3)”.
- 2) Pour engine coolant and bleed air from the cooling circuit. Refer to “Cooling System Inspection in Section 0B (Page 0B-15)”.
- 3) Reinstall the fuel tank. Refer to “Fuel Tank Removal and Installation in Section 1G (Page 1G-8)”.

Radiator Reservoir Tank Inspection

B822H11606007

Inspect the radiator reservoir tank in the following procedures:

- 1) Remove the left frame lower cover and secondary gear case cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Inspect the radiator reservoir tank cooling leaks. If any defects are found, replace the radiator reservoir tank with a new one.



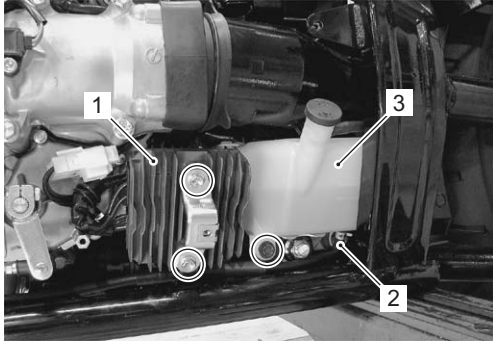
I822H1160014-01

Radiator Reservoir Tank Removal and Installation

B822H11606008

Removal

- 1) Remove the left frame lower cover and secondary gear case cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Remove the regulator/rectifier (1).
- 3) Remove the reservoir tank bolts.
- 4) Disconnect the hose (2) and drain the engine coolant.
- 5) Remove the reservoir tank (3).

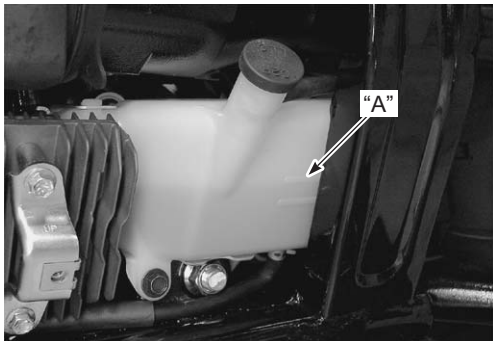


I822H1160015-01

Installation

Install radiator reservoir tank in the reverse order of removal. Pay attention to the following point:

- Fill the reservoir tank to the upper level "A". Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".



I822H1160016-01

Cooling Fan Inspection

B822H11606009

Cooling fan operating temperature

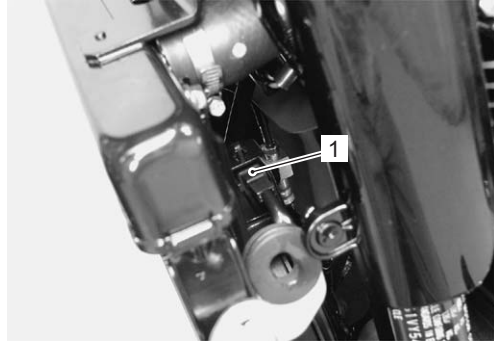
Standard

(ON→OFF): Approx. 100 °C (212 °F)

(OFF→ON): Approx. 105 °C (221 °F)

Inspect the cooling fan in the following procedures:

- 1) Disconnect the cooling fan motor coupler (1).

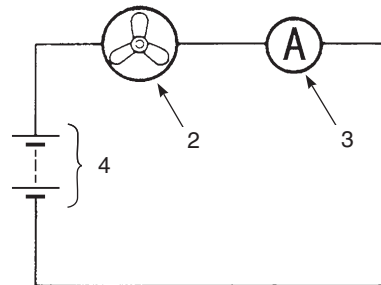


I822H1160017-01

- 2) Test the cooling fan motor for load current with an ammeter connected as shown in the figure. If the fan motor does not turn, replace the cooling fan assembly with a new one. Refer to "Radiator / Cooling Fan Motor Removal and Installation (Page 1F-5)".

NOTE

- When making this test, it is not necessary to remove the cooling fan.
- The voltmeter is for making sure that the battery applies 12 V to the motor. With the fan motor with electric motor fan running at full speed, the ammeter should be indicating not more than 6.6 A.



I718H1160048-01

2. Fan motor	3. Ammeter	4. Battery
--------------	------------	------------

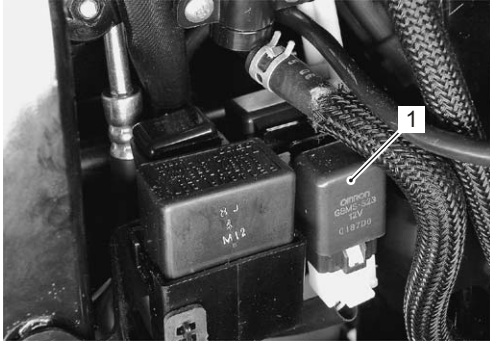
- 3) Connect the cooling fan motor coupler.

Cooling Fan Relay Inspection

B822H11606010

Inspect the fan relay in the following procedures:

- 1) Remove the seat. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Remove the battery holder. Refer to “Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)”.
- 3) Remove the cooling fan relay (1).



I822H1160018-01

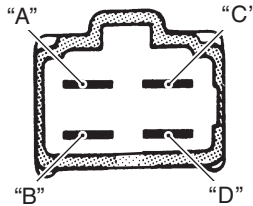
- 4) First check the insulation between “A” and “B” terminals with tester. Then apply 12 V to “C” and “D” terminals, (+) to “C” and (–) to “D”, and check the continuity between “A” and “B”. If there is no continuity, replace it with a new one.

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication set

Continuity test (•))



I718H1160006-03

- 5) Reinstall the removed parts.

ECT Sensor Removal and Installation

B822H11606011

Refer to “ECT Sensor Removal and Installation in Section 1C (Page 1C-3)”.

ECT Sensor Inspection

B822H11606012

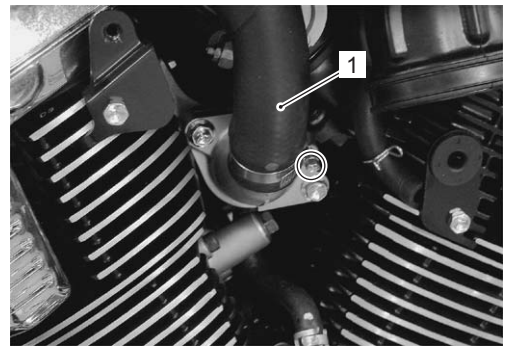
Refer to “ECT Sensor Inspection in Section 1C (Page 1C-4)”.

Thermostat Removal and Installation

B822H11606013

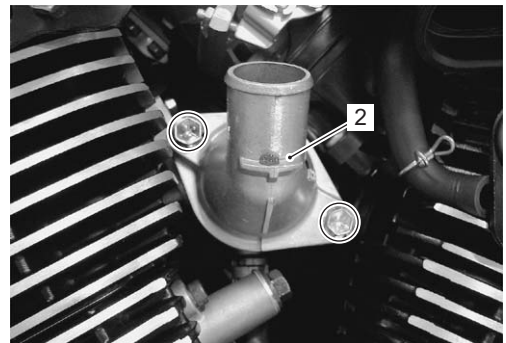
Removal

- 1) Drain a small amount of engine coolant. Refer to “Cooling System Inspection in Section 0B (Page 0B-15)”.
- 2) Remove the left air cleaner cover. Refer to “Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)”.
- 3) Disconnect the radiator inlet hose (1).



I822H1160019-01

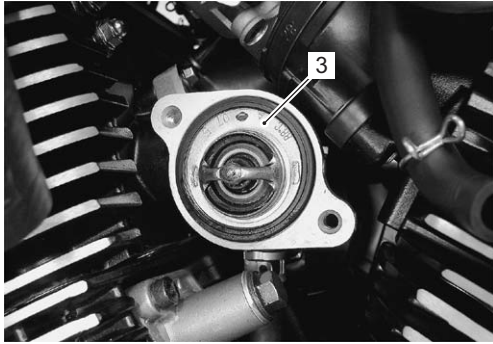
- 4) Remove the connector cap (2).



I822H1160020-01

1F-10 Engine Cooling System:

- 5) Remove the thermostat (3).



I822H1160021-01

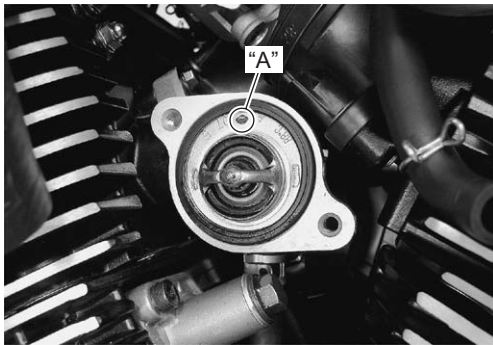
Installation

Install the thermostat in the reverse order of removal. Pay attention to the following points:

- Install the thermostat.

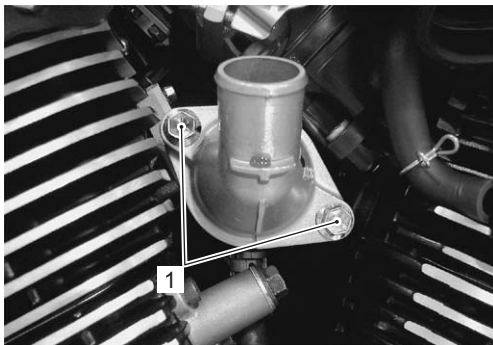
NOTE

The jiggle valve "A" of the thermostat faces upside.



I822H1160022-01

- Tighten the thermostat connector bolts (1).



I822H1160024-03

- Connect the water hoses securely. Refer to "Water Hose Routing Diagram (Page 1F-3)".
- Pour engine coolant and bleed air from the cooling circuit. Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".

Thermostat Inspection

B822H11606014

Inspect the thermostat in the following procedures:

- 1) Remove the thermostat. Refer to "Thermostat Removal and Installation (Page 1F-9)".
- 2) Inspect the thermostat pellet for signs of cracking.



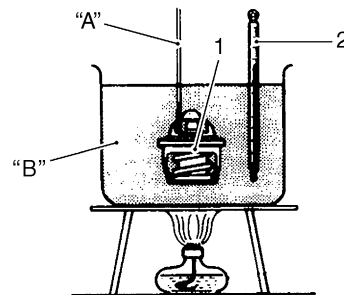
I822H1160025-02

- 3) Test the thermostat at the bench for control action.

CAUTION

- Do not contact the thermostat (1) and the column thermometer (2) with a pan.
- As the thermostat operating response to water temperature change is gradual, do not raise water temperature too quickly.
- The thermostat with its valve open even slightly under normal temperature must be replaced.

- 4) Immerse the thermostat (1) in the water contained in a beaker and note that the immersed thermostat is in suspension.
- 5) Heat the water by placing the beaker on a stove and observe the rising temperature on a thermometer (2).



I705H1160030-03

"A": String

"B": Water

- 6) Read the thermometer just when opening the thermostat. If this reading, which is the temperature level at which the thermostat valve begins to open, is out of the standard value, replace the thermostat with a new one.

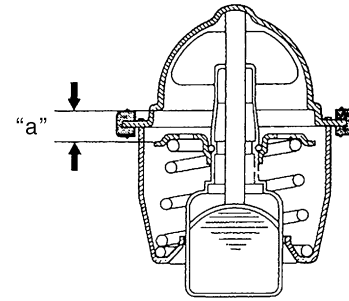
Thermostat valve opening temperature

Standard: Approx. 88 °C (190 °F)

- 7) Keep on heating the water to raise its temperature.
 8) Just when the water temperature reaches specified value, the thermostat valve should have been lifted by at least 8 mm (0.31 in). A thermostat failing to satisfy either of the two requirements (start-to-open temperature and valve lift) must be replaced.

Thermostat valve lift "a"

Standard: 8 mm and over at 100 °C (0.31 in and over at 212 °F)

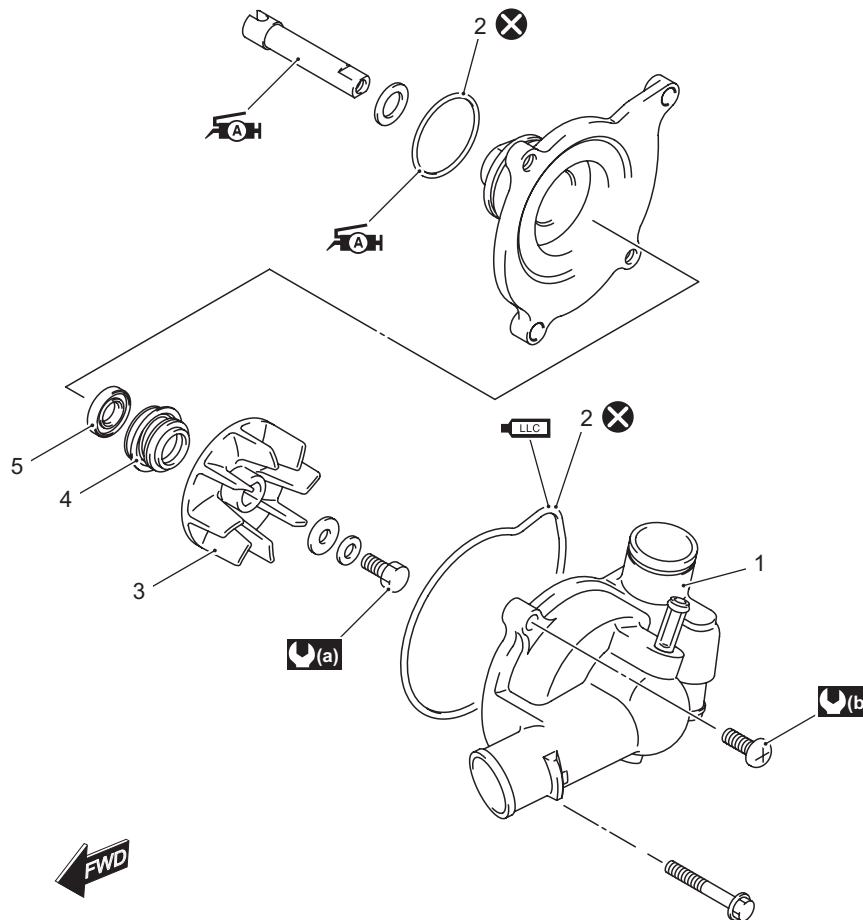


I705H1160031-04

- 9) Install the thermostat. Refer to "Thermostat Removal and Installation (Page 1F-9)".

Water pump Components

B822H1160015



I822H1160056-02

1. Water pump case	5. Oil seal	LLC : Apply engine coolant.
2. O-ring	(a) : 8 N·m (0.8 kgf·m, 6.0 lb-ft)	X : Do not reuse.
3. Impeller	(b) : 5.5 N·m (0.55 kgf·m, 4.0 lb-ft)	
4. Mechanical seal	△H : Apply grease.	

Water Pump Removal and Installation

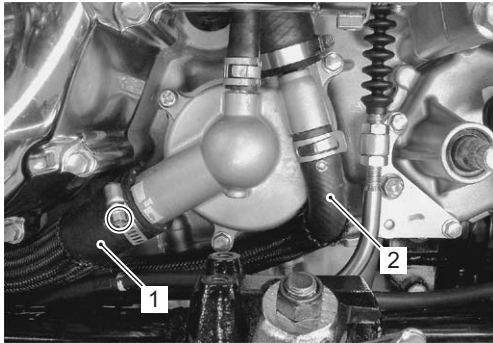
B822H11606017

Removal

NOTE

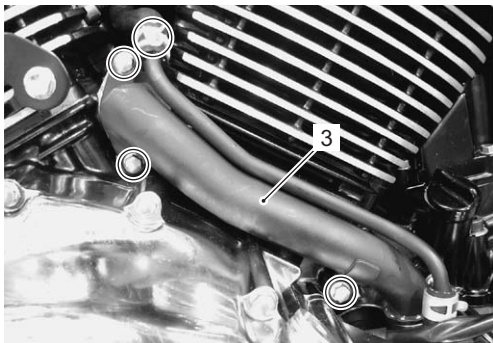
Before draining engine oil and engine coolant, inspect engine oil and coolant leakage between the water pump and crankcase. If engine oil is leaking, visually inspect the oil seal and O-ring. If engine coolant is leaking, visually inspect the mechanical seal and seal washer. Refer to "Water Pump Related Parts Inspection (Page 1F-16)".

- 1) Drain engine oil and coolant. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)" and "Cooling System Inspection in Section 0B (Page 0B-15)".
- 2) Remove the left frame lower cover and secondary gear case cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Disconnect the water pump inlet hose (1) and oil cooler hose (2).



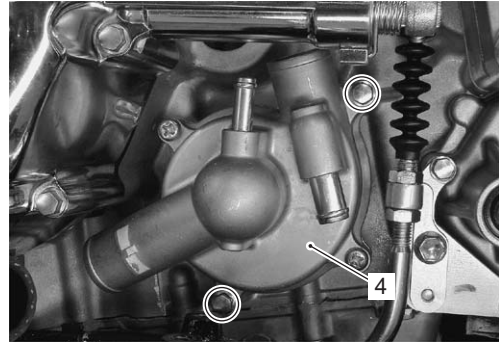
I822H1160026-01

- 4) Remove the air cleaner box. Refer to "Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)".
- 5) Remove the water pump outlet pipe (3).



I822H1160027-02

- 6) Remove the water pump (4).



I822H1160028-01

Installation

Install the water pump in the reverse order of removal. Pay attention to the following points:

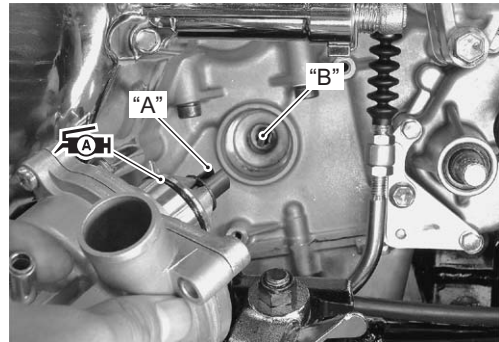
- Apply grease to the O-ring.

⚠ CAUTION

Replace the O-ring with the a new one.

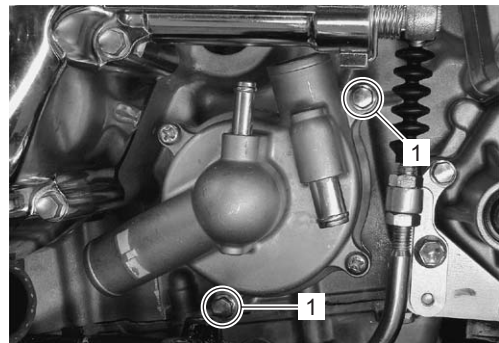
 Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

- Install the water pump assembly with the slot on the pump shaft end "A" securely engaged with the flat "B" on the oil pump shaft.



I822H1160029-01

- Tighten the water pump mounting bolts (1).



I822H1160030-01

- Apply engine coolant to the O-ring.

⚠ CAUTION

Use a new O-ring to prevent engine coolant leakage.



I822H1160032-01

- Connect the water hoses securely. Refer to “Water Hose Routing Diagram (Page 1F-3)”.
- Apply thread lock to the water inlet pipe mounting bolt and tighten its bolt.

1342 : Thread lock cement 99000-32050
(THREAD LOCK CEMENT 1342 or equivalent)



I822H1160031-01

- Pour engine oil and coolant. Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)” and “Cooling System Inspection in Section 0B (Page 0B-15)”.
- Bleed air from the cooling circuit. Refer to “Cooling System Inspection in Section 0B (Page 0B-15)”.

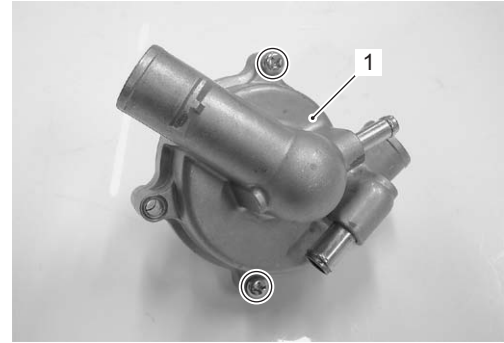
Water Pump Disassembly and Assembly

B822H11606018

Refer to “Water Pump Removal and Installation (Page 1F-12)”.

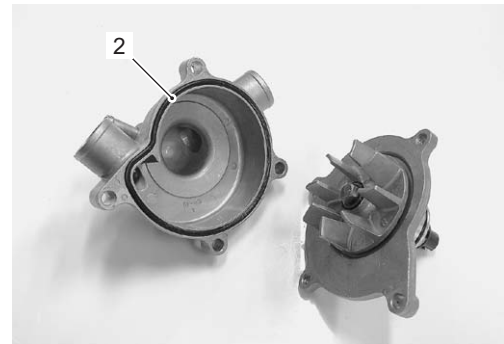
Disassembly

- 1) Remove the water pump case (1).



I822H1160033-01

- 2) Remove the O-ring (2).



I822H1160034-01

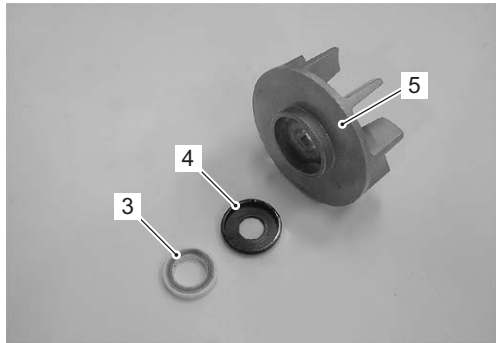
- 3) Remove the impeller securing bolt by holding the impeller with a water pump pliers.



I822H1160035-02

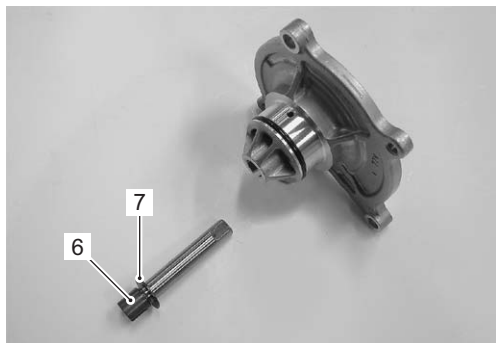
1F-14 Engine Cooling System:

- 4) Remove the mechanical seal ring (3) and rubber seal (4) from the impeller (5).



I822H1160036-01

- 5) Remove the impeller shaft (6) and washer (7).



I822H1160037-01

- 6) Remove the mechanical seal with the special tool.

NOTE

If there is no abnormal condition, the mechanical seal removal is not necessary.

Special tool

TOOL (A): 09921-20240 (Bearing remover set)



I822H1160051-01

- 7) Remove the oil seal.

NOTE

If there is no abnormal condition, the oil seal removal is not necessary.



I822H1160052-01

Assembly

- 1) Install the oil seal with the special tool.

CAUTION

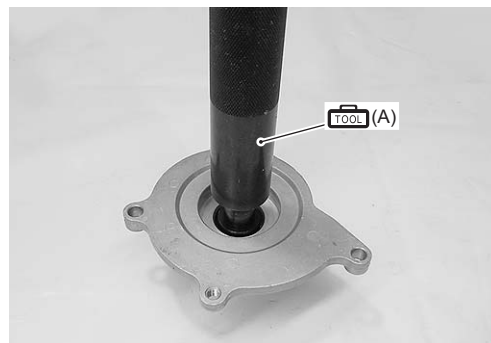
Replace the oil seal with a new one.

NOTE

The stamped mark on the oil seal should face mechanical seal side.

Special tool

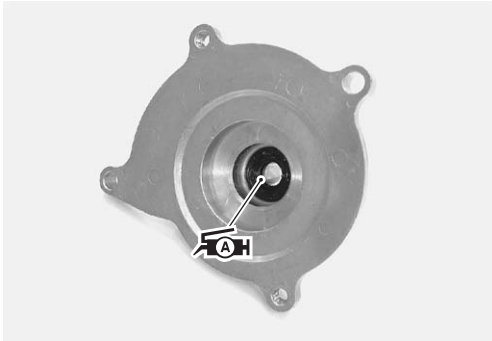
TOOL (A): 09913-70210 (Bearing installer set)



I822H1160038-01

2) Apply a small quantity of grease to the oil seal lip.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**



I822H1160039-01

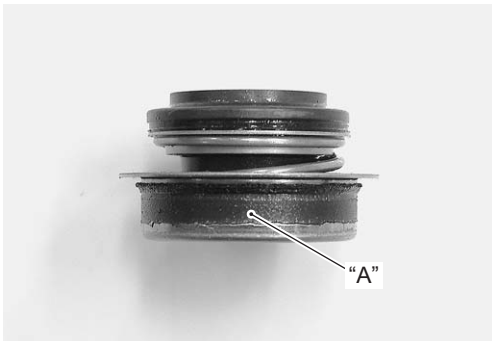
3) Install a new mechanical seal using a suitable size socket wrench.

CAUTION

Replace the mechanical seal with a new one.

NOTE

On the new mechanical seal, the sealer "A" has been applied.



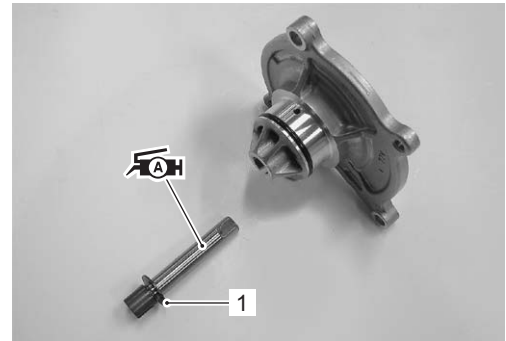
I822H1160040-01



I822H1160041-01

4) Apply grease to the impeller shaft.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**



I822H1160042-01

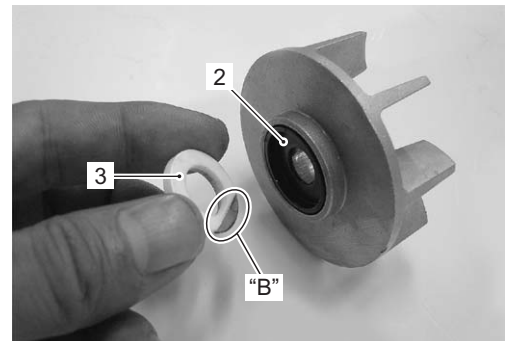
5) Install the impeller shaft and washer (1) to the water pump body.

6) Install the rubber seal (2) into the impeller.

7) After wiping off the oily or greasy matter from the mechanical seal ring (3), install it into the impeller.

NOTE

The paint marked side "B" of mechanical seal ring faces the rubber seal.

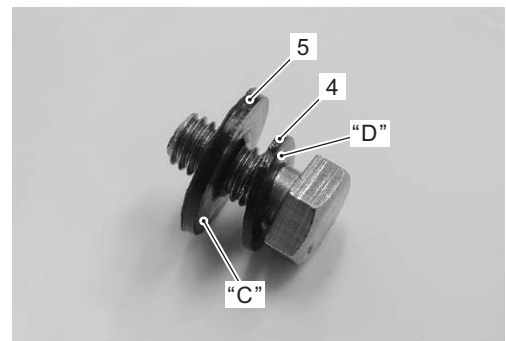


I822H1160043-01

8) Install the washer (4) and seal washer (5) onto the impeller securing bolt.

NOTE

The metal side "C" of seal washer and the curved side "D" of washer face the impeller securing bolt head.



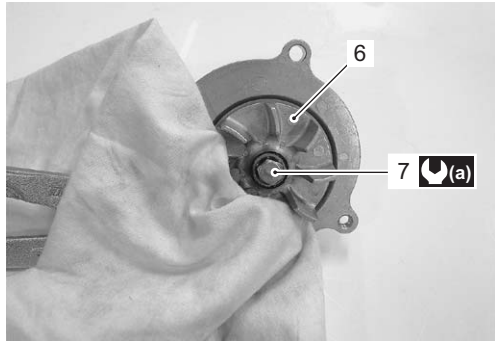
I822H1160044-01

1F-16 Engine Cooling System:

- 9) Install the impeller (6) and tighten the impeller securing bolt (7) to the specified torque.

Tightening torque

Impeller securing bolt (a): 8 N·m (0.8 kgf·m, 6.0 lb-ft)



I822H1160045-01

- 10) Install a new O-ring (8) and apply engine coolant to it.

⚠ CAUTION

Use a new O-ring to prevent engine coolant leakage.

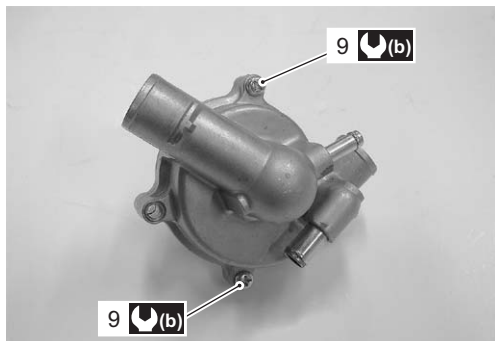


I822H1160046-01

- 11) Fit the water pump case and tighten the water pump case screws to the specified torque.

Tightening torque

Water pump case screw (b): 5.5 N·m (0.55 kgf·m, 4.0 lb-ft)



I822H1160047-02

Water Pump Related Parts Inspection

B822H11606019

Refer to "Water Pump Disassembly and Assembly (Page 1F-13)".

Mechanical Seal

Visually inspect the mechanical seal for damage, with particular attention given to the sealing face.

Replace the mechanical seal that shows indications of leakage.



I822H1160048-02

Oil Seal

Visually inspect the oil seal for damage, with particular attention given to the lip.

Replace the oil seal that shows indications of leakage.



I822H1160049-01

Seal Washer

Visually inspect the seal washer for damage, with particular attention given to the sealing face.

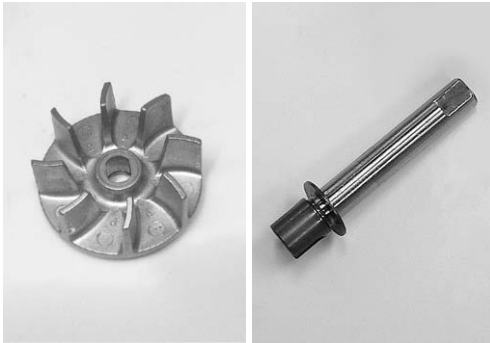
Replace the seal washer that shows indications of leakage.



I822H1160050-01

Impeller / Shaft

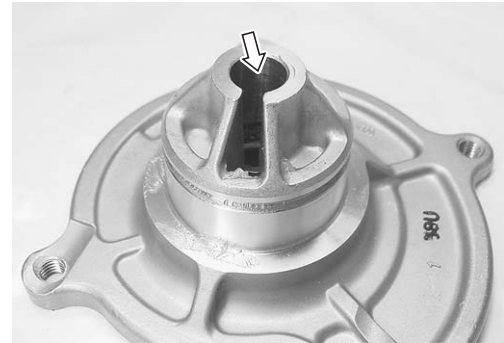
Visually inspect the impeller and its shaft for damage.
Replace the impeller or shaft if necessary.



I822H1160054-01

Impeller Shaft Journal

Visually inspect the journal for damage or scratch.
Replace the water pump body if necessary.



I822H1160055-01

Specifications

Service Data

B822H11607001

Thermostat + Radiator + Fan + Coolant

Item	Standard		Note
Thermostat valve opening temperature	Approx. 88 °C (190 °F)		—
Thermostat valve lift	Over 8 mm (0.31 in) at 100 °C (212 °F)		—
ECT sensor resistance	20 °C (68 °F)	Approx. 2.45 kΩ	—
	50 °C (122 °F)	Approx. 0.811 kΩ	—
	80 °C (176 °F)	Approx. 0.318 kΩ	—
	110 °C (230 °F)	Approx. 0.142 kΩ	—
Radiator cap valve opening pressure	93 – 123 kPa (0.93 – 1.23 kgf/cm ² , 13.2 – 17.5 psi)		—
Cooling fan operating temperature	OFF → ON	Approx. 105 °C (221 °F)	—
	ON → OFF	Approx. 100 °C (212 °F)	—
Engine coolant type	Use an antifreeze/coolant compatible with aluminum radiator, mixed with distilled water only, at the ratio of 50:50.		—
Engine coolant	Reservoir tank side	Approx. 250 ml (0.3/0.2 US/lmp qt)	—
	Engine side	Approx. 2 400 ml (2.5/2.1 US/lmp qt)	—

Tightening Torque Specifications

B822H11607002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Impeller securing bolt	8	0.8	6.0	☞ (Page 1F-16)
Water pump case screw	5.5	0.55	4.0	☞ (Page 1F-16)

NOTE

The specified tightening torque is also described in the following.
“Water pump Components (Page 1F-11)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H11608001

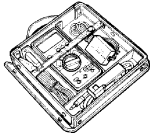
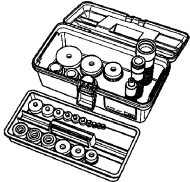
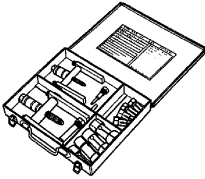
Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 1F-12) / ☞ (Page 1F-15) / ☞ (Page 1F-15)
Thread lock cement	THREAD LOCK CEMENT 1342 or equivalent	P/No.: 99000-32050	☞ (Page 1F-13)

NOTE

Required service material is also described in the following.
 “Water pump Components (Page 1F-11)”

Special Tool

B822H11608002

09900-25008 Multi-circuit tester set ☞ (Page 1F-9)		09913-70210 Bearing installer set ☞ (Page 1F-14)	
09921-20240 Bearing remover set ☞ (Page 1F-14)			

Fuel System

Precautions

Precautions for Fuel System

B822H1170001

⚠ WARNING

- Keep away from fire or spark.
 - During disassembling, use care to minimize spillage of gasoline.
 - Spilled gasoline should be wiped off immediately.
 - Work in a well-ventilated area.
-

⚠ CAUTION

- To prevent the fuel system (fuel tank, fuel hose, etc.) from contamination with foreign particles, blind all openings.
 - After removing the throttle body, tape the cylinder intake section to prevent foreign particles from entering.
-

General Description

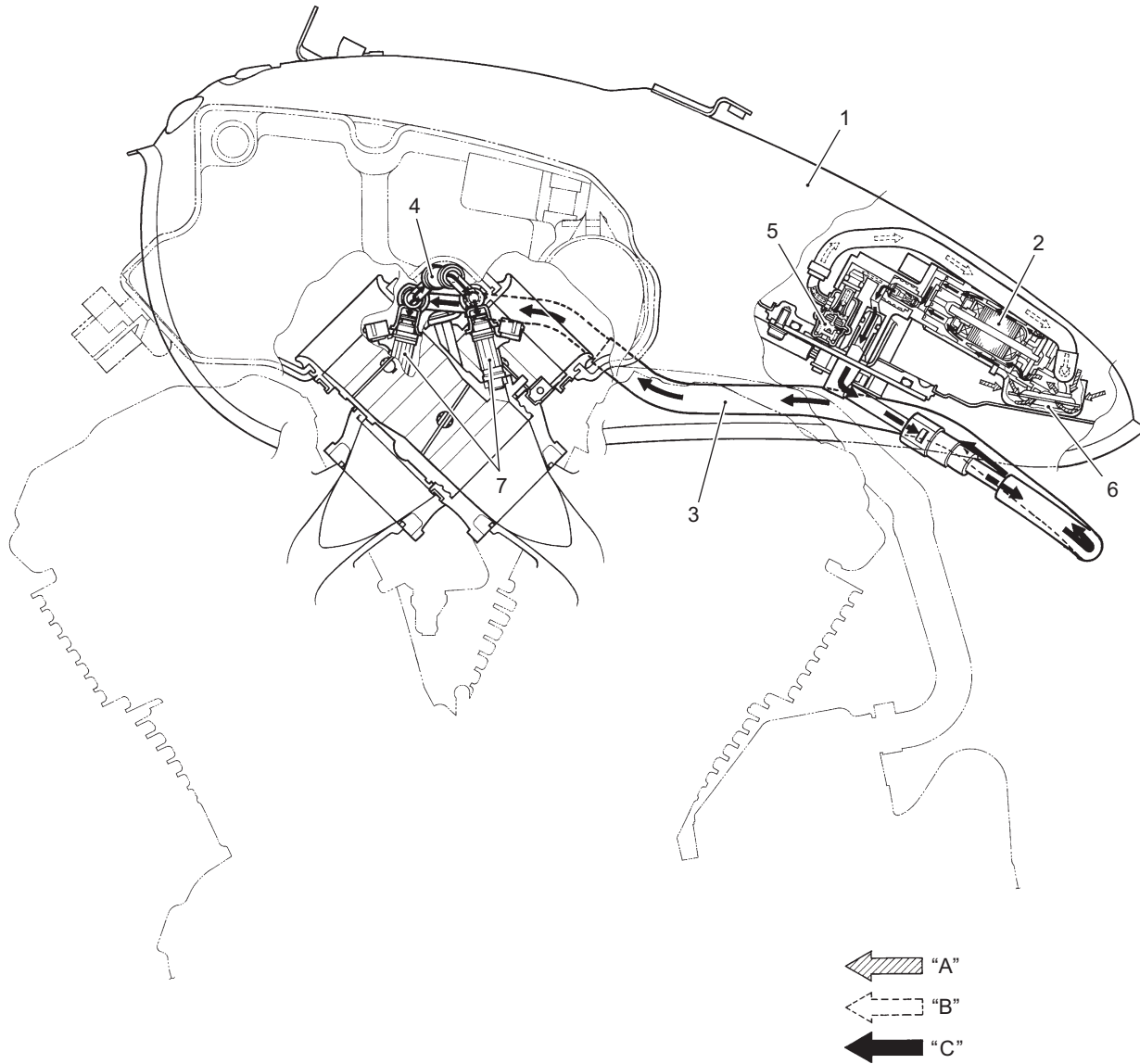
Fuel System Description

B822H11701001

Fuel System

The fuel delivery system consists of the fuel tank (1), fuel pump (2), fuel filter (3), fuel feed hose (4), fuel delivery pipe (5) (including fuel injectors) and fuel pressure regulator (6). There is no fuel return hose. The fuel in the fuel tank (1) is pumped up by the fuel pump (2) and pressurized fuel flows into the injector (8) installed in the fuel delivery pipe (5). Fuel pressure is regulated by the fuel pressure regulator (6). As the fuel pressure applied to the fuel injector (8) (the fuel pressure in the fuel delivery pipe) is always kept at absolute fuel pressure of 300 kPa (3.0 kgf/cm², 43 psi), the fuel is injected into the throttle body in conic dispersion when the injector (8) opens according to the injection signal from the ECM.

The fuel relieved by the fuel pressure regulator (6) flows back to the fuel tank (1).



I822H1170029-04

1. Fuel tank	4. Fuel delivery pipe	7. Fuel injector	"C": Relieved fuel
2. Fuel pump	5. Fuel pressure regulator	"A": Before-pressurized fuel	
3. Fuel feed hose	6. Fuel filter	"B": Pressurized fuel	

Diagnostic Information and Procedures

Fuel System Diagnosis

B822H11704001

Condition	Possible cause	Correction / Reference Item
Engine will not start or is hard to start (No fuel reaching the intake manifold)	Clogged fuel filter or fuel hose.	<i>Clean or replace.</i>
	Defective fuel pump.	<i>Replace.</i>
	Defective fuel pressure regulator.	<i>Replace.</i>
	Defective fuel injectors.	<i>Replace.</i>
	Defective fuel pump relay.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Open-circuited wiring connections.	<i>Check and repair.</i>
Engine will not start or is hard to start (Incorrect fuel/air mixture)	Defective fuel pump.	<i>Replace.</i>
	Defective fuel pressure regulator.	<i>Replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective IAP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Defective ECT sensor.	<i>Replace.</i>
	Defective IAT sensors.	<i>Replace.</i>
Dirty throttle body.	<i>Clean.</i>	
Engine stalls often (Incorrect fuel/air mixture)	Defective IAP sensor or circuit.	<i>Repair or replace.</i>
	Clogged fuel filter.	<i>Clean or replace.</i>
	Defective fuel pump.	<i>Replace.</i>
	Defective fuel pressure regulator.	<i>Replace.</i>
	Damaged or cracked vacuum hose.	<i>Replace.</i>
	Defective ECT sensor.	<i>Replace.</i>
	Defective thermostat.	<i>Replace.</i>
Defective IAT sensor.	<i>Replace.</i>	
Engine stalls often (Fuel injector improperly operating)	Defective fuel injectors.	<i>Replace.</i>
	No injection signal from ECM.	<i>Repair or replace.</i>
	Open or short circuited wiring connection.	<i>Repair or replace.</i>
	Defective battery or low battery voltage.	<i>Replace or recharge.</i>
Engine runs poorly in high speed range (Defective control circuit or sensor)	Low fuel pressure.	<i>Repair or replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective IAT sensor.	<i>Replace.</i>
	Defective IAP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Defective STP sensor or STVA.	<i>Replace.</i>
	Defective GP switch.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective ISC valve.	<i>Replace.</i>
	TP sensor out of adjustment.	<i>Adjust or replace.</i>
Engine lacks power (Defective control circuit or sensor)	Low fuel pressure.	<i>Repair or replace.</i>
	Defective TP sensor.	<i>Replace.</i>
	Defective IAT sensor.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective GP switch.	<i>Replace.</i>
	Defective IAP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Defective STP sensor or STVA.	<i>Replace.</i>
	Defective ISC valve.	<i>Replace.</i>
TP sensor out of adjustment.	<i>Adjust or replace.</i>	

Repair Instructions

Fuel Pressure Inspection

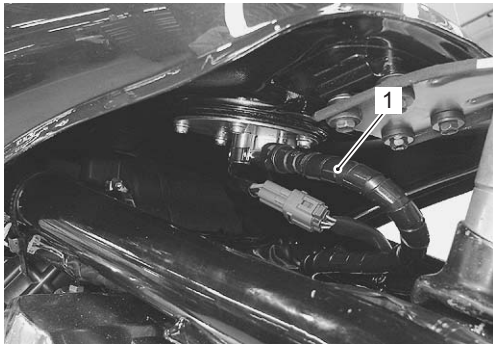
B822H11706001

▲ WARNING

- Keep away from fire or spark.
- Spilled gasoline should be wiped off immediately.
- Work in a well-ventilated area.

Inspect the fuel pressure in the following procedures:

- 1) Lift and support the fuel tank. Refer to "Fuel Tank Removal and Installation (Page 1G-8)".
- 2) Place a rag under the fuel feed hose and disconnect fuel feed hose (1) from the fuel pump.



I822H1170001-02

- 3) Install the special tools between the fuel pump and fuel delivery pipe.

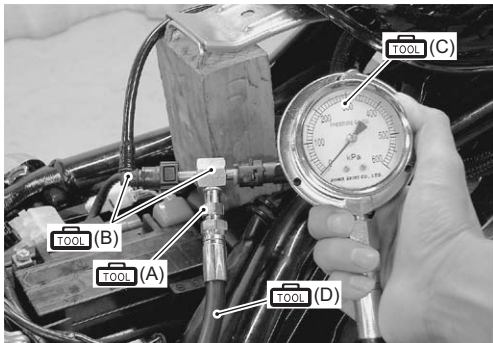
Special tool

Tool (A): 09940-40211 (Fuel pressure gauge adapter)

Tool (B): 09940-40220 (Fuel pressure gauge hose attachment)

Tool (C): 09915-77331 (Meter (for high pressure))

Tool (D): 09915-74521 (Oil pressure gauge hose)



I822H1170002-03

- 4) Turn the ignition ON and check for fuel pressure.

Fuel pressure

Approx. 300 kPa (3.0 kgf/cm², 43 psi)

If the fuel pressure is lower than the specification, check for the followings:

- Fuel hose leakage
- Clogged fuel filter
- Pressure regulator
- Fuel pump

If the fuel pressure is higher than the specification, check for the followings:

- Fuel pump
- Pressure regulator

- 5) Remove the special tools.

▲ WARNING

Before removing the special tools, turn the ignition switch OFF and release the fuel pressure slowly.

- 6) Reinstall the fuel tank. Refer to "Fuel Tank Removal and Installation (Page 1G-8)".

Fuel Pump Inspection

B822H11706002

Turn the ignition switch ON and check that the fuel pump operates for a few seconds.

If the fuel pump motor does not make operating sound, inspect the fuel pump circuit connections or inspect the fuel pump relay and TO sensor. Refer to "Fuel Pump Relay Inspection (Page 1G-6)" and "DTC "C23" (P1651-H/L): TO Sensor Circuit Malfunction in Section 1A (Page 1A-57)".

If the fuel pump relay, TO sensor and fuel pump circuit connections are OK, the fuel pump may be faulty, replace the fuel pump with a new one. Refer to "Fuel Pump Assembly / Fuel Level Gauge Removal and Installation (Page 1G-10)".

Fuel Discharge Amount Inspection

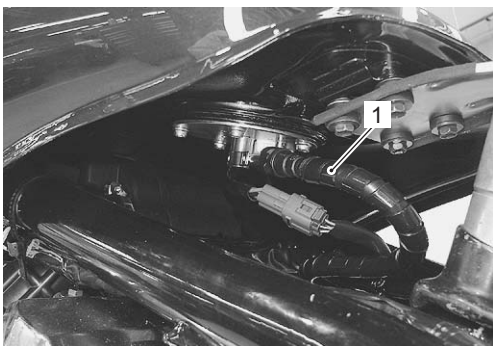
B822H11706003

▲ WARNING

- Keep away from fire or spark.
- Spilled gasoline should be wiped off immediately.
- Work in a well-ventilated area.

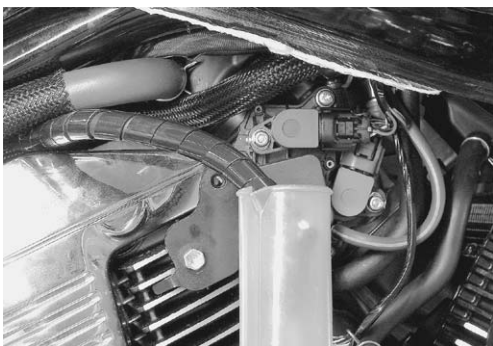
Inspect the fuel discharge amount in the following procedures:

- 1) Lift and support the fuel tank. Refer to “Fuel Tank Removal and Installation (Page 1G-8)”.
- 2) Place a rag under the fuel feed hose (1) from the fuel pump.



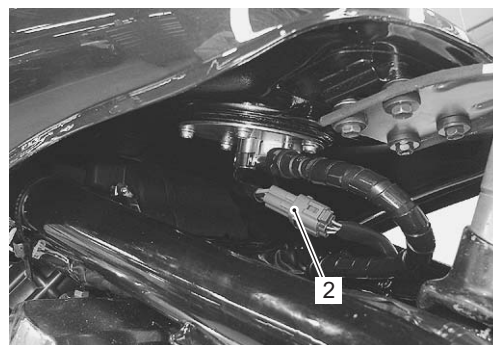
I822H1170003-02

- 3) Place the measuring cylinder and insert the fuel feed hose end into the measuring cylinder.



I822H1170004-01

- 4) Disconnect the fuel pump lead wire coupler (2).



I822H1170005-03

- 5) Connect a proper lead wire into the fuel pump lead wire coupler (fuel pump side) and apply 12 V to the fuel pump (between (+) R wire and (-) B wire) for 10 seconds and measure the amount of fuel discharged.

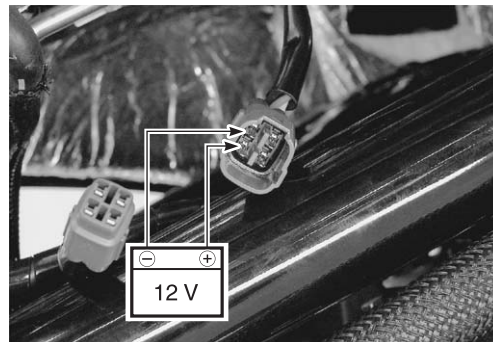
If the discharge amount is out of the specification, the probable cause may be failure of the fuel pump or clogged fuel filter.

NOTE

The battery must be in fully charged condition.

Fuel discharge amount

168 ml (5.7/5.9 US/Imp oz) and more/10 seconds



I822H1170006-01

- 6) After finishing the fuel discharge inspection, reinstall the fuel tank. Refer to “Fuel Tank Removal and Installation (Page 1G-8)”.

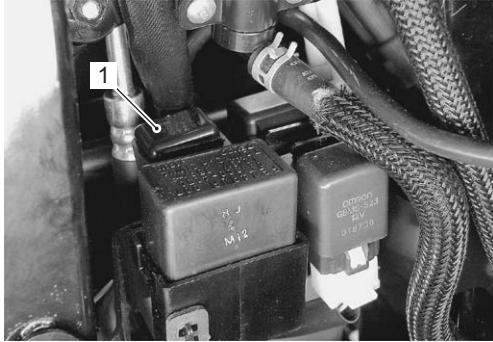
Fuel Pump Relay Inspection

B822H11706004

Refer to “Electrical Components Location in Section 0A (Page 0A-7)”.

Inspect the fuel pump relay in the following procedures:

- 1) Remove the battery holder. Refer to “Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)”.
- 2) Remove the fuel pump relay (1).



I822H1170007-01

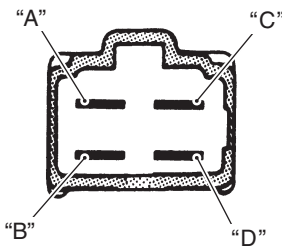
- 3) First, check for insulation with the tester between terminals “A” and “B”. Next, check for continuity between “A” and “B” with 12 V voltage applied, positive (+) to terminal “C” and negative (–) to terminal “D”. If continuity does not exist, replace the relay with a new one.

Special tool

 : 09900–25008 (Multi-circuit tester set)

Tester knob indication

Continuity test (•)))



I718H1170013-01

Fuel Hose Inspection

B822H11706005

Refer to “Fuel Line Inspection in Section 0B (Page 0B-11)”.

Fuel Level Gauge Inspection

B822H11706006

Refer to “Fuel Level Gauge Inspection in Section 9C (Page 9C-6)”.

Fuel Level Indicator Inspection

B822H11706007

Refer to “Fuel Level Indicator Inspection in Section 9C (Page 9C-4)”.

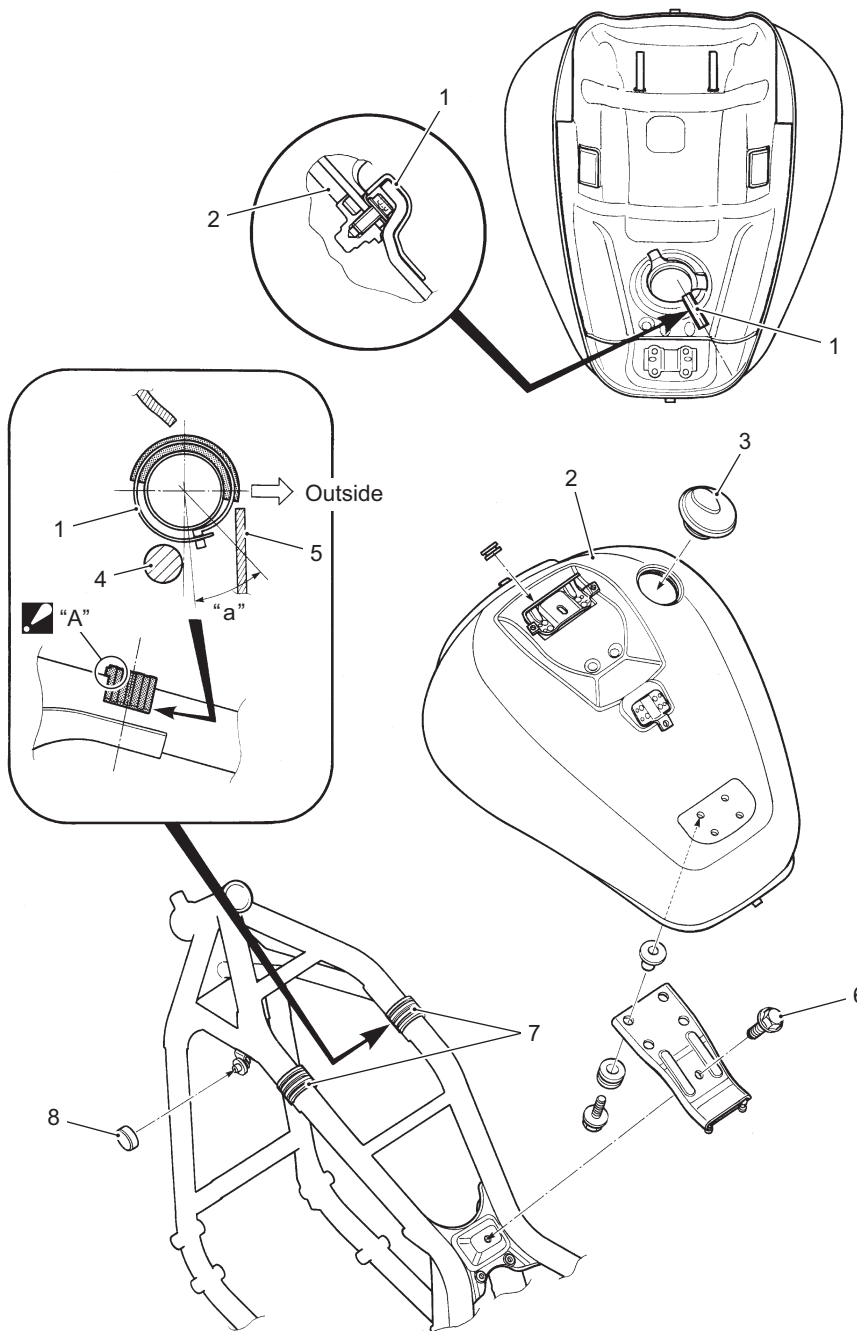
Fuel Level Indicator Switch (Thermistor) Inspection

B822H11706008

Refer to “Fuel Level Indicator Switch (Thermistor) Inspection in Section 9C (Page 9C-5)”.

Fuel Tank Construction

B822H11706009



I822H1170030-03

1. Clamp	5. Heat shield	"a": 5 – 45°
2. Fuel pump	6. Fuel tank bracket	"A": Set the tip of the fuel tank cushion to the plate of the frame.
3. Fuel tank cap	7. Fuel tank cushion	
4. Wiring harness	8. Cushion	

Fuel Tank Removal and Installation

B822H11706010

Removal

⚠ WARNING

- Keep away from fire or spark.
- Spilled gasoline should be wiped off immediately.
- Work in a well-ventilated area.

- 1) Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Remove the combination meter. Refer to "Combination Meter Removal and Installation in Section 9C (Page 9C-2)".
- 3) Remove the fuel tank mounting bolts.
- 4) Lift and support the fuel tank.

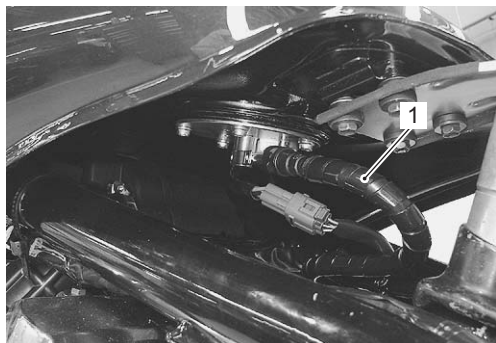


I822H1170008-01

- 5) Place a rag under the fuel feed hose and disconnect the fuel feed hose (1).

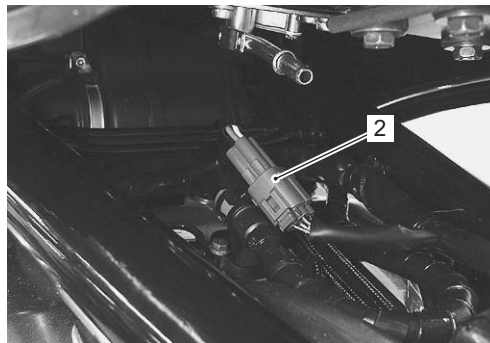
⚠ CAUTION

When removing the fuel tank, do not leave the fuel feed hose (1) on the fuel pump side.



I822H1170009-02

- 6) Disconnect the fuel tank breather hose (For E-33).
- 7) Disconnect the fuel pump lead wire coupler (2).
- 8) Remove the fuel tank.



I822H1170010-02

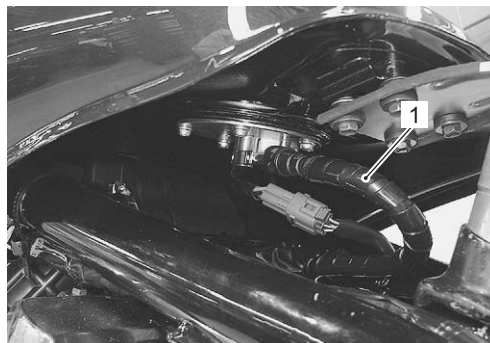
Installation

Install the fuel tank in the reverse order of removal. Pay attention to the following point:

⚠ CAUTION

Be careful not to bend the hoses.

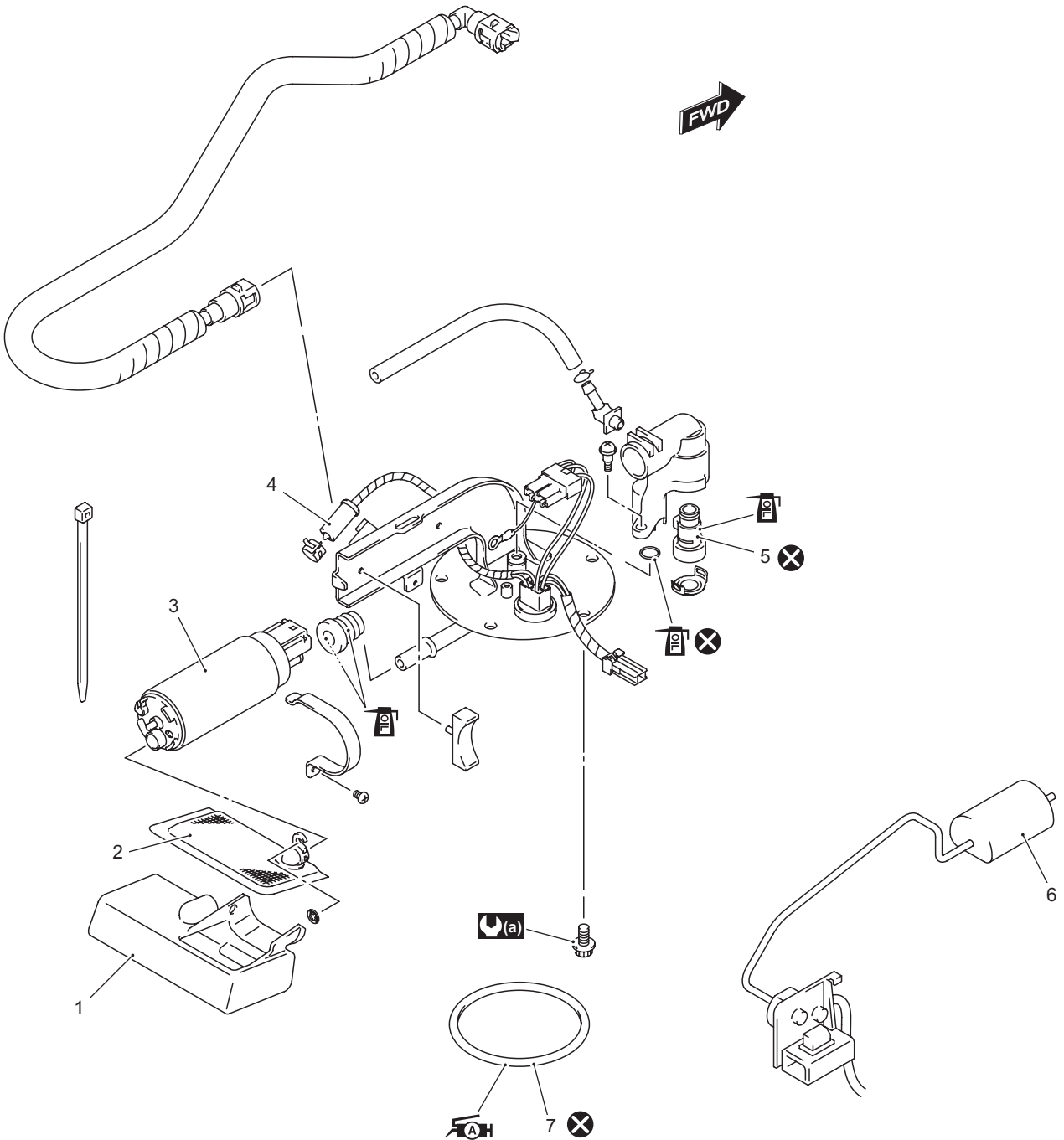
- Connect the fuel feed hose (1) until it locks securely (a click is heard).



I822H1170009-02

Fuel Pump Components

B822H11706011



I822H1170031-08

1. Filter cover	5. Fuel pressure regulator assembly	: Apply engine oil.
2. Fuel mesh filter	6. Fuel level gauge	: Apply grease.
3. Fuel pump	7. O-ring	: Do not reuse.
4. Thermistor	: 10 N·m (1.0 kgf-m, 7.0 lb-ft)	

Fuel Pump Assembly / Fuel Level Gauge Removal and Installation

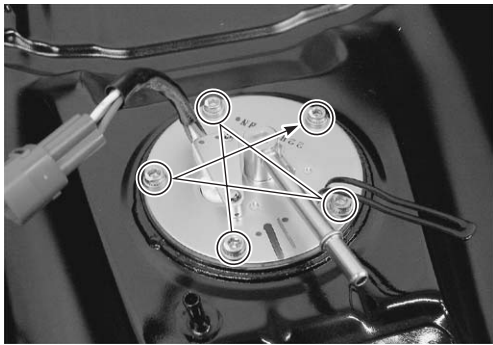
B822H11706012

Removal

⚠ WARNING

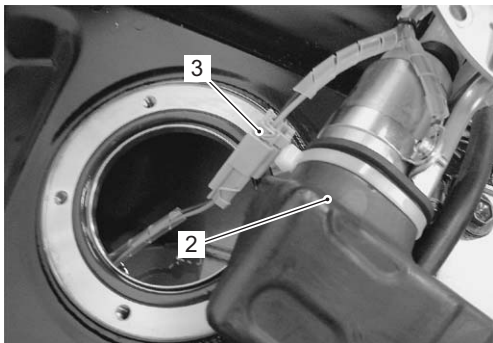
- Spilled gasoline should be wiped off immediately.
- Keep away from fire or spark.
- Work in a well-ventilated area.

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation (Page 1G-8)".
- 2) Remove the fuel pump mounting bolts diagonally.



I822H1170013-01

- 3) Remove the fuel pump assembly (2) and disconnect the fuel level gauge lead wire coupler (3).

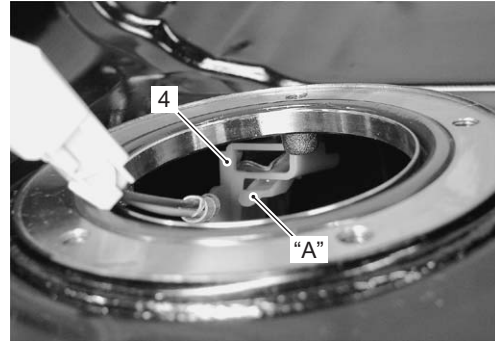


I822H1170014-01

- 4) Remove the fuel level gauge (4) while pushing the pawl end "A".

⚠ CAUTION

Do not pull the lead wire when removing the fuel gauge.



I822H1170015-02

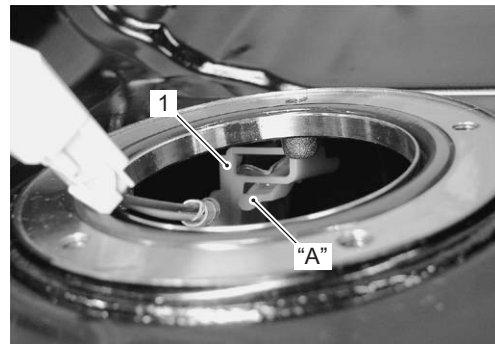
Installation

Install the fuel pump assembly in the reverse order of removal. Pay attention to the following points:

- Install the fuel level gauge (1) into the fuel tank.

NOTE

Push the lock position "A" fully until the clicking sound heard.



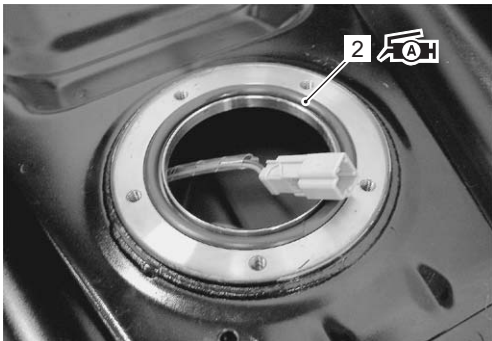
I822H1170016-02

- Apply grease to the O-ring (2).

⚠ CAUTION

Replace the O-ring with a new one.

🔧 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1170017-01

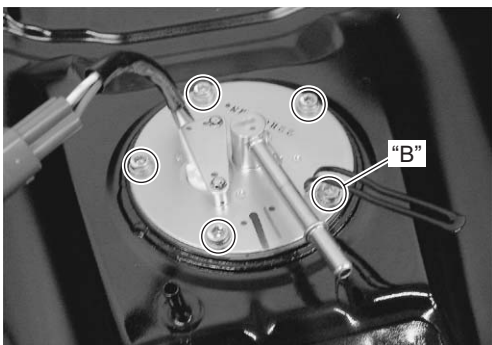
- When installing the fuel pump assembly, first tighten all the fuel pump mounting bolts lightly and then to the specified torque as shown in the figure.

NOTE

Fit the clamp to the bolt "B".

Tightening torque

Fuel pump mounting bolt: 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1170018-01

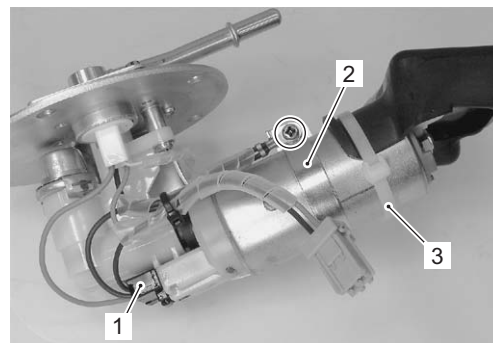
Fuel Pump Disassembly and Assembly

B822H11706013

Refer to "Fuel Pump Assembly / Fuel Level Gauge Removal and Installation (Page 1G-10)".

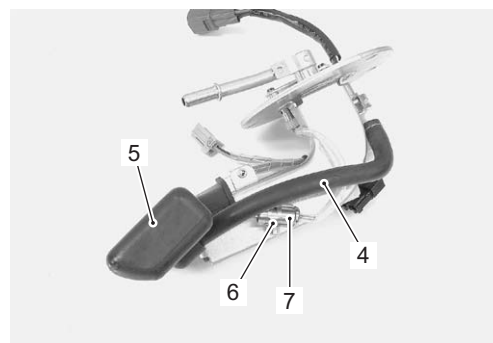
Disassembly

- 1) Disconnect the fuel pump coupler (1).
- 2) Remove the band (2) and clamp (3).



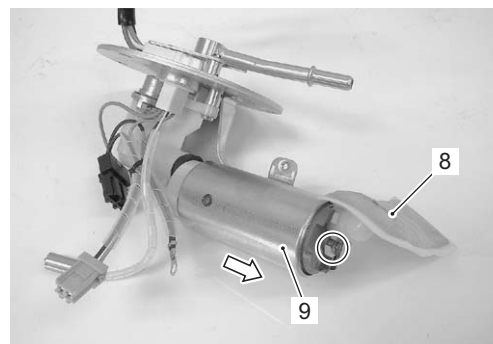
I822H1170019-02

- 3) Remove the hose (4) and filter cover (5).
- 4) Remove the clamp (6) and thermistor (7).



I822H1170020-01

- 5) Remove the fuel mesh filter (8).
- 6) Remove the fuel pump (9).

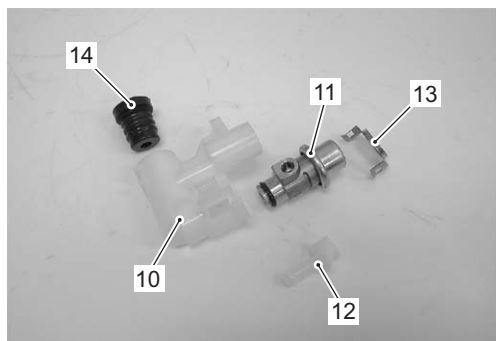


I822H1170021-01

1G-12 Fuel System:

7) Remove the following parts from the adapter (10).

- Pressure regulator (11)
- Joint (12)
- Clip (13)
- Insulator (14)



I822H1170022-01

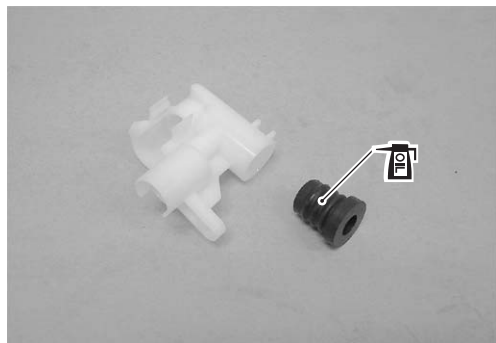
Assembly

Refer to "Fuel Mesh Filter Inspection and Cleaning (Page 1G-12)".

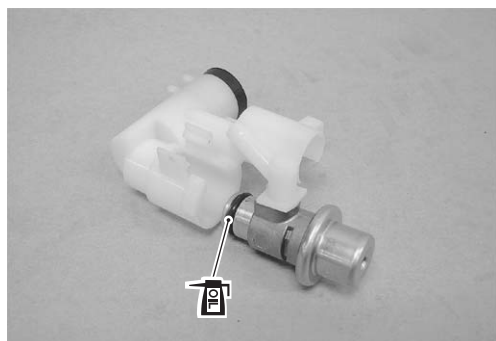
Assemble the fuel tank pump in the reverse order of the disassembly. Pay attention to the following points:

⚠ CAUTION

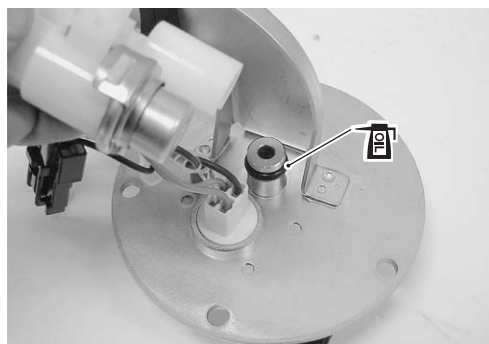
- To prevent fuel leakage, insulator and O-ring must be replaced with a new one.
- Apply engine oil lightly to insulator and of the O-rings.



I822H1170023-01

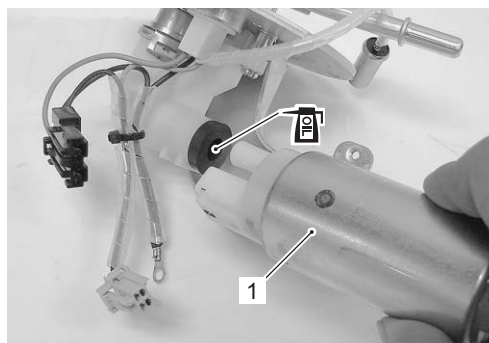


I822H1170024-01



I822H1170025-01

- Apply thin coat of the engine oil to the bushing.
- Install the fuel pump (1).



I822H1170026-01

Fuel Mesh Filter Inspection and Cleaning

B822H11706014

Inspect the fuel mesh filter in the following procedures:

- 1) Remove the fuel mesh filter. Refer to "Fuel Pump Disassembly and Assembly (Page 1G-11)".
- 2) If the fuel mesh filter is clogged with foreign particles, it hinders smooth gasoline flow resulting in loss of engine power.

NOTE

When the fuel mesh filter is dirtied excessively, replace the fuel mesh filter with a new one.

- 3) Reinstall the fuel mesh filter. Refer to "Fuel Pump Disassembly and Assembly (Page 1G-11)".

Fuel Injector / Fuel Delivery Pipe Removal and Installation

B822H11706015

Refer to “Throttle Body Removal and Installation in Section 1D (Page 1D-10)”.

Fuel Injector Inspection and Cleaning

B822H11706016

Inspect the fuel injector in the following procedures:

- 1) Remove the fuel injector. Refer to “Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)”.

- 2) Check the fuel injector filter for evidence of dirt and contamination. If present, clean and check for presence of dirt in the fuel lines and fuel tank.



I822H1170028-01

- 3) Install the fuel injector. Refer to “Throttle Body Disassembly and Assembly in Section 1D (Page 1D-12)”.

Specifications

Service Data

B822H11707001

Injector + Fuel Pump + Fuel Pressure Regulator

Item	Specification	Note
Injector resistance	11 – 13 Ω at 23 °C (73 °F)	
Fuel pump discharge amount	168 ml and more (5.7/5.9 US/lmp oz) for 10 seconds at 300 kPa (3.0 kgf/cm ² , 43 psi)	
Fuel pressure regulator operating set pressure	Approx. 300 kPa (3.0 kgf/cm ² , 43 psi)	

Fuel

Item	Specification	Note
Fuel type	Use only unleaded gasoline of at least 90 pump octane (R/2 + M/2). Gasoline containing MTBE (Methyl Tertiary Butyl Ether), less than 10% ethanol, or less than 5% methanol with appropriate cosolvents and corrosion inhibitor is permissible.	E-03, 28, 33
	Gasoline used should be graded 95 octane or higher. An unleaded gasoline type is recommended.	Others
Fuel tank capacity	19 L (5.0/4.2 US/lmp gal)	

Tightening Torque Specifications

B822H11707002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Fuel pump mounting bolt	10	1.0	7.0	☞ (Page 1G-11)

NOTE

The specified tightening torque is also described in the following.
 “Fuel Pump Components (Page 1G-9)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H11708001

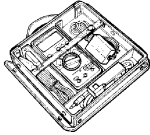


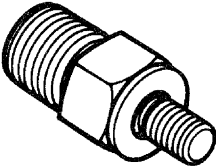
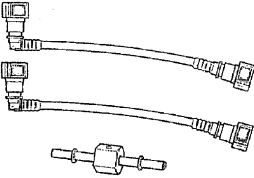
Material	SUZUKI recommended product or Specification	Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010 ☞ (Page 1G-11)

NOTE

Required service material is also described in the following.
 “Fuel Pump Components (Page 1G-9)”

Special Tool

B822H11708002

09900-25008 Multi-circuit tester set ☞ (Page 1G-6)		09915-74521 Oil pressure gauge hose ☞ (Page 1G-4)	
09915-77331 Meter (for high pressure) ☞ (Page 1G-4)		09940-40211 Fuel pressure gauge adapter ☞ (Page 1G-4)	
09940-40220 Fuel pressure gauge hose attachment ☞ (Page 1G-4)			

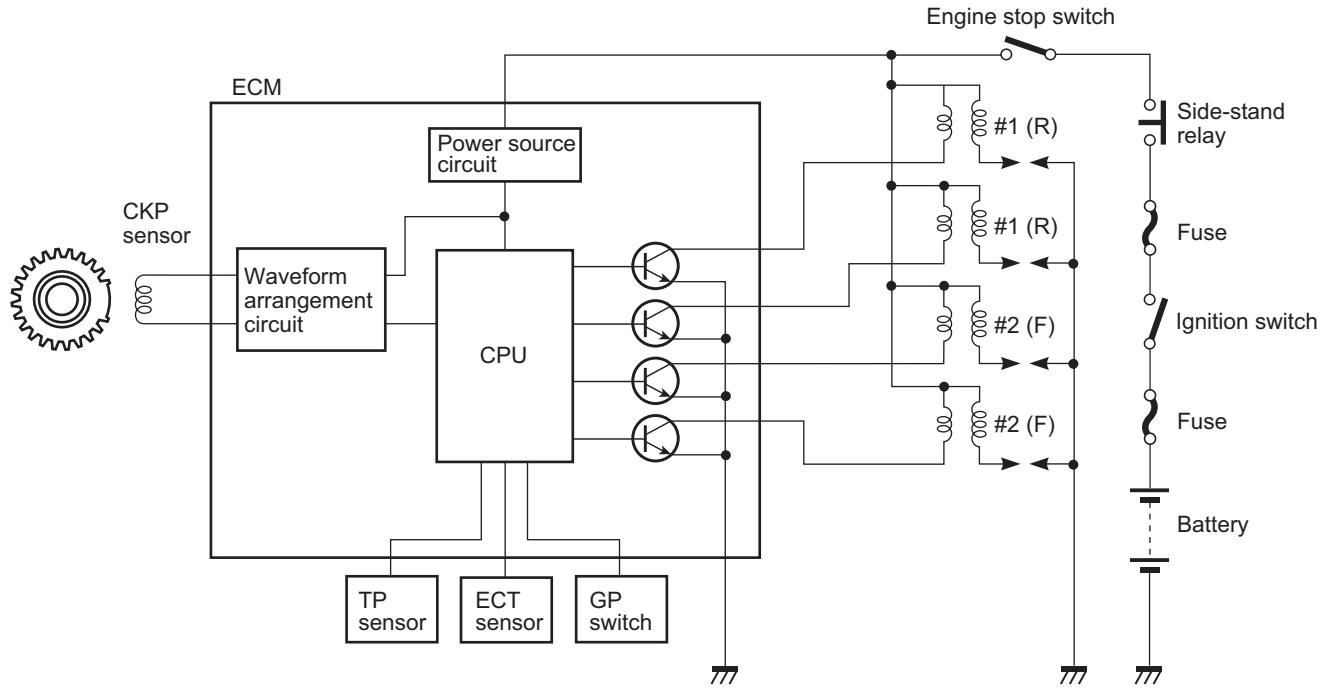
Ignition System

Schematic and Routing Diagram

Ignition System Diagram

Refer to "Wire Color Symbols in Section 0A (Page 0A-5)".

B822H11802001



I822H1180027-01

Ignition System Components Location

Refer to "Electrical Components Location in Section 0A (Page 0A-7)".

B822H11802002

Diagnostic Information and Procedures

Ignition System Symptom Diagnosis

B822H11804001

Condition	Possible cause	Correction / Reference Item
Spark plug not sparking	Damaged spark plugs.	<i>Replace.</i>
	Fouled spark plugs.	<i>Clean or replace.</i>
	Wet spark plugs.	<i>Clean and dry or replace.</i>
	Defective ignition coil/plug caps.	<i>Replace.</i>
	Defective ignition coils.	<i>Replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
	Open-circuited wiring connections.	<i>Repair or replace.</i>
	Open or short in high tension cord.	<i>Replace.</i>
Engine stalls easily (No spark)	Fouled spark plugs.	<i>Clean or replace.</i>
	Defective CKP sensor.	<i>Replace.</i>
	Defective ECM.	<i>Replace.</i>
Spark plug is wet or quickly becomes fouled with carbon	Excessively rich air/fuel mixture.	<i>Inspect FI system.</i>
	Excessively high idling speed.	<i>Inspect FI system.</i>
	Incorrect gasoline.	<i>Change.</i>
	Dirty air cleaner element.	<i>Clean or replace.</i>
	Incorrect spark plug (Cold type).	<i>Change to hot type spark plug.</i>
Spark plug quickly becomes fouled with oil or carbon	Worn piston rings.	<i>Replace.</i>
	Worn pistons.	<i>Replace.</i>
	Worn cylinders.	<i>Rebore or replace.</i>
	Excessive valve-stem to valve-guide clearance.	<i>Replace.</i>
	Worn valve stem oil seals.	<i>Replace.</i>
Spark plug electrodes overheat or burn	Incorrect spark plug (Hot type).	<i>Change to cold type spark plug.</i>
	Overheated engine.	<i>Tune-up.</i>
	Loose spark plugs.	<i>Tighten.</i>
	Excessively lean air/fuel mixture.	<i>Inspect FI system.</i>

No Spark or Poor Spark**Troubleshooting****NOTE**

Check that the transmission is in neutral and the engine stop switch is in the "RUN" position. Grasp the clutch lever. Check that the fuse is not blown and the battery is fully-charged before diagnosing.

Step	Action	Yes	No
1	Check the ignition system couplers for poor connections. <i>Is there connection in the ignition system couplers?</i>	Go to Step 2.	Poor connection of couplers.
2	Measure the battery voltage between input lead wires at the ECM with the ignition switch in the "ON" position. (E-02, 19: O/G and B/W, E-03, 24, 28, 33: O/W and B/W) <i>Is the voltage OK?</i>	Go to Step 3.	<ul style="list-style-type: none"> Faulty ignition switch. Faulty turn signal/ side-stand relay. Faulty engine stop switch. Broken wire harness or poor connection of related circuit couplers.
3	Measure the ignition coil primary peak voltage. Refer to "Ignition Coil / Plug Cap / Ignition Coil Inspection (Page 1H-6)". NOTE This inspection method is applicable only with the multi-circuit tester and the peak volt adaptor. <i>Is the peak voltage OK?</i>	Go to Step 4.	Go to Step 5.
4	Inspect the spark plugs. Refer to "Spark Plug Inspection and Cleaning in Section 0B (Page 0B-10)". <i>Is the spark plug(-s) OK?</i>	Go to Step 5.	Faulty spark plug(-s).
5	Inspect the ignition coil/plug cap(-s). Refer to "Ignition Coil / Plug Cap / Ignition Coil Inspection (Page 1H-6)". <i>Is the ignition coil/plug cap(-s) OK?</i>	Go to Step 6.	<ul style="list-style-type: none"> Faulty ignition coil/ plug cap(-s) and ignition coils. Poor connection of the ignition coil/plug cap(-s).
6	Measure the CKP sensor peak voltage and its resistance. Refer to "CKP Sensor Inspection (Page 1H-9)". NOTE The CKP sensor peak voltage inspection is applicable only with the multi-circuit tester and peak volt adaptor. <i>Are the peak voltage and resistance OK?</i>	<ul style="list-style-type: none"> Faulty ECM. Open or short circuit in wire harness. Poor connection of ignition couplers. 	<ul style="list-style-type: none"> Faulty CKP sensor. Metal particles or foreign material being stuck on the CKP sensor and rotor tip.

Repair Instructions

Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation

B822H11806001

Removal

⚠ WARNING

**The hot engine can burn you.
Wait until the engine is cool enough to touch.**

- 1) Turn the ignition switch OFF.
- 2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 3) Remove the air cleaner chamber. Refer to "Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)".
- 4) Remove the frame head cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 5) Disconnect all lead wire couplers (1) from ignition coil/plug caps.

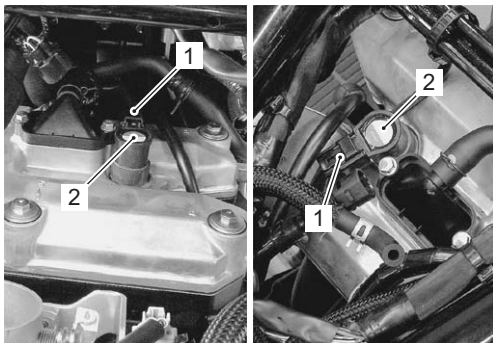
⚠ CAUTION

Disconnect the lead wire coupler before removing the ignition coil/plug cap to avoid lead wire coupler damage.

- 6) Remove the ignition coils/plug caps (2).

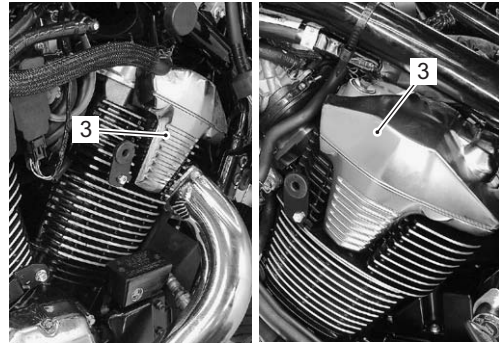
⚠ CAUTION

- Do not pry up the ignition coil/plug cap with a screw driver or a bar to avoid its damage.
- Be careful not to drop the ignition coil/plug cap to prevent short/open circuit.



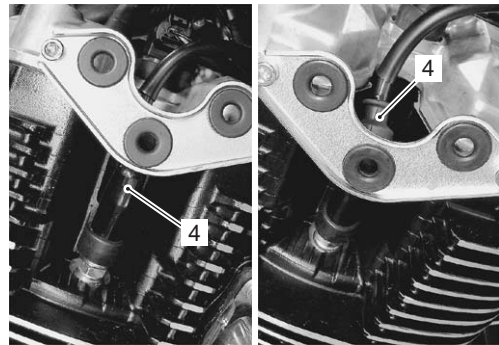
I822H1180001-01

- 7) Remove the cylinder head covers (3).



I822H1180002-02

- 8) Disconnect the spark plug caps (4).



I822H1180003-02

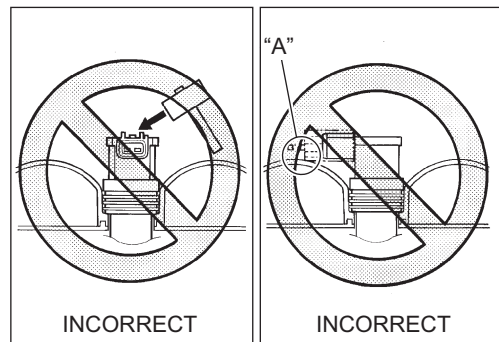
Installation

Install the ignition coil/plug cap/spark plug cap in the reverse order of removal. Pay attention to the following points:

- Install the ignition coil/plug caps and connect their lead wire couplers.

⚠ CAUTION

- Do not hit the ignition coil/plug cap with a plastic hammer when installing it.
- Place the ignition coil/spark plug cap so that the coupler does not touch the cylinder head cover.



I822H1180004-02

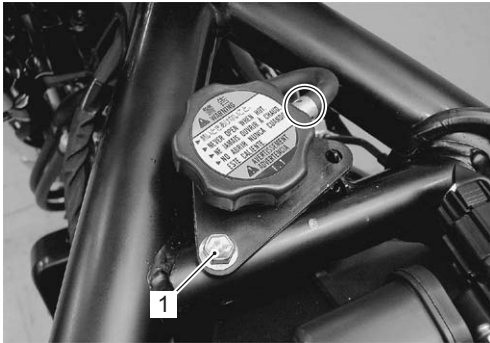
"A": Contact

Ignition Coil Removal and Installation

B822H11806009

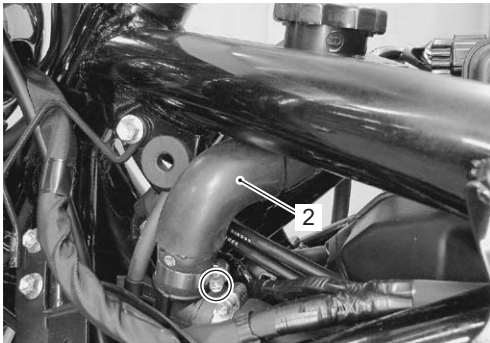
Removal

- 1) Turn the ignition switch OFF.
- 2) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 3) Remove the frame head cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 4) Disconnect the reservoir hose and mounting bolt (1).



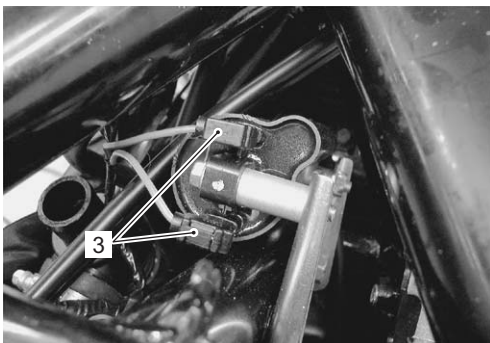
I822H1180005-01

- 5) Loosen the water hose clamp and remove the condition hose (2) along with radiator conduction.



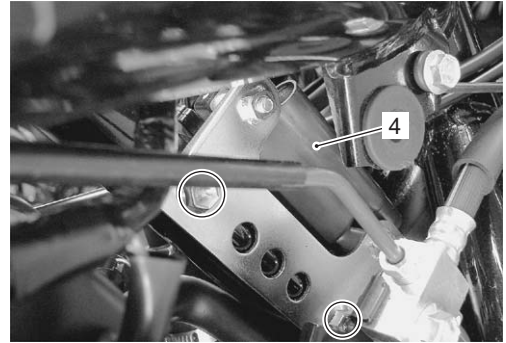
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- 6) Disconnect the ignition coil lead wires (3).



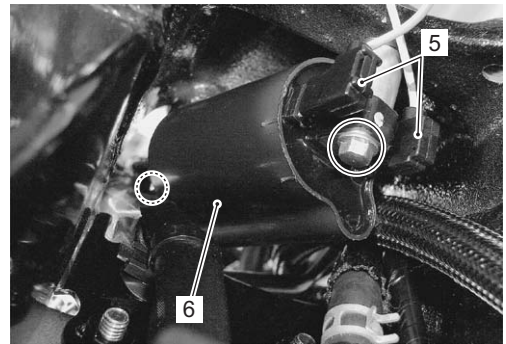
I822H1180007-01

- 7) Remove the ignition coil (For #2 cylinder) (4) by disconnecting the high tension cord.



I822H1180008-01

- 8) Remove the battery carrier. Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)".
- 9) Disconnect the ignition coil read wires (5) and disconnect the high tension cord.
- 10) Remove the ignition coil (For #1 cylinder) (6).



I822H1180009-01

Installation

Install the ignition coils in the reverse order of removal. Pay attention to the following points:

- Route the each wiring harness properly. Refer to "Wiring Harness Routing Diagram in Section 9A (Page 9A-7)".
- Install the radiator conduction and conduction hose. Refer to "Water Hose Routing Diagram in Section 1F (Page 1F-3)".
- Pour engine coolant. Refer to "Cooling System Inspection in Section 0B (Page 0B-15)".

1H-6 Ignition System:


Spark Plug Removal and Installation

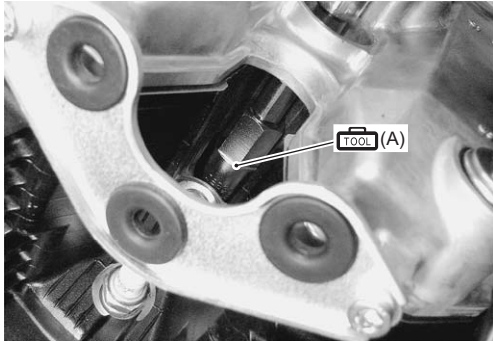
B822H11806010

Removal

- 1) Remove the ignition coil/plug cap and spark plug cap. Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation (Page 1H-4)".
- 2) Remove the spark plugs with the special tool.

Special tool

 (A): 09930-10121 (Spark plug wrench set)



I822H1180010-01

Installation


Install the spark plugs in the reverse order of removal. Pay attention to the following points:

- Screw the spark plugs into the cylinder head with fingers, and then tighten them to the specified torque.

CAUTION

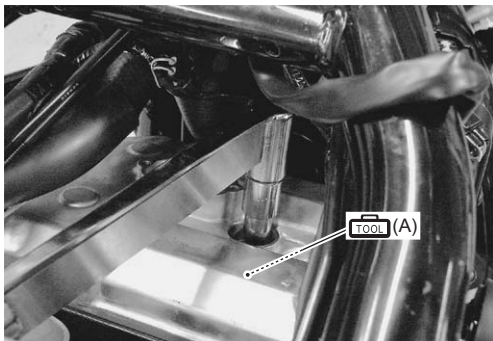
Do not cross thread or over tighten the spark plug, or such an operation will damage the aluminum threads of the cylinder head.

Special tool

 (A): 09930-10121 (Spark plug wrench set)

Tightening torque

Spark plug: 11 N·m (1.1 kgf-m, 8.0 lb-ft)



I822H1180011-01

Spark Plug Inspection and Cleaning

B822H11806002

Refer to "Spark Plug Inspection and Cleaning in Section 0B (Page 0B-10)".

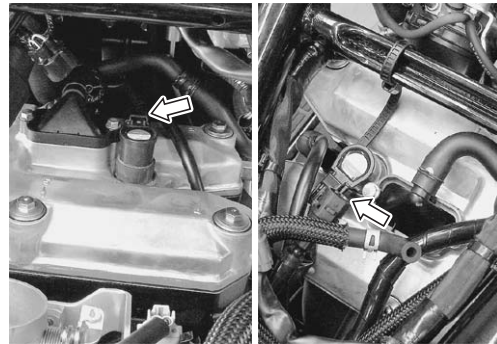
Ignition Coil / Plug Cap / Ignition Coil Inspection

B822H11806003

Refer to "Electrical Components Location in Section 0A (Page 0A-7)".

Ignition Coil / Plug Cap Primary Peak Voltage

- 1) Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Disconnect the two ignition coil/plug cap coupler (1). Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation (Page 1H-4)".

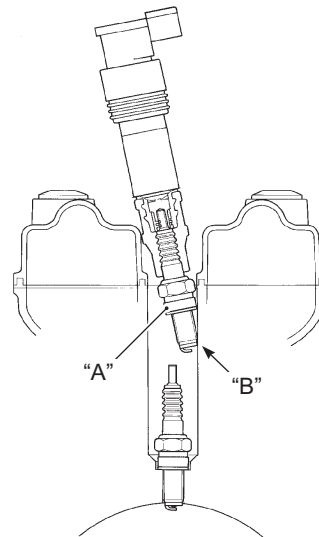


I822H1180012-01

- 3) Connect new spark plug to each ignition coil/spark plug cap.
- 4) Connect all the ignition coil/plug cap lead wire couplers to the ignition coil/plug caps respectively, and ground them on the cylinder head.
- 5) Connect new spark plugs to each ignition coil/spark plug cap and ground them to the cylinder head.

NOTE

Be sure that all the spark plugs are connected properly and the battery used is in fully-charged condition.



I822H1180025-02

"A": New spark plug

"B": Contact to the cylinder head

- Insert the needle pointed probe to the lead wire coupler.

NOTE

Use the special tool, to prevent the rubber of the water proof coupler from damage.

- Connect the multi-circuit tester with the peak voltage adaptor as follows.

CAUTION

Before using the multi-circuit tester and peak voltage adaptor, refer to the appropriate instruction manual.

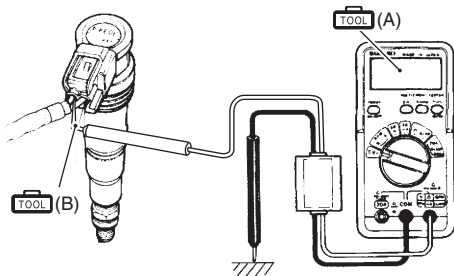
Special tool

(A): 09900-25008 (Multi-circuit tester set)

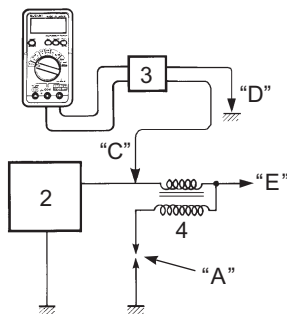
(B): 09900-25009 (Needle pointed probe set)

Tester knob indication: Voltage (---)

	((+) Probe)	((-) Probe)
Ignition coil/Plug cap #1	W/BI wire terminal	Ground
Ignition coil/Plug cap #2	B wire terminal	Ground



I718H1180003-02



I822H1180026-01

2. ECM	"C": (+) probe
3. Peak voltage adaptor	"D": (-) probe
4. Ignition coil/plug cap	"E": To engine stop switch
"A": New spark plug	

- Measure the ignition coil/plug cap primary peak voltage in the following procedures:

WARNING

Do not touch the tester probes and spark plugs to prevent an electric shock while testing.

- Shift the transmission into neutral, turn the ignition switch ON and grasp the clutch lever.
 - Press the starter button and allow the engine to crank for a few seconds, and then measure the ignition coil primary peak voltage.
- Repeat the b) procedure several times and measure the highest peak voltage. If the voltage is lower than standard range, inspect the ignition coil/plug cap.

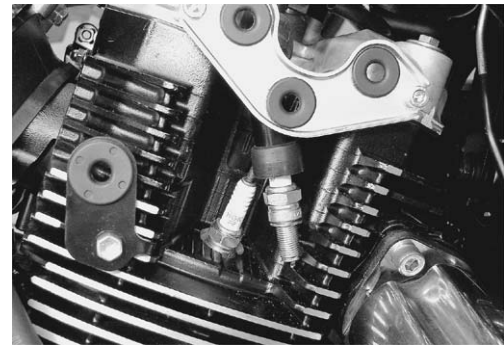
Ignition coil/Plug cap primary peak voltage 80 V and more

- After measuring the ignition coil primary peak voltage, reinstall the removed parts.

Ignition Coil Primary Peak Voltage

Inspect the multi-circuit tester with peak voltage adaptor as procedures:

- Connect new spark plug to each spark plug cap and ground them to the cylinder head.



I822H1180013-01

- Connect the multi-circuit tester with peak voltage adaptor as follows:

#1 ignition coil:

(+) probe: Y lead wire terminal

(-) probe: Ground

#2 ignition coil:

(+) probe: G lead wire terminal

(-) probe: Ground

NOTE

Do not disconnect the ignition coil primary wire coupler.

Special tool

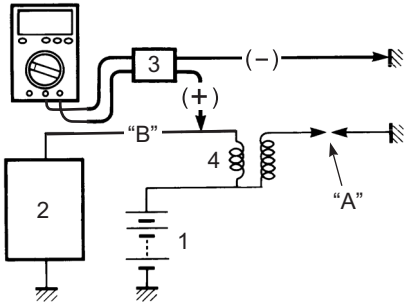
: 09900-25008 (Multi-circuit tester set)

⚠ CAUTION

Before using the multi-circuit tester and peak volt adaptor, be sure to refer to the appropriate instruction manual.

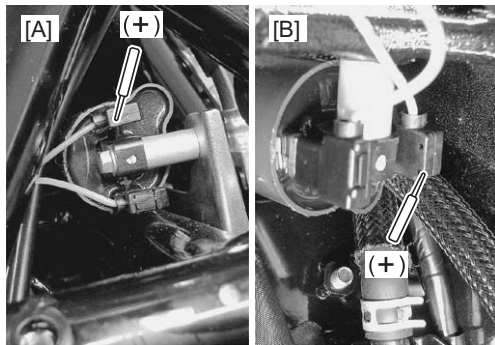
Tester knob indication

Voltage: (---)



I822H1180014-03

1. Battery	4. Ignition coil
2. ECM	"A": New spark plug
3. Peak voltage adaptor	"B": Y or G lead wire



I822H1180015-03

[A]: Front (#1) cylinder	[B]: Rear (#2) cylinder
--------------------------	-------------------------

3) Inspect the ignition coil primary peak voltage in the following procedures:

⚠ WARNING

Do not touch the tester probes and spark plugs to prevent an electric shock while testing.

- Shift the transmission into neutral, turn the ignition switch ON and grasp the clutch lever.
- Press the starter button and allow the engine to crank for a few seconds, and then measure the ignition coil primary peak voltage.

4) Repeat the b) procedure several times and measure the highest peak voltage.

**Ignition coil primary peak voltage
250 V and more**

If the peak voltage is lower than the specified values, inspect the ignition coil. Refer to "Ignition Coil / Plug Cap / Ignition Coil Inspection (Page 1H-6)".

Ignition Coil / Plug Cap Resistance

- Disconnect the ignition coil/plug caps. Refer to "Ignition Coil / Plug Cap and Spark Plug Cap Removal and Installation (Page 1H-4)".
- Measure the ignition coil/plug cap for resistance in both primary and secondary coils. If the resistance is not within the standard range, replace the ignition coil/plug cap with a new one.

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

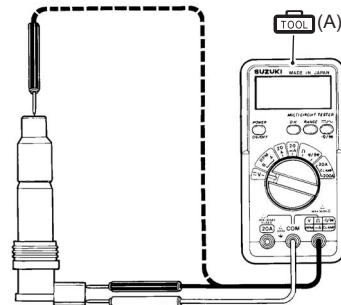
Tester knob indication

Resistance (Ω)

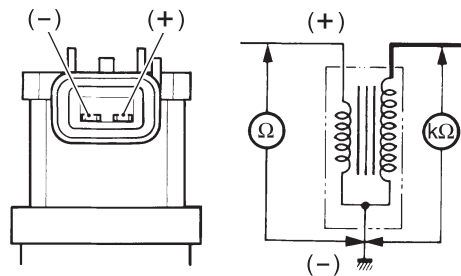
Ignition coil/plug cap resistance

Primary: 1.1 – 1.9 Ω ((+) tap – (-) tap)

Secondary: 10.8 – 16.2 k Ω (Plug cap – (-) tap)



I822H1180016-01



I822H1180017-03

Ignition Coil Resistance

- Disconnect the spark plug caps. Refer to "Spark Plug Removal and Installation (Page 1H-6)".
- Measure the ignition coil resistance in both the primary and secondary windings. If the resistance is not within the standard range, replace the ignition coil with a new one.

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

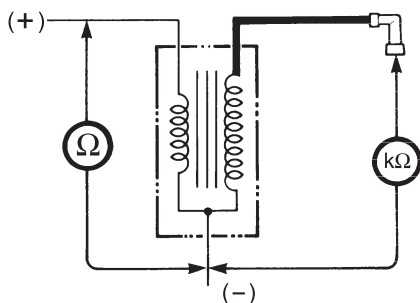
Tester knob indication

Resistance (Ω)

Ignition coil resistance

Primary: 1.8 – 3.0 Ω ((+) terminal – (-) terminal)

Secondary: 16 – 26 k Ω (Plug cap – (-) terminal)



I822H1180018-03

CKP Sensor Inspection

B822H11806004

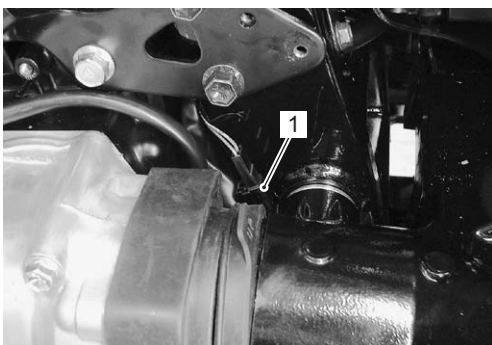
Refer to “Electrical Components Location in Section 0A (Page 0A-7)”.

CKP Sensor Peak Voltage

- 1) Remove the left frame side cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Remove the left frame lower side cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 3) Disconnect the CKP sensor lead wire coupler (1) and connect the multi-circuit tester with the peak volt adaptor.

NOTE

Be sure that all of the couplers are connected properly and the battery is fully-charged.



I822H1180019-03

- 4) Connect the multi-circuit tester with the peak volt adaptor as follows:

CAUTION

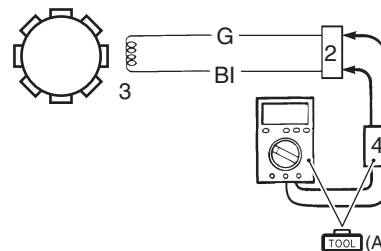
Before using the multi-circuit tester and peak voltage adaptor, refer to the appropriate instruction manual.

Special tool

TOOL (A): 09900–25008 (Multi-circuit tester set)

Tester knob indication: Voltage (---)

CKP sensor	(+) Probe	(-) Probe
		BI



I822H1180020-01

2. CKP sensor coupler	4. Peak voltage adaptor
3. CKP sensor	

- 5) Measure the CKP sensor peak voltage in the following procedures:
 - a) Shift the transmission into neutral, turn the ignition switch ON and grasp the clutch lever.
 - b) Press the starter button and allow the engine to crank for a few seconds, and then measure the CKP sensor peak voltage.
- 6) Repeat the b) procedure several times and measure the highest CKP sensor peak voltage.

CKP sensor peak voltage

1.5 V and more (G – B)

- 7) If the peak voltage is within the specification, check the continuity between the CKP sensor coupler and ECM coupler.

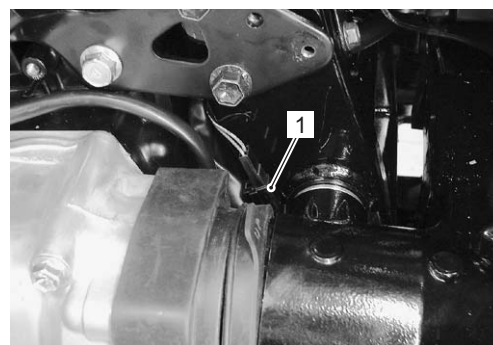
CAUTION

Normally, use the needle pointed probe to the backside of the lead wire coupler to prevent the terminal bend and terminal alignment.

- 8) After measuring the CKP sensor peak voltage, connect the CKP sensor coupler.

CKP Sensor Resistance

- 1) Disconnect the CKP sensor coupler (1).



I822H1180021-03

1H-10 Ignition System:

- 2) Measure the resistance between the lead wires and ground. If the resistance is not within the standard range, replace the CKP sensor with a new one. Refer to “CKP Sensor Removal and Installation (Page 1H-10)”.

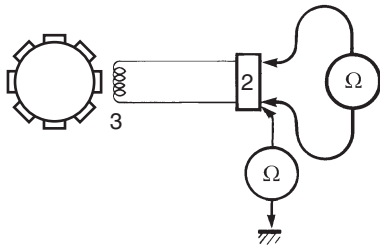
Tester knob indication

Resistance (Ω)

CKP sensor resistance

190 – 290 Ω (G – BI)

∞ Ω (G – Ground)



I718H1180008-02

2. CKP sensor coupler	3. CKP sensor
-----------------------	---------------

- 3) After measuring the CKP sensor resistance, connect the CKP sensor coupler.

CKP Sensor Removal and Installation

B822H11806005

Refer to “Generator Removal and Installation in Section 1J (Page 1J-5)”.

Engine Stop Switch Inspection

B822H11806006

Inspect the engine stop switch in the following procedures:

- 1) Turn the ignition switch OFF.
- 2) Remove the headlight. Refer to “Headlight Removal and Installation in Section 9B (Page 9B-2)”.
- 3) Disconnect the right handlebar switch coupler (1).



I822H1180022-03

- 4) Inspect the engine stop switch for continuity with a tester.
If any abnormality is found, replace the right handlebar switch assembly with a new one. Refer to “Handlebars Removal and Installation in Section 6B (Page 6B-2)”.

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•))

Color	O/B	O/W
Position		
OFF (X)		
RUN (O)	○	○

I822H1180023-01

- 5) After finishing the engine stop switch inspection, reinstall the removed parts.

Ignition Switch Inspection

B822H11806007

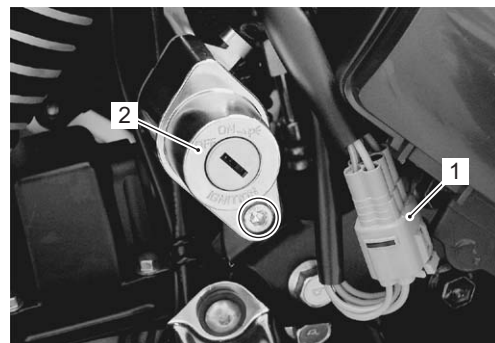
Refer to “Ignition Switch Inspection in Section 9C (Page 9C-8)”.

Ignition Switch Removal and Installation

B822H11806008

Removal

- 1) Remove the left frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Disconnect the ignition switch lead wire coupler (1).
- 3) Remove the ignition switch (2).



I822H1180024-01

Installation

Install the ignition switch in the reverse order of removal.

Specifications

Service Data

B822H11807001

Electrical

Unit: mm (in)

Item	Specification		Note
Firing order	1 · 2		
Spark plug	Type	NGK: CR7EK DENSO: U22ETR	
	Gap	0.6 – 0.7 (0.024 – 0.028)	
Spark performance	Over 8 (0.3) at 1 atm.		
CKP sensor resistance	190 – 290 Ω		
Ignition coil resistance	Primary	1.8 – 3.0 Ω	
	Secondary	16 – 26 k Ω	
Ignition coil/Plug cap resistance	Primary	1.1 – 1.9 Ω	
	Secondary	10.8 – 16.2 k Ω	
CKP sensor peak voltage	1.5 V and more		
Ignition coil primary peak voltage	250 V and more		#2: (+) G, (–) Ground #1: (+) Y, (–) Ground
Ignition coil/Plug cap primary peak voltage	80 V and more		#2: (+) B, (–) Ground #1: (+) W/Bl, (–) Ground

Tightening Torque Specifications

B822H11807002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Spark plug	11	1.1	8.0	☞ (Page 1H-6)

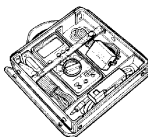
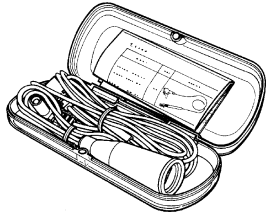
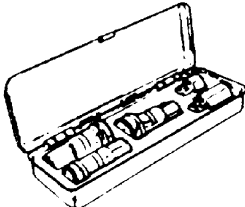
Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Special Tool

B822H11808001

09900–25008 Multi-circuit tester set ☞ (Page 1H-7) / ☞ (Page 1H-7) / ☞ (Page 1H-8) / ☞ (Page 1H-8) / ☞ (Page 1H-9) / ☞ (Page 1H-10)		09900–25009 Needle pointed probe set ☞ (Page 1H-7)	
09930–10121 Spark plug wrench set ☞ (Page 1H-6) / ☞ (Page 1H-6)			

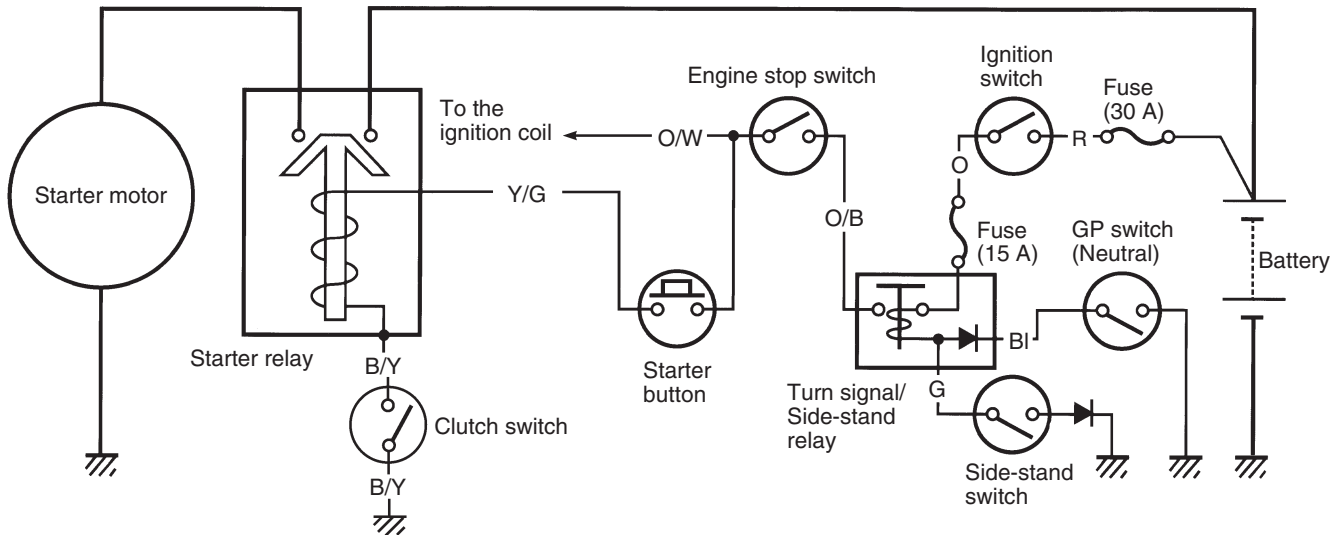
Starting System

Schematic and Routing Diagram

Starting System Diagram

B822H11902001

Refer to "Wire Color Symbols in Section 0A (Page 0A-5)".



I822H1190001-01

Component Location

Starting System Components Location

B822H11903001

Refer to "Electrical Components Location in Section 0A (Page 0A-7)".

Diagnostic Information and Procedures

Starting System Symptom Diagnosis

B822H11904001

Condition	Possible cause	Correction / Reference Item
Engine does not turn though the starter motor runs	Faulty starter clutch.	Replace.
Starter button is not effective	Run down battery.	Repair or replace.
	Defective switch contacts.	Replace.
	Brushes not seating properly on starter motor commutator.	Repair or replace.
	Defective starter relay or starter interlock switch.	Replace.
	Defective main fuse.	Replace.

Starter Motor will not Run

B822H11904002

NOTE

Make sure the fuses are not blown and the battery is fully-charged before diagnosing.

Troubleshooting

Step	Action	Yes	No
1	1) Shift the transmission into neutral. 2) Grasp the clutch lever, turn on the ignition switch with the engine stop switch in the "RUN" position and listen for a click from the starter relay when the starter button is pushed. <i>Is a click sound heard?</i>	Go to Step 2.	Go to Step 3.
2	Check if the starter motor runs when its terminal is connected to the battery (+) terminal. (Do not use thin "wire" because a large amount of current flows.) <i>Does the starter motor run?</i>	<ul style="list-style-type: none"> • Faulty starter relay. • Loose or disconnected starter motor lead wire. • Loose or disconnected between starter relay and battery (+) terminal. 	Faulty starter motor.
3	Measure the starter relay voltage at the starter relay connectors (between B/BI (+) and B/Y (-)) when the starter button is pushed. <i>Is the voltage OK?</i>	Go to Step 4.	<ul style="list-style-type: none"> • Faulty ignition switch. • Faulty engine stop switch. • Faulty clutch lever position switch. • Faulty gear position switch. • Faulty turn signal/ side-stand relay. • Faulty starter button. • Faulty side-stand switch. • Poor contact of connector. • Open circuit in wire harness.
4	Check the starter relay. Refer to "Starter Relay Inspection (Page 11-7)". <i>Is the starter relay OK?</i>	Poor contact of the starter relay.	Faulty starter relay.

Starter Motor Runs but Does not Crank the Engine

B822H11904003

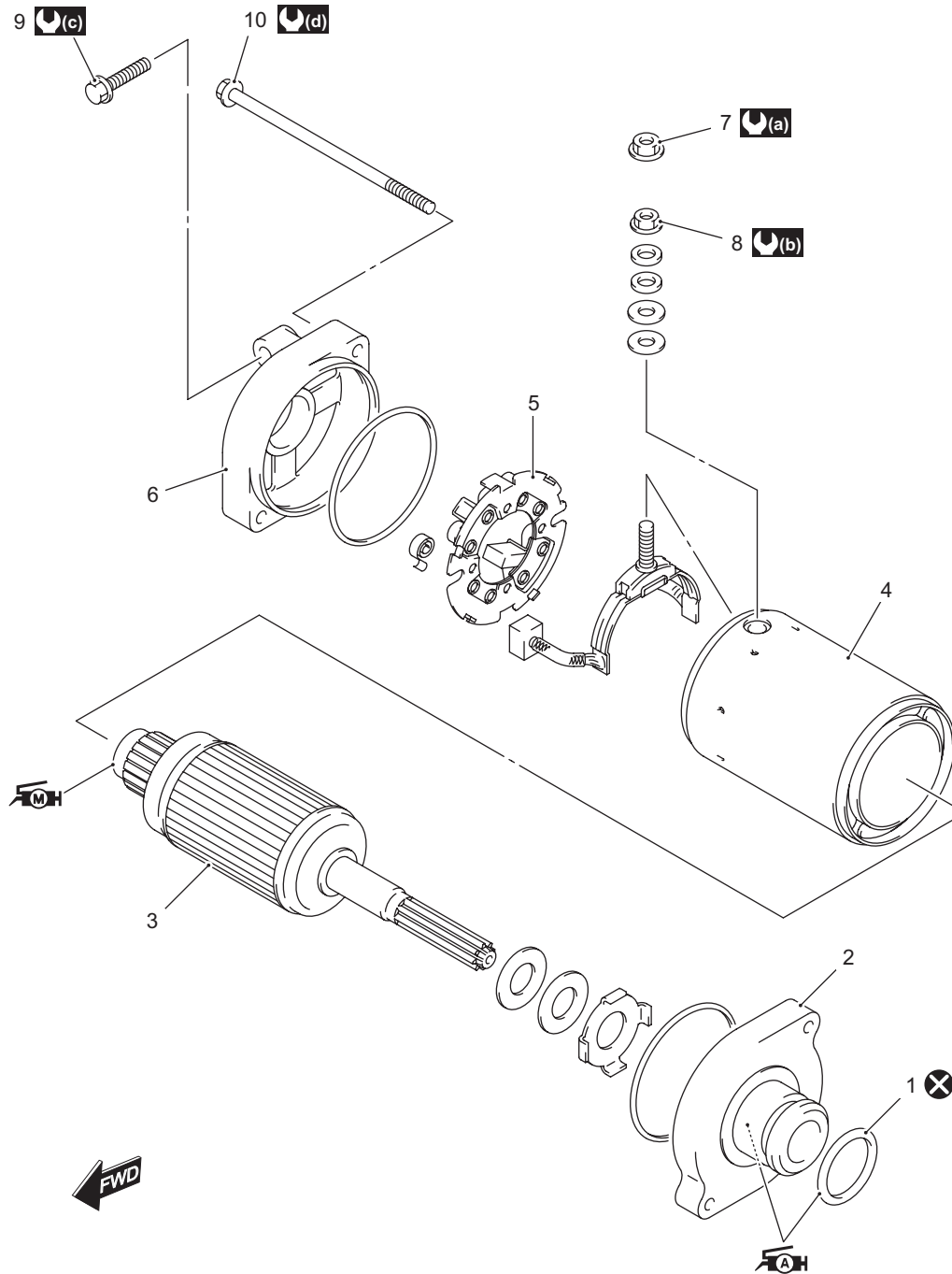
The starter motor runs when the transmission is in neutral, but does not run when the transmission is in any position other than neutral, with the side-stand up.

Step	Action	Yes	No
1	Check the side-stand switch. Refer to "Side-stand / Ignition Interlock System Parts Inspection (Page 11-8)". <i>Is the side-stand switch OK?</i>	Go to Step 2.	Faulty side-stand switch.
2	Check the starter clutch. Refer to "Starter Clutch Inspection (Page 11-13)". <i>Is the starter clutch OK?</i>	<ul style="list-style-type: none"> • Open circuit in wire harness. • Poor contact of connector. 	Faulty starter clutch.

Repair Instructions

Starter Motor Components

B822H11906001



I822H1190040-02

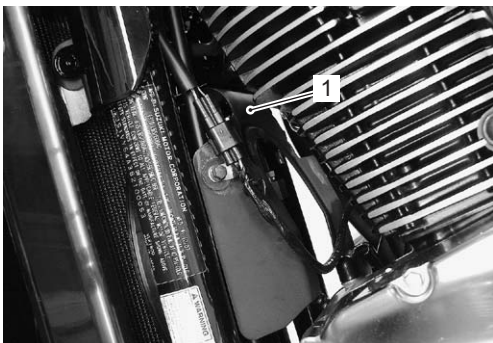
1. O-ring	7. Starter motor lead wire mounting nut	: 10 N·m (1.0 kgf·m, 7.0 lb-ft)
2. Housing end (Inside)	8. Brush holder nut	: 5 N·m (0.5 kgf·m, 3.5 lb-ft)
3. Armature	9. Starter motor mounting bolt	: Apply grease.
4. Starter motor case	10. Starter motor housing bolt	: Apply moly past to sliding surface.
5. Brush holder	: 6 N·m (0.6 kgf·m, 4.5 lb-ft)	: Do not reuse.
6. Housing end (Outside)	: 11 N·m (1.1 kgf·m, 8.0 lb-ft)	

Starter Motor Removal and Installation

B822H11906002

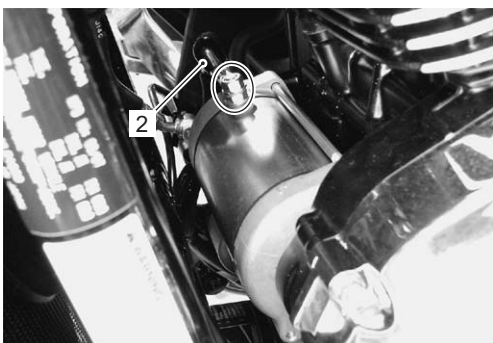
Removal

- 1) Turn the ignition switch OFF and disconnect the battery (-) lead wire. Refer to "Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)".
- 2) Remove the radiator heat shield (1).



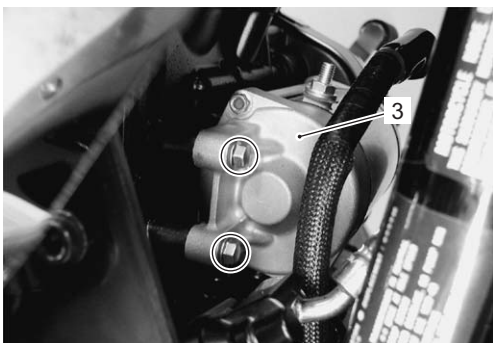
I822H1190002-02

- 3) Disconnect the starter motor read wire (2).



I822H1190003-01

- 4) Remove the starter motor (3) from the left side of the motorcycle.



I822H1190004-01

Installation

Install the starter motor in the reverse order of removal. Pay attention to the following points:

- Apply grease to the starter motor O-ring.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

CAUTION

Replace the O-ring with a new one.

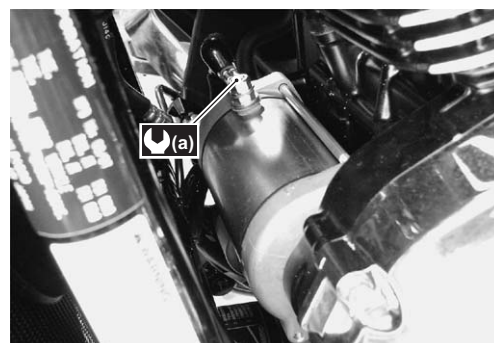


I822H1190005-01

- Connect the starter motor lead wire.

Tightening torque

Starter motor lead wire mounting nut (a): 6 N·m (0.6 kgf-m, 4.5 lb-ft)

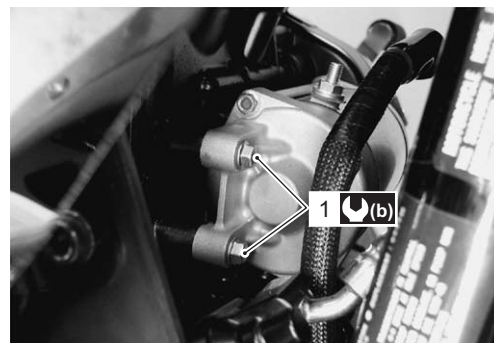


I822H1190006-01

- Tighten the starter motor mounting bolt (1) to the specified torque.

Tightening torque

Starter motor mounting bolt (b): 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1190007-01

11-5 Starting System:

Starter Motor Disassembly and Assembly

B822H11906003

Refer to "Starter Motor Removal and Installation (Page 11-4)".

Disassembly

Disassemble the starter motor as shown in the starter motor components diagram. Refer to "Starter Motor Components (Page 11-3)".

Assembly

Reassemble the starter motor in the reverse order of removal. Pay attention to the following points:

⚠ CAUTION

Replace the O-rings with new ones to prevent oil leakage and moisture.

- Apply grease to the lip of the oil seal and bearing.

TOH: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1190008-02

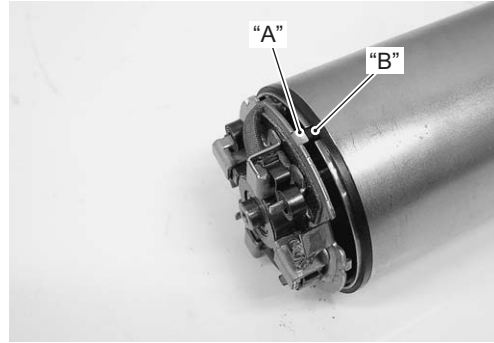
- Apply a small quantity of moly paste to the armature shaft.

TOH: Moly paste 99000-25140 (SUZUKI Moly paste or equivalent)



I822H1190009-01

- Align the projection "A" on the brush holder with the groove "B" on the starter motor case.



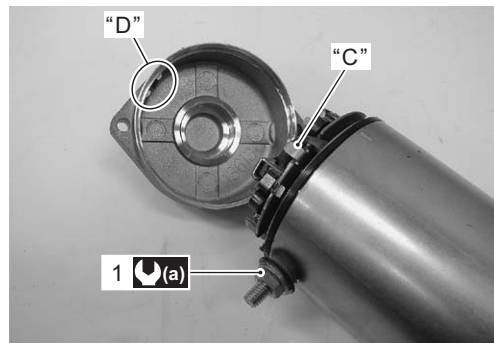
I822H1190010-01

- Tighten the brush holder nut (1) to the specified torque.

Tightening torque

Brush holder nut (a): 11 N·m (1.1 kgf-m, 8.0 lb-ft)

- Align the projection "C" on the brush holder with the groove "D" on the housing end.

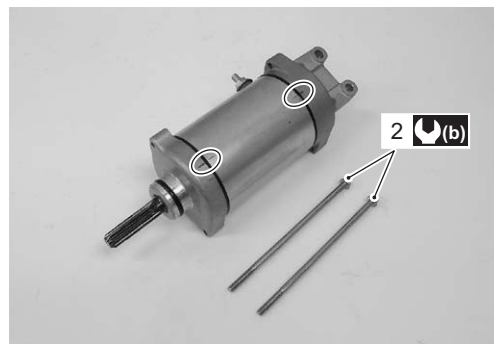


I822H1190011-01

- Align the match mark on the starter motor case with the match mark on the housing end.
- Tighten the starter motor housing bolts (2).

Tightening torque

Starter motor housing bolt (b): 5 N·m (0.5 kgf-m, 3.5 lb-ft)



I822H1190012-01

Starter Motor Inspection

B822H11906004

Refer to "Starter Motor Disassembly and Assembly (Page 11-5)".

Carbon Brush

Inspect the carbon brushes for abnormal wear, cracks or smoothness in the brush holder.

If any damages are found, replace the brush assembly with a new one.

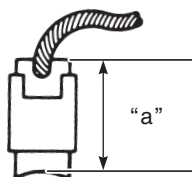
Make sure that the length "a" is not less than 6.0 mm (0.24 in). If this length becomes less than 6.0 mm (0.24 in), replace the brush with a new one.

Brush length "a"

Service limit: 6.0 mm (0.24 in)

Special tool

Tool : 09900-20102 (Vernier calipers (1/20 mm, 200 mm))



I831G1190065-01

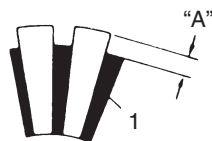
Commutator

Inspect the commutator for discoloration, abnormal wear or undercut "A".

If the commutator is abnormally worn, replace the armature.

If the commutator surface is discolored, polish it with #400 sandpaper and wipe it using a clean, dry cloth.

If there is no undercut, scrape out the insulator (1) with a saw blade.



I649G1190016-02

Armature Coil

Measure for continuity between each segment. Measure for continuity between each segment and the armature shaft.

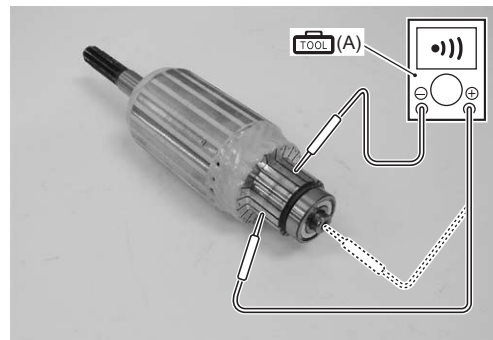
If there is no continuity between the segments or there is continuity between the segments and shaft, replace the armature with a new one.

Special tool

Tool (A): 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity set (•)))



I822H1190014-01

Bearing

- Check the bearing of housing end for damage. If any damage is found, replace the housing end.



I822H1190015-01

- Inspect the armature shaft bearing for abnormal noise and smooth rotation. If there is anything unusual, replace the armature assembly.



I822H1190041-01

11-7 Starting System:

Oil Seal

Check the seal lip for damage.
If any damage is found, replace the housing end (Inside).



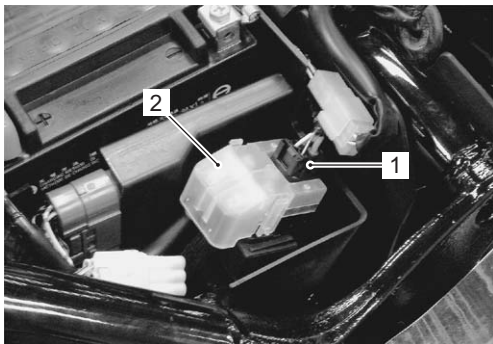
I822H1190016-01

Starter Relay Removal and Installation

B822H11906005

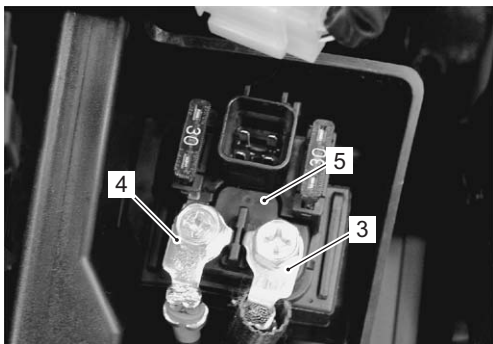
Removal

- 1) Turn the ignition switch OFF.
- 2) Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Disconnect the battery (-) lead wire from the battery.
- 4) Disconnect the starter relay coupler (1) and remove the starter relay cover (2).



I822H1190017-01

- 5) Disconnect the starter motor lead wire (3) and battery (+) lead wire (4).
- 6) Remove the starter relay (5).



I822H1190018-01

Installation

Install the starter relay in the reverse order of removal.

Starter Relay Inspection

B822H11906006

Inspect the starter relay in the following procedures:

- 1) Remove the starter relay. Refer to "Starter Relay Removal and Installation (Page 11-7)".
- 2) Apply 12 V to "A" and "B" terminals and check for continuity between the positive and negative terminals using the multi-circuit tester. If the starter relay clicks and continuity is found, the relay is OK.

⚠ CAUTION

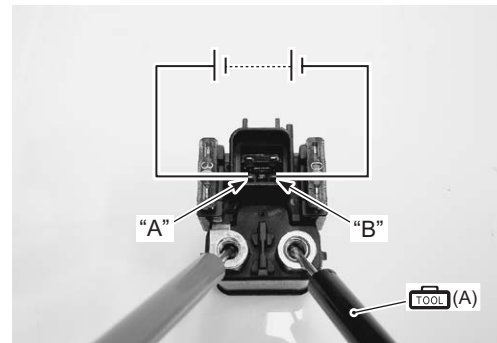
Do not apply battery voltage to the starter relay for five seconds and more, since the relay coil may overheat and get damaged.

Special tool

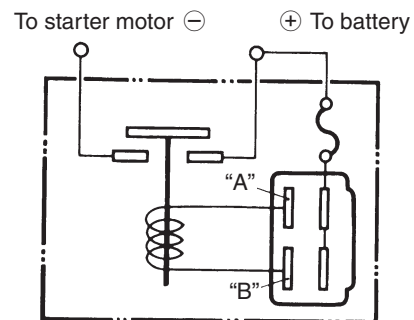
TOOL (A): 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity test (•)))




I822H1190019-02



I649G1190022-02

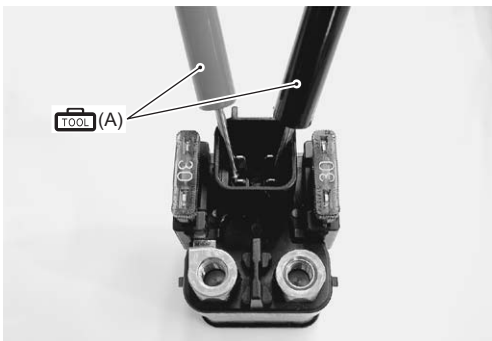
- 3) Measure the relay coil resistance between the terminals using the multi-circuit tester. If the resistance is not within the specified value, replace the starter relay with a new one.

Special tool

 (A): 09900-25008 (Multi-circuit tester set)

Starter relay resistance

3 – 6 Ω



I822H1190020-01

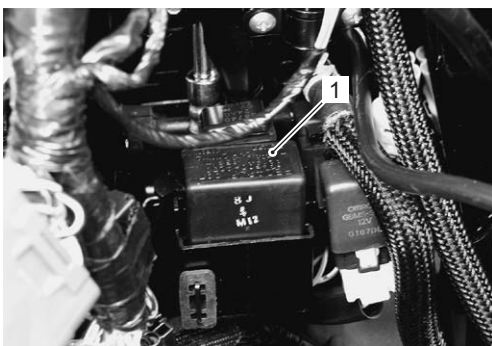
- 4) Install the starter relay. Refer to “Starter Relay Removal and Installation (Page 11-7)”.

Turn Signal / Side-stand Relay Removal and Installation

B822H11906007

Removal

- 1) Turn the ignition switch OFF.
- 2) Remove the seat. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 3) Remove the battery and battery holder. Refer to “Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)”.
- 4) Remove the turn signal/side-stand relay (1).



I822H1190021-01

Installation

Install the turn signal/side-stand relay in the reverse order of removal.

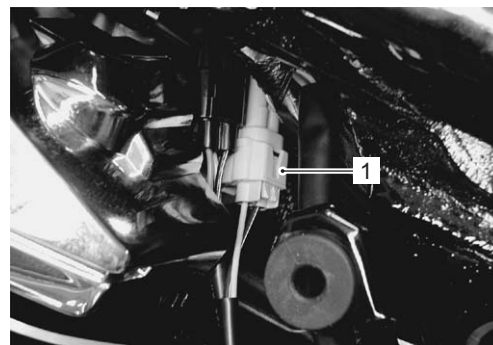
Side-stand / Ignition Interlock System Parts Inspection

B822H11906008

Check the interlock system for proper operation. If the interlock system does not operate properly, check each component for damage or abnormalities. If any abnormality is found, replace the component with a new one.

Side-stand Switch

- 1) Turn the ignition switch OFF.
- 2) Remove the left frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 3) Disconnect the side-stand switch coupler (1).



I822H1190022-01

- 4) Measure the voltage between Green and Black/White lead wires.

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Diode test ()

	G (+ probe)	B/W (- probe)
ON (Side-stand up)	0.4 – 0.6 V	
OFF (Side-stand down)	1.4 V and more (Tester's battery voltage)	

NOTE

If the tester reads 1.4 V and below when the tester probes are not connected, replace its battery.



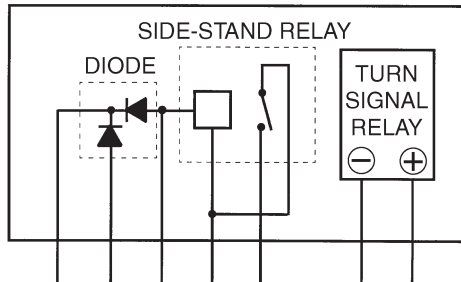
I822H1190023-01

11-9 Starting System:

- 5) Connect the side-stand switch coupler.
- 6) Install the left frame cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".

Turn Signal / Side-stand Relay

The turn signal/side-stand relay is composed of the turn signal relay, side-stand relay and diode.



I649G1190027-02

Side-stand relay

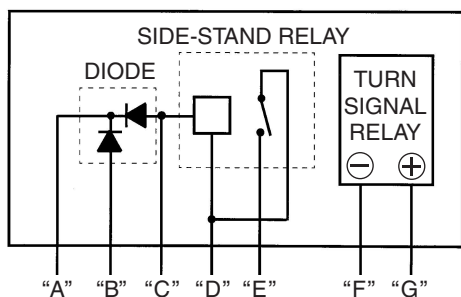
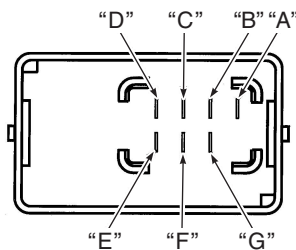
- 1) Remove the turn signal/side-stand relay. Refer to "Turn Signal / Side-stand Relay Removal and Installation (Page 11-8)".
- 2) Check the insulation between "D" and "E" terminals using the multi-circuit tester.
- 3) Apply 12 V to terminals "D" and "C" ((+) to "D" and (-) to "C") and check the continuity between "D" and "E". If there is no continuity, replace the turn signal/side-stand relay with a new one.

Special tool

: 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity test (•))



I649G1190028-02

- 4) Install the turn signal/side-stand relay. Refer to "Turn Signal / Side-stand Relay Removal and Installation (Page 11-8)".

Diode inspection

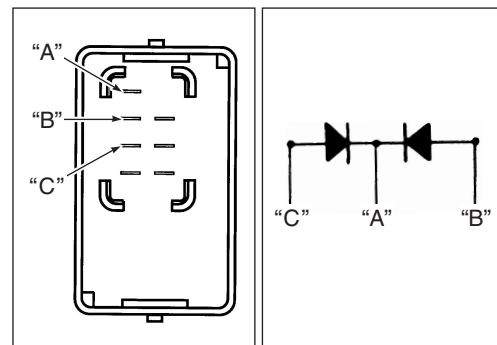
- 1) Remove the turn signal/side-stand relay. Refer to "Turn Signal / Side-stand Relay Removal and Installation (Page 11-8)".
- 2) Measure the voltage between the "A", "B" and "C" terminals using the multi-circuit tester.

Special tool

: 09900-25008 (Multi-circuit tester set)

Tester knob indication

Diode test (→←)



I649G1190029-02

		⊕ Probe of tester to:	
		"B", "C"	"A"
Ⓜ Probe of tester to:	"B", "C"	—	1.4 V and more (Tester's battery voltage)
	"A"	0.4 – 0.6 V	—

I649G1190046-04

NOTE

If the multi circuit tester reads 1.4 V and below when the tester probes are not connected, replace its battery.

- 3) Install the turn signal/side-stand relay. Refer to "Turn Signal / Side-stand Relay Removal and Installation (Page 11-8)".

Gear Position Switch

- 1) Remove the right frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Disconnect the gear position switch coupler.

⚠ CAUTION

When disconnecting and connecting the gear position switch coupler, make sure to turn off the ignition switch, or electronic parts may get damaged.



I822H1190024-01

- 3) Check the continuity between Blue and Black/White lead wires with the transmission in “NEUTRAL”.

Special tool

🔧 (A) : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity test (••))

	BI	B/W
ON (Neutral)	○ — ○	○ — ○
OFF (Except neutral)		

I649G1190045-03

- 4) Connect the gear position switch coupler to the wiring harness.
- 5) Insert the needle pointed probes to the lead wire coupler.
- 6) Turn the ignition switch ON and side-stand to upright position.
- 7) Measure the voltage between Pink and Black/White lead wires using the multi-circuit tester when shifting the gearshift lever from low to top.

Special tool

🔧 (A) : 09900-25008 (Multi-circuit tester set)

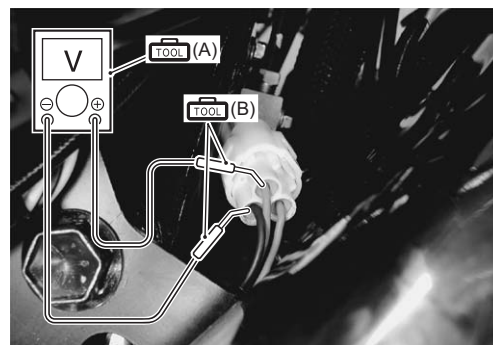
🔧 (B) : 09900-25009 (Needle pointed probe set)

Tester knob indication

Voltage (---)

Gear position switch voltage (Except neutral position)

0.6 V and more ((+) P – (-) B)



I822H1190025-01

- 8) Turn the ignition switch OFF.
- 9) Install the right frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.

1I-11 Starting System:

Starter Torque Limiter / Starter Clutch Removal and Installation

B822H11906009

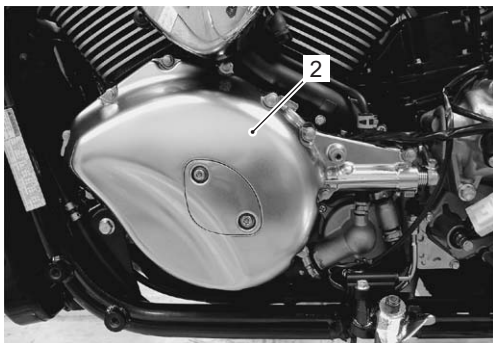
Removal

- 1) Drain engine oil.
- 2) Remove the left foot rest (1) along with the gear shift lever. Refer to "Gearshift Lever Removal and Installation in Section 5B (Page 5B-14)".



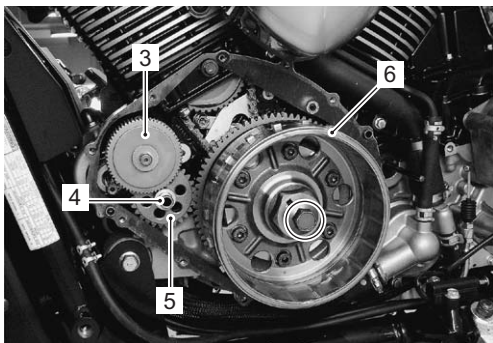
I822H1190026-02

- 3) Remove the generator cover (2). Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".



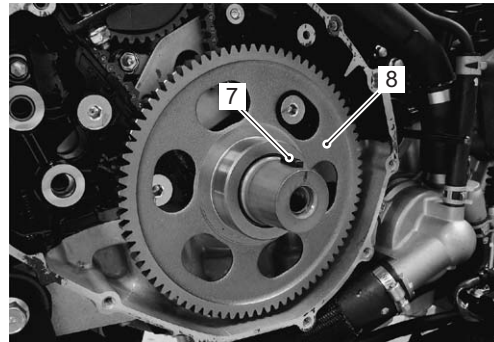
I822H1190027-02

- 4) Remove the starter torque limiter (3), idle gear shaft (4) and starter idle gear (5).
- 5) Remove the generator rotor assembly (6). Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".



I822H1190028-02

- 6) Remove the key (7) and starter driven gear (8).



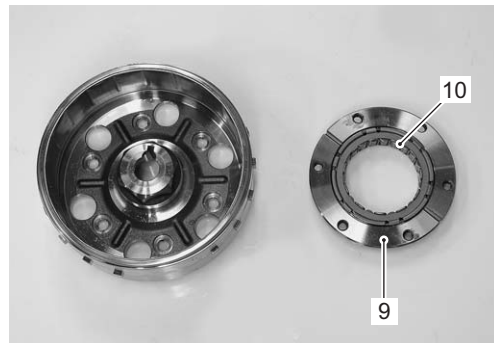
I822H1190029-02

- 7) Hold the generator rotor and remove the starter clutch bolts.



I822H1190030-01

- 8) Remove the one way clutch (9) from the guide (10).



I822H1190031-03

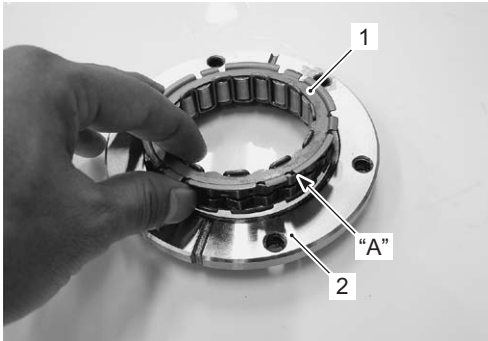
Installation

Install the starter clutch in the reverse order of removal. Pay attention to the following points:

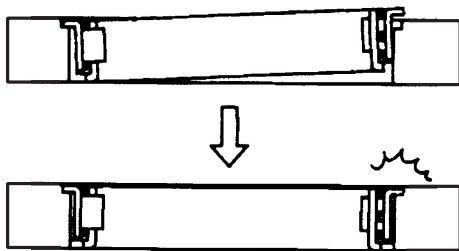
- When inserting the one way clutch (1) into the guide (2), fit the flange "A" in the step of the guide (2).

NOTE

Be sure to seat the flange "A" of the one way clutch (1) to the guide (2).



I822H1190032-01

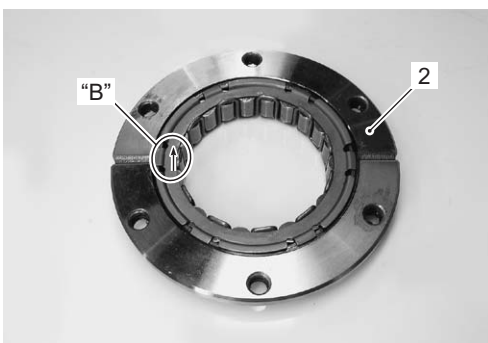


I718H1190031-01

- Install the guide (2) to the generator rotor.

NOTE

The arrow mark "B" must face to the generator rotor side.



I822H1190033-01

- Apply thread lock to the bolts, and then tighten them to the specified torque with the special tool.

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

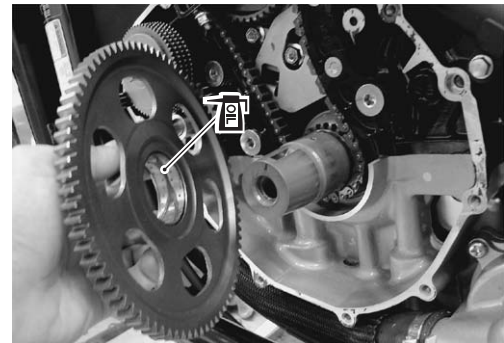
Tightening torque

Starter clutch bolt (a): 25 N·m (2.5 kgf·m, 18.0 lb·ft)



I822H1190035-01

- Apply engine oil to the bushing of the starter driven gear.



I822H1190034-01

- Install the generator rotor assembly onto crankshaft. Refer to "Generator Removal and Installation in Section 1J (Page 1J-5)".

Starter Torque Limiter Inspection

B822H11906012

⚠ CAUTION

- Do not attempt to disassemble the starter torque limiter.
- The starter torque limiter is available only as an assembly part.

11-13 Starting System:

- 1) Hold the starter torque limiter with the special tools and vise.

Special tool

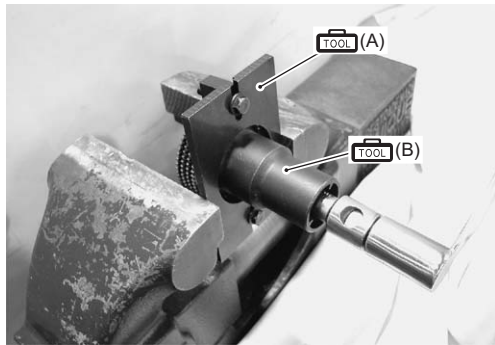
TOOL (A): 09930-73170 (Starter torque limiter holder)

TOOL (B): 09930-73140 (Starter torque limiter socket)

- 2) Turn the starter torque limiter with a torque wrench and check the slip torque. If the slip torque is not within the specification, replace the starter torque limiter with a new one.

Starter torque limiter slip torque

Standard: 31 – 51 N·m (3.1 – 5.1 kgf-m, 22.5 – 37.0 lb-ft)



I822H1190036-01

Starter Clutch Inspection

B822H11906010

Refer to “Starter Torque Limiter / Starter Clutch Removal and Installation (Page 11-11)”.

Starter Clutch

- 1) Install the starter driven gear onto the starter clutch.
- 2) Turn the starter driven gear by hand to inspect the starter clutch for a smooth movement. The gear turns in one direction only. If a large resistance is felt for rotation, inspect the starter clutch or the starter clutch contacting surface on the starter driven gear for wear or damage. If they are found to be damaged, replace them with new ones.



I822H1190037-01

Starter Driven Gear Bearing

Inspect the starter driven gear bushing for wear or damage.



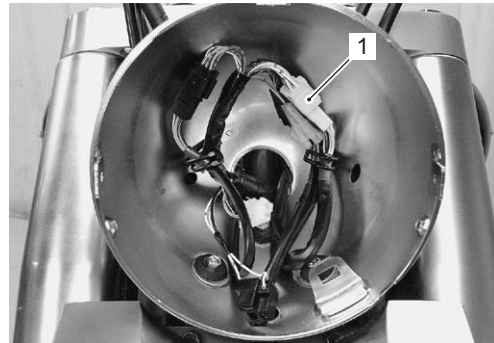
I822H1190038-01

Starter Button Inspection

B822H11906011

Inspect the starter button in the following procedures:

- 1) Remove the headlight assembly.
Refer to “Headlight Removal and Installation in Section 9B (Page 9B-2)”.
- 2) Disconnect the right handlebar switch coupler (1).



I822H1190039-01

- 3) Inspect the starter button for continuity with a tester. If any abnormality is found, replace the right handle switch assembly with a new one. Refer to “Handlebars Removal and Installation in Section 6B (Page 6B-2)”.

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•)))

Position \ Color	O/W	Y/G
•		
PUSH	○ ————— ○	○ ————— ○

I822H1190042-01

- 4) After finishing the starter button inspection, reinstall the removed parts.

Specifications

Service Data

B822H11907001

Unit: mm (in)

Item	Specification		Note
Starter motor brush length	Standard	12.5 (0.49)	
	Limit	6.0 (0.24)	
Starter torque limiter slip torque	Standard	31 – 51 N·m (3.1 – 5.1 kgf-m, 22.5 – 37.0 lb-ft)	
Starter relay resistance		3 – 6 Ω	

Tightening Torque Specifications

B822H11907002

Fastening part	Tightening torque			Note
	N·m	kgf-m	lb-ft	
Starter motor lead wire mounting nut	6	0.6	4.5	☞ (Page 11-4)
Starter motor mounting bolt	10	1.0	7.0	☞ (Page 11-4)
Brush holder nut	11	1.1	8.0	☞ (Page 11-5)
Starter motor housing bolt	5	0.5	3.5	☞ (Page 11-5)
Starter clutch bolt	25	2.5	18.0	☞ (Page 11-12)

NOTE

The specified tightening torque is also described in the following.
 “Starter Motor Components (Page 11-3)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H11908001

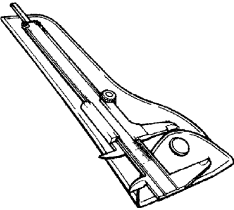
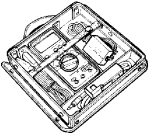
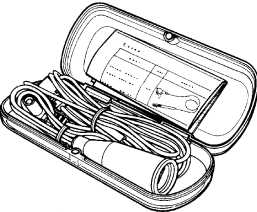
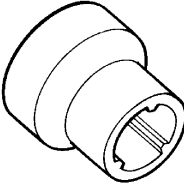
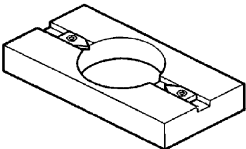
Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞(Page 11-4) / ☞(Page 11-5)
Moly paste	SUZUKI Moly paste or equivalent	P/No.: 99000-25140	☞(Page 11-5)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞(Page 11-12)

NOTE

Required service material is also described in the following.
 “Starter Motor Components (Page 11-3)”

Special Tool

B822H11908002

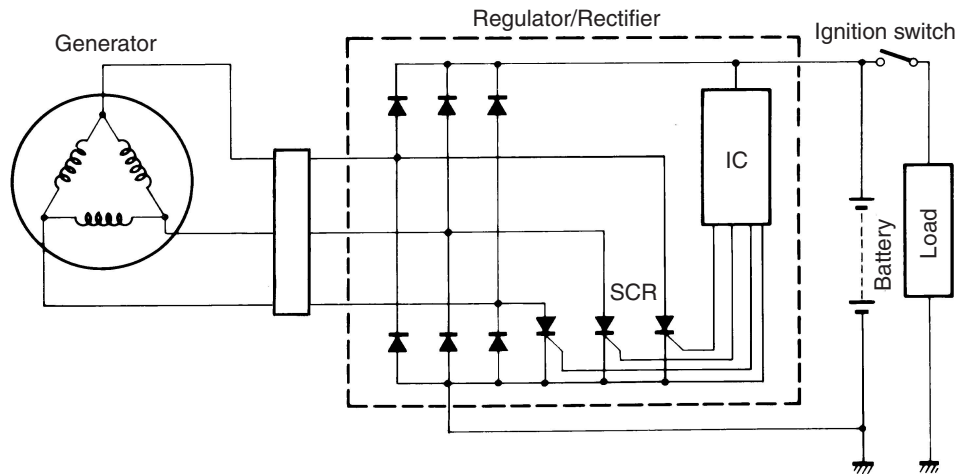
09900-20102 Vernier calipers (1/20 mm, 200 mm) ☞(Page 11-6) 	09900-25008 Multi-circuit tester set ☞(Page 11-6) / ☞(Page 11-7) / ☞(Page 11-8) / ☞(Page 11-8) / ☞(Page 11-9) / ☞(Page 11-9) / ☞(Page 11-10) / ☞(Page 11-10) / ☞(Page 11-13) 
09900-25009 Needle pointed probe set ☞(Page 11-10) 	09930-73140 Starter torque limiter socket ☞(Page 11-13) 
09930-73170 Starter torque limiter holder ☞(Page 11-13) 	

Charging System

Schematic and Routing Diagram

Charging System Diagram

B822H11A02001



I718H11A0001-01

Component Location

Charging System Components Location

B822H11A03001

Refer to "Electrical Components Location in Section 0A (Page 0A-7)".

Diagnostic Information and Procedures

Charging System Symptom Diagnosis

B822H11A04001

Condition	Possible cause	Correction / Reference Item
Generator does not charge	Open- or short-circuited lead wires, or loose lead connections.	<i>Repair, replace or connect properly.</i>
	Short-circuited, grounded or open generator coil.	<i>Replace.</i>
	Short-circuited or punctured regulator/rectifier.	<i>Replace.</i>
Generator does charge, but charging rate is below the specification	Lead wires tend to get short- or open-circuited or loosely connected at terminals.	<i>Repair or retighten.</i>
	Grounded or open-circuited generator coil.	<i>Replace.</i>
	Defective regulator/rectifier.	<i>Replace.</i>
	Defective cell plates in the battery.	<i>Replace the battery.</i>
Generator overcharges	Internal short-circuit in the battery.	<i>Replace the battery.</i>
	Damaged or defective regulator/rectifier.	<i>Replace.</i>
	Poorly grounded regulator/rectifier.	<i>Clean and tighten ground connection.</i>
Unstable charging	Lead wire insulation frayed due to vibration, resulting in intermittent short-circuiting.	<i>Repair or replace.</i>
	Internally short-circuited generator.	<i>Replace.</i>
	Defective regulator/rectifier.	<i>Replace.</i>

1J-2 Charging System:

Condition	Possible cause	Correction / Reference Item
Battery overcharges	Faulty regulator/rectifier.	<i>Replace.</i>
	Faulty battery.	<i>Replace.</i>
	Poor contact of generator lead wire coupler.	<i>Repair.</i>
Battery runs down quickly	Trouble in charging system.	<i>Check the generator, regulator/rectifier and circuit connections and make necessary adjustments to obtain specified charging operation.</i>
	Cell plates have lost much of their active materials a result of overcharging.	<i>Replace the battery and correct the charging system.</i>
	Internal short-circuit in the battery.	<i>Replace the battery.</i>
	Too low battery voltage.	<i>Recharge the battery fully.</i>
	Too old battery.	<i>Replace the battery.</i>
Battery "sulfation"	Incorrect charging rate. (When not in use battery should be checked at least once a month to avoid sulfation.)	<i>Replace the battery.</i>
	The battery was left unused in a cold climate for too long.	<i>Replace the battery if badly sulfated.</i>
"Sulfation", acidic white powdery substance or spots on surface of cell plates	Cracked battery case.	<i>Replace the battery.</i>
	Battery has been left in a run-down condition for a long time.	<i>Replace the battery.</i>

Battery Runs Down Quickly

B822H11A04002

Troubleshooting

Step	Action	Yes	No
1	Check accessories which use excessive amounts of electricity. <i>Are accessories being installed?</i>	Remove accessories.	Go to Step 2.
2	Check the battery for current leakage. Refer to "Battery Current Leakage Inspection (Page 1J-3)". <i>Is the battery for current leakage OK?</i>	Go to Step 3.	<ul style="list-style-type: none"> • Short circuit of wire harness. • Faulty electrical equipment.
3	Measure the regulated voltage between the battery terminals. Refer to "Regulated Voltage Inspection (Page 1J-3)". <i>Is the regulated voltage OK?</i>	<ul style="list-style-type: none"> • Faulty battery. • Abnormal driving condition. 	Go to Step 4.
4	Measure the resistance of the generator coil. Refer to "Generator Inspection (Page 1J-4)". <i>Is the resistance of generator coil OK?</i>	Go to Step 5.	<ul style="list-style-type: none"> • Faulty generator coil. • Disconnected lead wires.
5	Measure the generator no-load performance. Refer to "Generator Inspection (Page 1J-4)". <i>Is the generator no-load performance OK?</i>	Go to Step 6.	Faulty generator.
6	Inspect the regulator/rectifier. Refer to "Regulator / Rectifier Inspection (Page 1J-7)". <i>Is the regulator/rectifier OK?</i>	Go to Step 7.	Faulty regulator/rectifier.
7	Inspect wirings. <i>Is the wirings OK?</i>	Faulty battery.	<ul style="list-style-type: none"> • Short circuit of wire harness. • Poor contact of couplers.

Repair Instructions

Battery Current Leakage Inspection

B822H11A06001


Inspect the battery current leakage in the following procedures:

- 1) Turn the ignition switch OFF.
- 2) Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Disconnect the battery (-) lead wire.
- 4) Measure the current between battery (-) terminal and the battery (-) lead wire using the multi-circuit tester. If the reading exceeds the specified value, leakage is evident.

⚠ CAUTION

- In case of a large current leak, turn the tester to high range first to avoid tester damage.
- Do not turn the ignition switch to ON position when measuring current.

Special tool

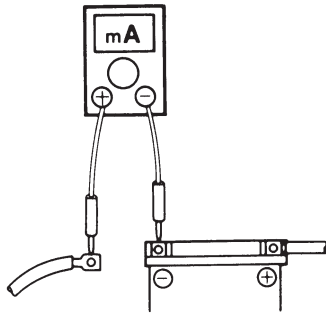
 (A): 09900-25008 (Multi-circuit tester set)

Tester knob indication

Current (---, 20 mA)

Battery current (Leak)

Under 3 mA



I649G11A0002-02

- 5) Connect the battery (-) terminal and install the seat. Refer to "Battery / Battery Holder Removal and Installation (Page 1J-11)" and "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".

Regulated Voltage Inspection

B822H11A06002


Inspect the regulated voltage in the following procedures:

- 1) Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Start the engine and keep it running at 5 000 r/min with the dimmer switch turned HI position.
- 3) Measure the DC voltage between the battery (+) and (-) terminals using the multi-circuit tester. If the voltage is not within the specified value, inspect the generator and regulator/rectifier. Refer to "Generator Inspection (Page 1J-4)" and "Regulator / Rectifier Inspection (Page 1J-7)".

NOTE

When making this test, be sure that the battery is in fully charged condition.

Special tool

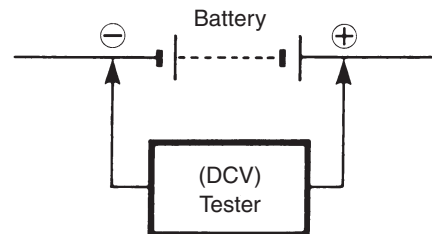
 (A): 09900-25008 (Multi-circuit tester set)

Tester knob indication

Voltage (---)

Regulated voltage (Charging output)

Standard: 13.5 – 15.5 V at 5 000 r/min



I649G11A0003-02

- 4) Install the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".

1J-4 Charging System:

Generator Inspection

B822H11A06003

Generator Coil Resistance

- 1) Remove the left frame lower cover and secondary gear case cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Disconnect the generator coupler (1).



I822H11A0001-01

- 3) Measure the resistance between the three lead wires.
If the resistance is out of specified value, replace the stator with a new one. Also, check that the generator core is insulated properly.

Special tool

 : 09900-25008 (Multi-circuit tester set)

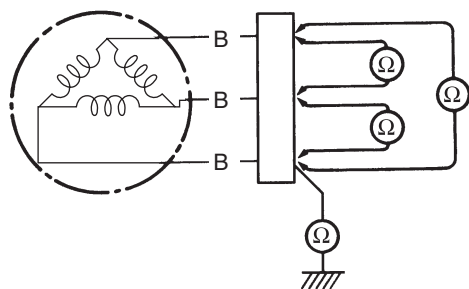
Tester knob indication

Resistance (Ω)

Generator coil resistance

0.2 – 1.5 Ω (B – B)

∞ Ω (B – Ground)



I718H11A0005-02

- 4) Connect the generator coupler.

No-load Performance

- 1) Remove the left frame lower cover and secondary gear case cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Disconnect the generator coupler (1).



I822H11A0002-01

- 3) Start the engine and keep it running at 5 000 r/min.
- 4) Using the multi-circuit tester, measure the voltage between three lead wires.
If the tester reads under the specified value, replace the generator with a new one.

Special tool

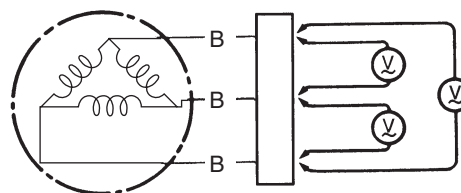
 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Voltage (\sim)

Generator no-load performance (When engine is cold)

70 V (AC) and more at 5 000 r/min



I718H11A0006-02

Generator Removal and Installation

B822H11A06004

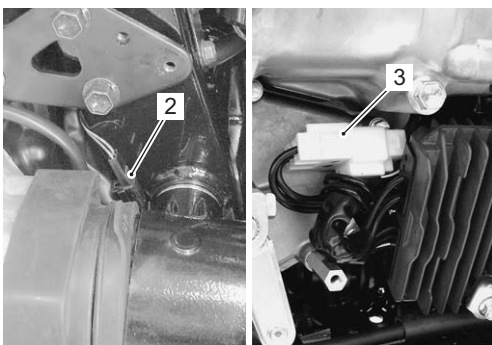
Removal

- 1) Disconnect the battery (–) lead wire. Refer to “Battery / Battery Holder Removal and Installation (Page 1J-11)”.
- 2) Drain engine oil. Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.
- 3) Remove the left frame lower cover and secondary gear case cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 4) Remove the left foot rest (1) along with the gear shift lever.



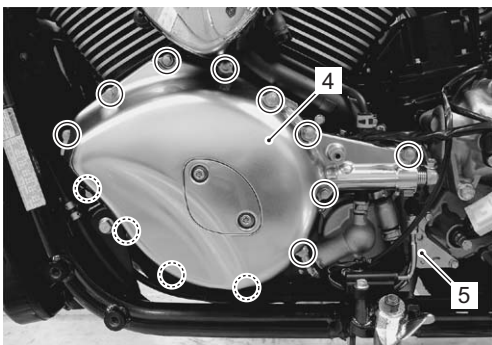
I822H11A0003-02

- 5) Disconnect the CKP sensor coupler (2) and generator coupler (3).



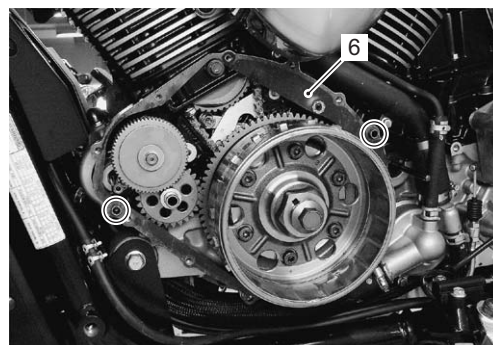
I822H11A0004-02

- 6) Remove the generator cover (4) and clutch cable guide (5).



I822H11A0005-01

- 7) Remove the gasket (6) and dowel pins.



I822H11A0006-01

- 8) Loosen the generator rotor bolt.

NOTE

When loosen the rotor bolt, do not remove it. The rotor bolt is used in conjunction with the rotor remover when removing the rotor.



I822H11A0007-01

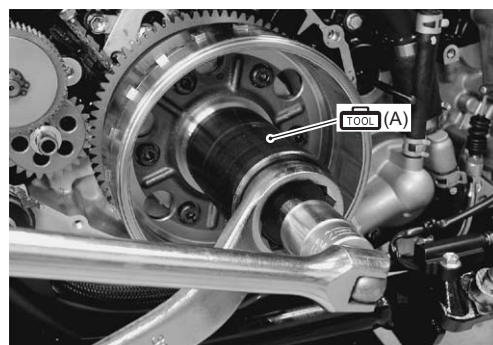
- 9) Remove the generator rotor assembly with the special tool.

NOTE

Remove the starter clutch if necessary. Refer to “Starter Torque Limiter / Starter Clutch Removal and Installation in Section 11 (Page 11-11)”.

Special tool

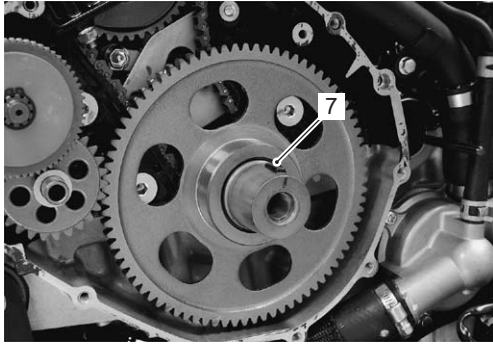
TOOL (A): 09930-34970 (Rotor remover set)



I822H11A0008-01

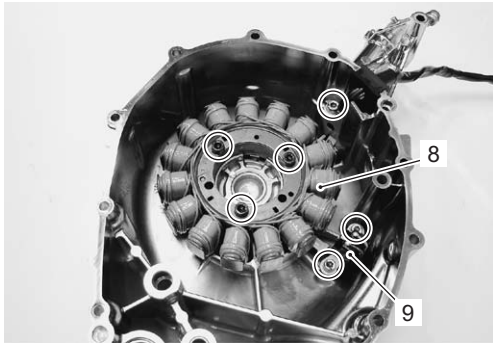
1J-6 Charging System:

10) Remove the key (7).



I822H11A0009-01

11) Remove the generator stator (8) along with the CKP sensor (9).



I822H11A0010-01

Installation

Install the generator in the reverse order of removal. Pay attention to the following points:

- Tighten the generator starter set bolts (1), generator lead wire clamp bolt (2) and CKP sensor mounting bolts (3) to the specified torque.

NOTE

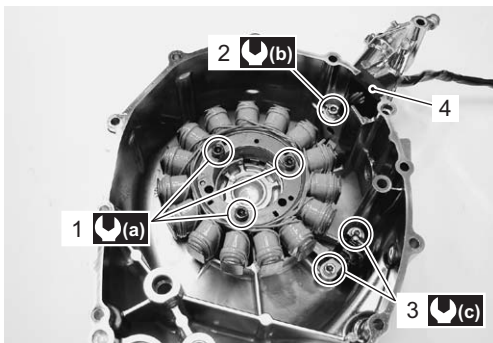
Be sure the grommet (4) is set to the generator cover.

Tightening torque

Generator stator set bolt (a): 11 N·m (1.1 kgf-m, 8.0 lb-ft)

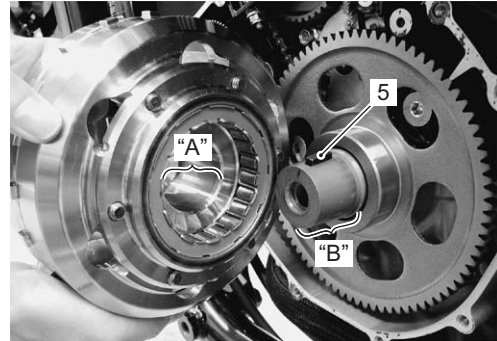
Generator lead wire clamp bolt (b): 11 N·m (1.1 kgf-m, 8.0 lb-ft)

CKP sensor mounting bolt (c): 5.5 N·m (0.55 kgf-m, 4.0 lb-ft)



I822H11A0011-01

- Degrease the tapered portion "A" of generator rotor and also the crankshaft "B". Use nonflammable cleaning solvent to wipe off oily or greasy matter and make these surfaces completely dry.
- Fit the key (5) in the key slot on the crankshaft.
- Install the generator rotor onto crankshaft.

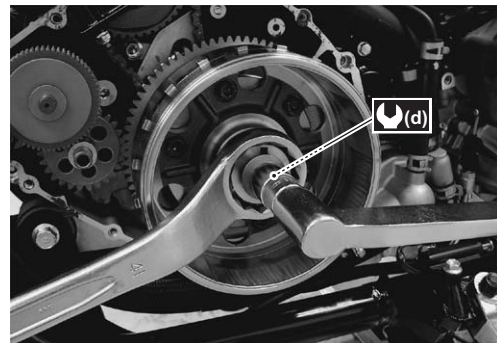


I822H11A0012-01

- Hold the generator rotor and tighten its bolt to the specified torque.

Tightening torque

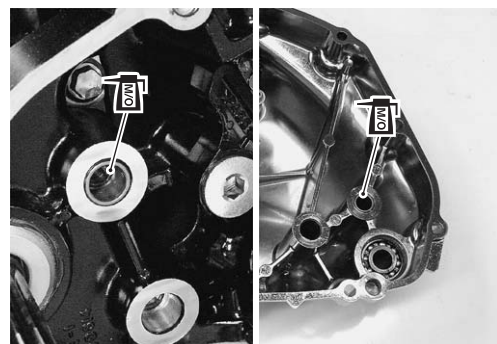
Generator rotor bolt (d): 160 N·m (16.0 kgf-m, 115.5 lb-ft)



I822H11A0013-01

- Apply molybdenum oil solution to the idle gear shaft holes.

M/O: Molybdenum oil (MOLYBDENUM OIL SOLUTION)



I822H11A0014-01

- Apply bond lightly to the mating surfaces at the parting line between the upper and lower crankcases as shown in the figure.

1215 : Sealant 99000-31110 (SUZUKI BOND No.1215 or equivalent)

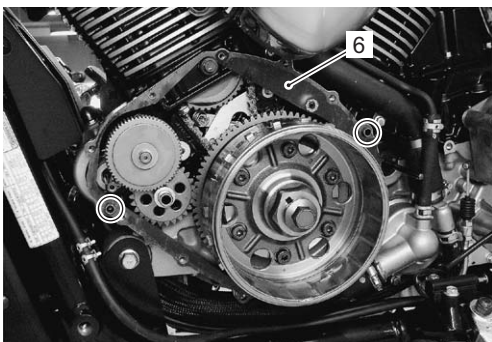


I822H11A0015-01

- Install the dowel pins and new gasket (6).

CAUTION

Use a new gasket to prevent oil leakage.



I822H11A0016-01

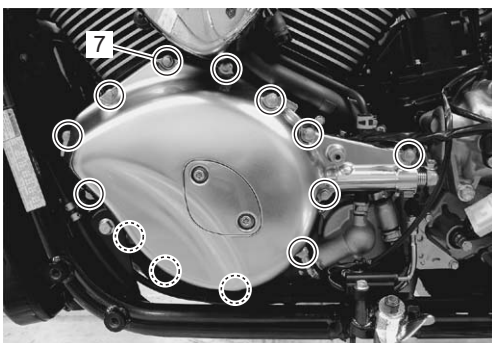
- Install the generator cover and tighten the generator cover bolts.

WARNING

Be careful not to pinch the finger between the generator cover and the crankcase.

CAUTION

Fit new gasket washer to the bolt (7).



I822H11A0017-02

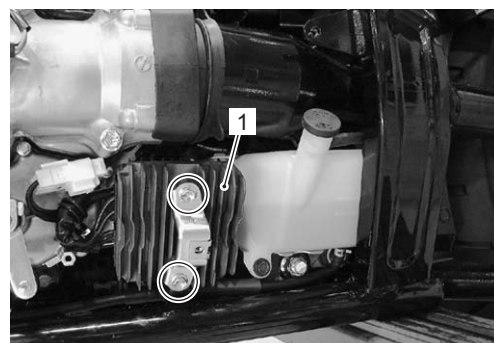
- Install the gearshift lever. Refer to “Gearshift Lever Removal and Installation in Section 5B (Page 5B-14)”.

Regulator / Rectifier Inspection

B822H11A06006

Inspect the regulator/rectifier in the following procedures:

- 1) Turn the ignition switch to OFF position.
- 2) Remove the left frame lower cover and secondary gear case cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 3) Remove the regulator/rectifier (1).



I822H11A0026-01

- 4) Disconnect the regulator/rectifier couplers (2).



I822H11A0018-02

1J-8 Charging System:

- 5) Measure the voltage between the terminals using the multi-circuit tester as indicated in the following table. If the voltage is not within the specified value, replace the regulator/rectifier with a new one.

NOTE

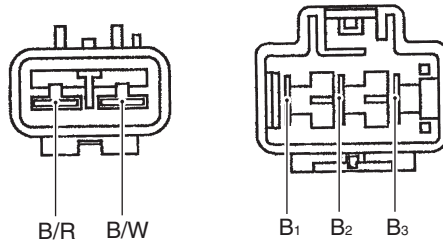
If the tester reads 1.4 V and below when the tester probes are not connected, replace its battery.

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Diode test ()



I822H11A0019-01

Unit: V

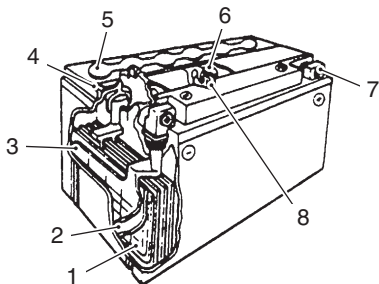
		(+) probe of tester to:				
		B/R	B/W	B ₁	B ₂	B ₃
(-) probe of tester to:	B/R	—	0.3 – 1.0	0.1 – 0.8	0.1 – 0.8	0.1 – 0.8
	B/W	*	—	*	*	*
	B ₁	*	0.1 – 0.8	—	*	*
	B ₂	*	0.1 – 0.8	*	—	*
	B ₃	*	0.1 – 0.8	*	*	—

*1.4 V and more (tester's battery voltage)

- 6) Connect the regulator/rectifier couplers and bind the clamp.

Battery Components

B822H11A06007



I649G11A0046-03

1. Anode plates	5. Stopper
2. Separator (Fiberglass plate)	6. Filter
3. Cathode plates	7. Terminal
4. Upper cover breather	8. Safety valve

Battery Charging

B822H11A06008

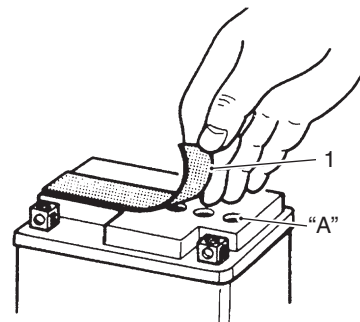
Initial Charging

Filling electrolyte

NOTE

When filling electrolyte, the battery must be removed from the vehicle and must be put on the level ground.

- 1) Remove the aluminum tape (1) which seals the battery filler holes "A".

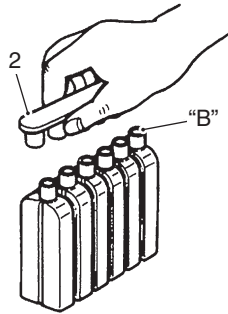


I649G11A0039-03

2) Remove the caps (2) from the electrolyte container.

NOTE

- Do not remove or pierce the sealed areas "B" of the electrolyte container.
- After filling the electrolyte completely, use the removed cap (2) as sealing caps of battery-filler holes.



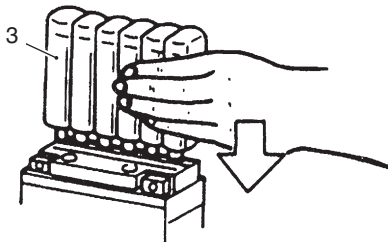
I649G11A0040-03

3) Insert the nozzles of the electrolyte container (3) into the electrolyte filler holes of the battery.

4) Hold the electrolyte container firmly so that it does not fall.

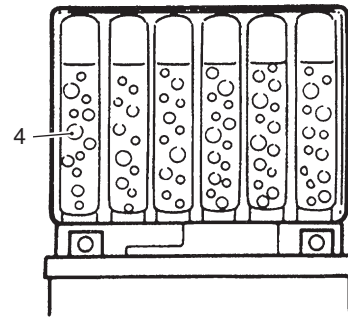
NOTE

Do not allow any of the electrolyte to spill.



I649G11A0041-03

5) Make sure that air bubbles (4) rise to the top of each electrolyte container, and leave in this position for about more than 20 minutes.

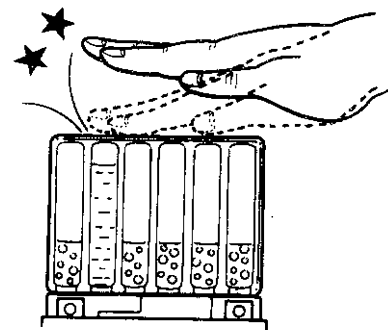


I649G11A0042-03

NOTE

If no air bubbles come out from a filler port, tap the bottom of the electrolyte container two or three times.

Never remove the container from the battery.



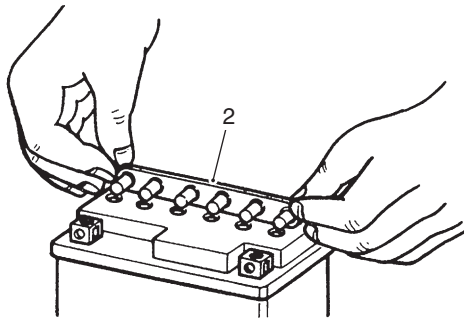
I310G11A0024-01

1J-10 Charging System:

- 6) After confirming that the electrolyte has entered the battery completely, remove the electrolyte containers from the battery.
- 7) Wait for about 20 minutes.
- 8) Insert the caps (2) into the filler holes, pressing in firmly so that the top of the caps do not protrude above the upper surface of the battery's top cover.

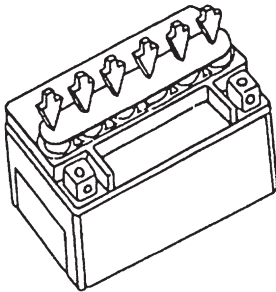
⚠ CAUTION

- Once the caps are installed to the battery, do not remove the caps.
- Do not tap the caps with a hammer when installing them.

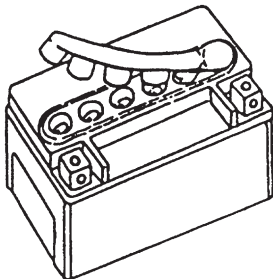


I718H11A0027-01

Correct



Incorrect



I649G11A0047-02

Charging

For initial charging, use the charger specially designed for MF battery.

⚠ CAUTION

- For charging the battery, make sure to use the charger specially designed for MF battery. Otherwise, the battery may be overcharged resulting in shortened service life.
- Do not remove the cap during charging.
- Position the battery with the cap facing upward during charging.

Battery Recharging

⚠ CAUTION

Do not remove the caps on the battery top while recharging.

NOTE

When the motorcycle is not used for a long period, check the battery every 1 month to prevent the battery discharge.

- 1) Remove the battery from the motorcycle. Refer to "Battery / Battery Holder Removal and Installation (Page 1J-11)".
- 2) Measure the battery voltage using the multi-circuit tester.
If the voltage reading is less than the 12 V (DC), recharge the battery with a battery charger.

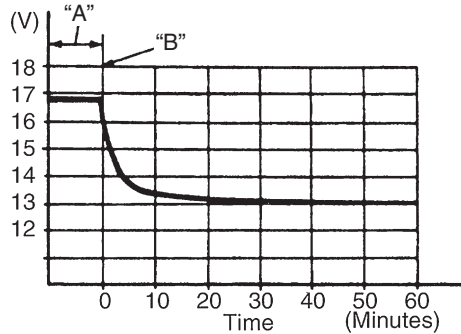
Recharging time

1.8 A for 5 to 10 hours or 9 A for 1 hour

⚠ CAUTION

Be careful not to permit the charging current to exceed 9 A at any time.

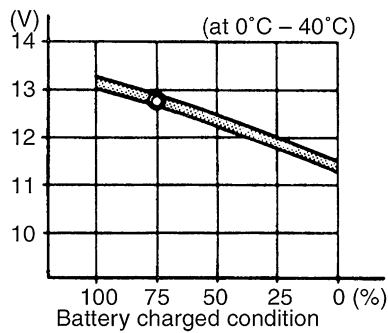
- After recharging, wait at least 30 minutes and then measure the battery voltage using the multi-circuit tester.
If the battery voltage is less than 12.5 V, recharge the battery again.
If the battery voltage is still less than 12.5 V after recharging, replace the battery with a new one.



I649G11A0045-02

"A": Charging period	"B": Stop charging
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- Install the battery to the motorcycle. Refer to "Battery / Battery Holder Removal and Installation (Page 1J-11)".



I705H11A0029-02

Battery / Battery Holder Removal and Installation

B822H11A06009

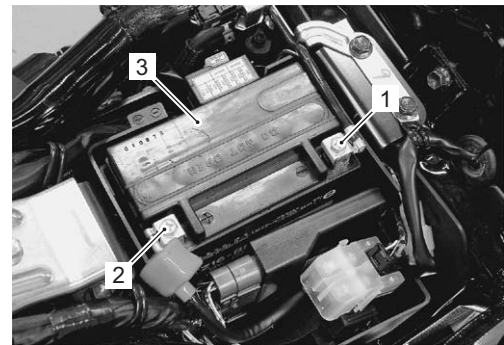
Removal

- Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- Disconnect the battery (-) lead wire (1).
- Disconnect the battery (+) lead wire (2).

NOTE

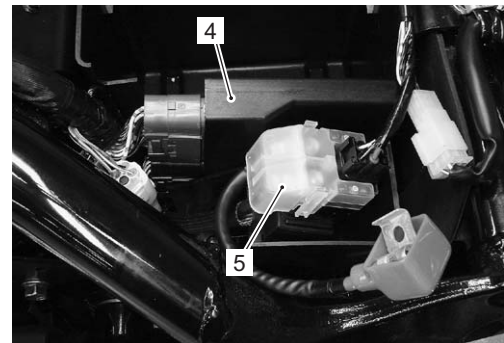
Be sure to disconnect the battery (-) lead wire (1) first, then disconnect the battery (+) lead wire (2).

- Remove the battery (3) from the motorcycle.



I822H11A0020-02

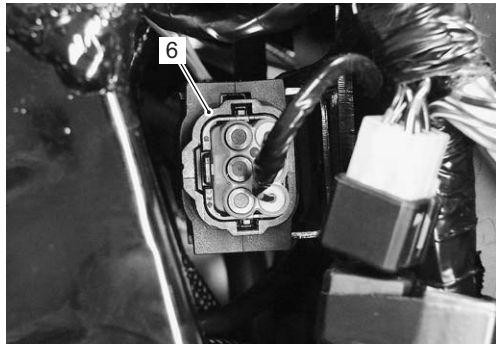
- Remove the ECM (4) and starter relay (5).



I822H11A0021-01

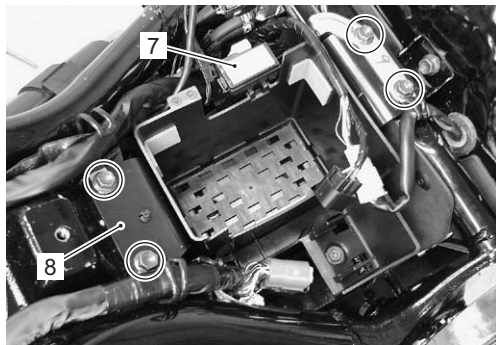
1J-12 Charging System:

- 6) Remove the TO sensor (6).



I822H11A0022-02

- 7) Remove the fuse box (7) and battery holder (8).

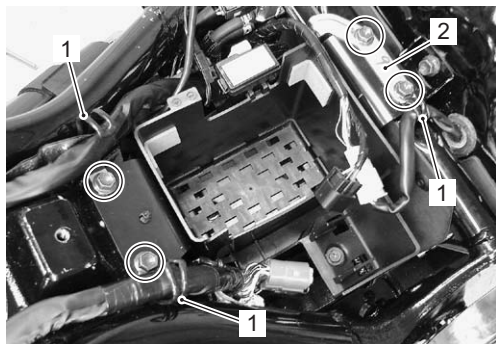


I822H11A0023-02

Installation

Install the battery holder and battery in the reverse order of removal. Pay attention to the following points:

- When installing the battery holder, fit the clamps (1) and bracket (2) (For E-33) to the battery carrier mounting bolts.



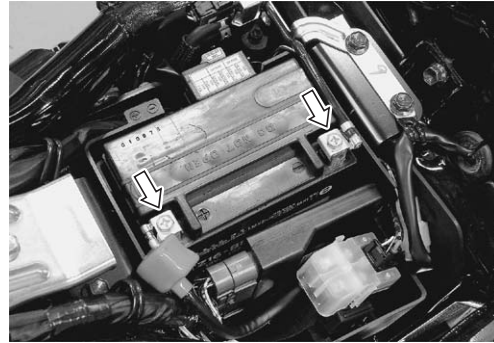
I822H11A0024-01

- Install the battery.

⚠ CAUTION

Never use anything except the specified battery.

- Tighten the battery lead wire mounting bolts securely.



I822H11A0025-01

Battery Visual Inspection

B822H11A06010

Inspect the battery in the following procedures:

- 1) Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Visually inspect the surface of the battery container. If any signs of cracking or electrolyte leakage from the sides of the battery have occurred, replace the battery with a new one. If the battery terminals are found to be coated with rust or an acidic white powdery substance, clean the battery terminals with sandpaper.
- 3) Install the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".

Specifications

Service Data

B822H11A07001

Electrical

⚠ CAUTION

Never use anything except the specified battery.

Unit: mm (in)

Item		Specification	Note
Generator coil resistance		0.2 – 1.5 Ω	
Generator maximum output		Approx. 400 W at 5 000 r/min	
Generator no-load voltage (When engine is cold)		70 V (AC) and more at 5 000 r/min	
Regulated voltage		14.0 – 15.5 V at 5 000 r/min	
Battery	Type designation	FTZ16-BS	
	Capacity	12 V 64.8 kC (18 Ah)/10 HR	

Tightening Torque Specifications

B822H11A07002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Generator stator set bolt	11	1.1	8.0	☞ (Page 1J-6)
Generator lead wire clamp bolt	11	1.1	8.0	☞ (Page 1J-6)
CKP sensor mounting bolt	5.5	0.55	4.0	☞ (Page 1J-6)
Generator rotor bolt	160	16.0	115.5	☞ (Page 1J-6)

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment


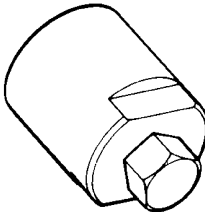
Recommended Service Material

B822H11A08001

Material	SUZUKI recommended product or Specification		Note
Molybdenum oil	MOLYBDENUM OIL SOLUTION	—	☞ (Page 1J-6)
Sealant	SUZUKI BOND No.1215 or equivalent	P/No.: 99000–31110	☞ (Page 1J-7)

Special Tool

B822H11A08002

09900–25008 Multi-circuit tester set ☞ (Page 1J-3) / ☞ (Page 1J-3) / ☞ (Page 1J-4) / ☞ (Page 1J-4) / ☞ (Page 1J-8)		09930–34970 Rotor remover set ☞ (Page 1J-5)	
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Exhaust System

Precautions

Precautions for Exhaust System

B822H11B00001

⚠ WARNING

To avoid the risk of being burned, do not touch the exhaust system when the system is hot. Any service on the exhaust system should be performed when the system is cool.

⚠ CAUTION

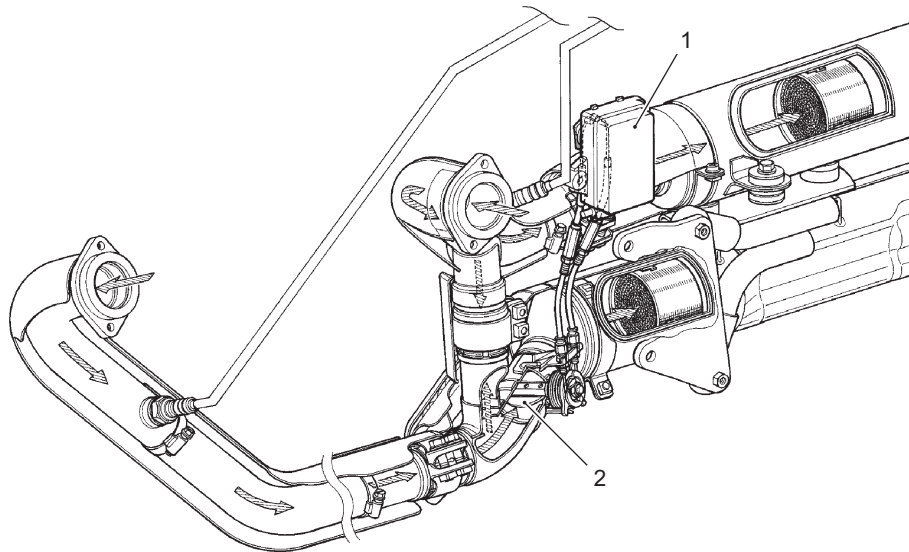
Make sure that the exhaust pipes, muffler joint and muffler have enough clearance from the rubber parts and plastic parts to avoid melting.

General Description

Exhaust Control System Description

B822H11B01001

The exhaust control system (EXCS) consists of the exhaust control valve (EXCV), exhaust control valve actuator (EXCVA) and exhaust control valve cables (EXCV cables). EXCV is installed in the muffler joint. EXCVA is mounted on the main frame. The EXCV is operated by the EXCVA via the cables. This system is designed to improve the engine torque at low engine rpm.



I822H11B0001-01

1. Exhaust control valve actuator (EXCVA)

2. Exhaust control valve (EXCV)

Exhaust Control System Operation

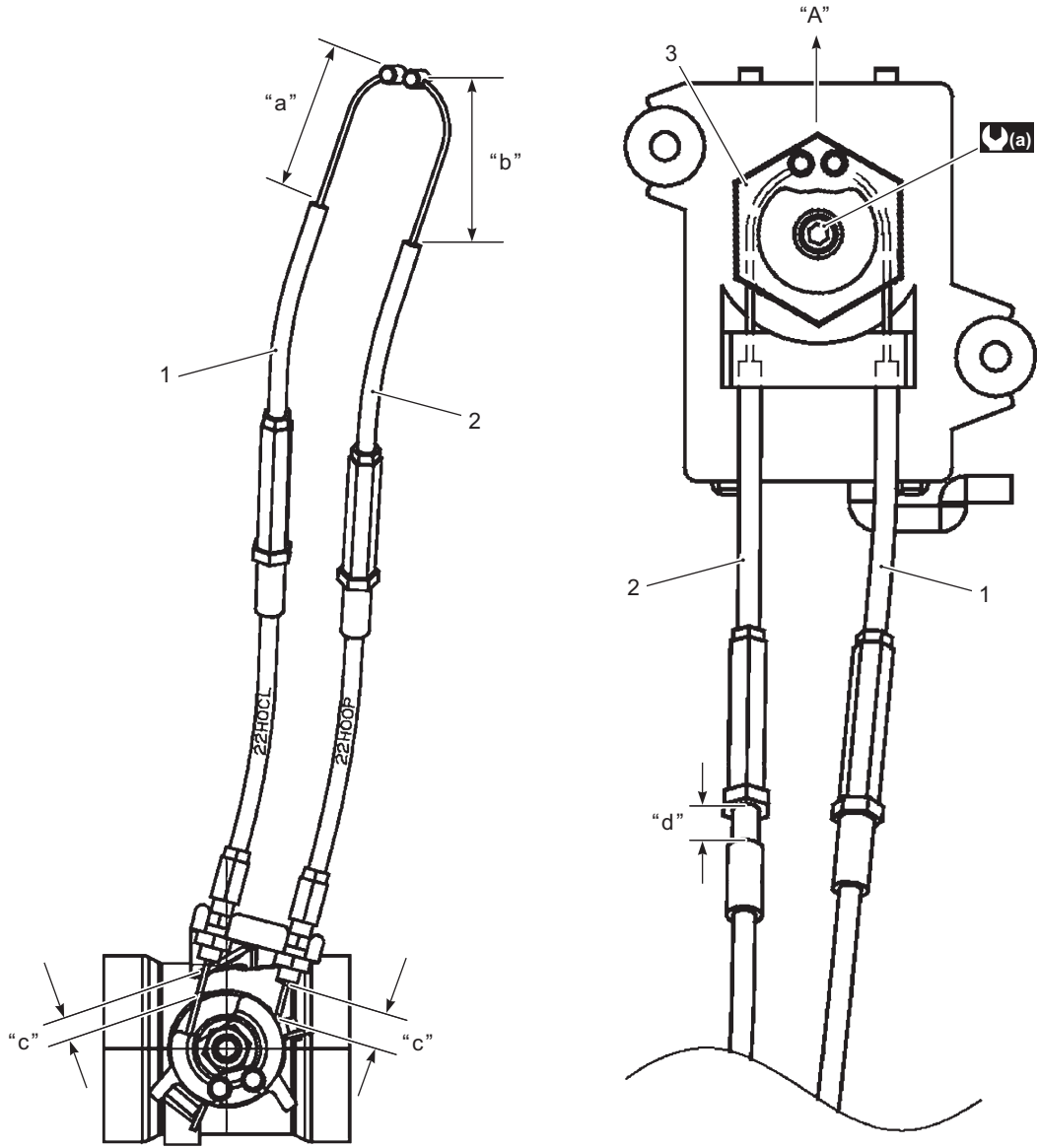
B822H11B01002

The EXCS is operated by the signal supplied from the ECM. The open/close operation of the EXCV is performed by the EXCVA which is controlled by the ECM by changing the current direction of the actuator motor. The position sensor (incorporated in the EXCVA) detects the EXCVA movement by measuring the voltage and then the ECM determines the EXCV opening angle based on the engine rpm, throttle opening angle and gear positions. Every time the ignition switch is turned ON, the EXCVA automatically drives the EXCV and detects full close/open position voltages and sets the EXCV to middle position.

Repair Instructions

Exhaust Control System Construction

B822H11B06013

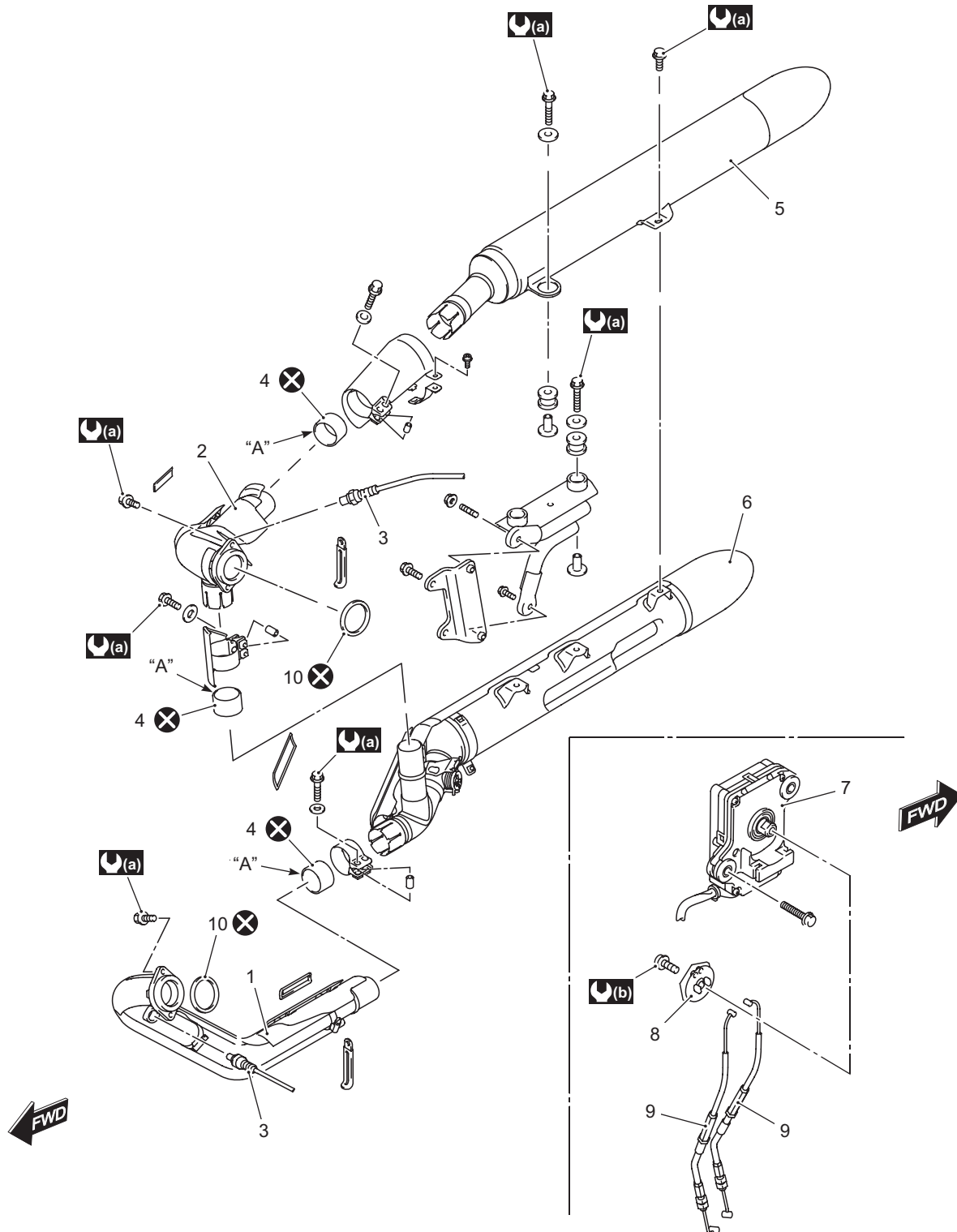


I822H11B0002-02

1. No. 1 EXCV cable	"A": Adjustment position	"c": 4 mm (0.16 in) and more
2. No. 2 EXCV cable	"a": 44 – 45 mm (1.73 – 1.77 in)	"d": 11 – 12 mm (0.43 – 0.47 in)
3. EXCVA pulley	"b": 60 – 61 mm (2.36 – 2.40 in)	(a) : 5 N·m (0.5 kgf·m, 3.5 lb-ft)

Exhaust System Components

B822H11B06001



I822H11B0044-03

1. Front exhaust pipe	5. Rear muffler	9. EXCV cable	(b) : 5 N·m (0.5 kgf·m, 3.5 lb-ft)
2. Rear exhaust pipe	6. Front muffler	10. Gasket	⊗ : Do not reuse.
3. O2 sensor (E-02, 19, 24, 33)	7. EXCVA	"A": Chamfer	
4. Connector	8. EXCVA pulley	(a) : 23 N·m (2.3 kgf·m, 16.5 lb-ft)	

⚠ CAUTION

Replace the gaskets, connectors and O-rings with new ones when reassembling.


EXCVA / EXCV Cable Removal and Installation

B822H11B06008

Removal

- 1) Turn the ignition switch OFF.
- 2) Remove the left frame cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Connect the special tool (Mode select switch) to the dealer mode coupler. Refer to "Self-Diagnostic Procedures in Section 1A (Page 1A-12)".
- 4) After turning the mode select switch ON, turn the ignition switch ON.

Special tool

 (A): 09930-82720 (Mode select switch)

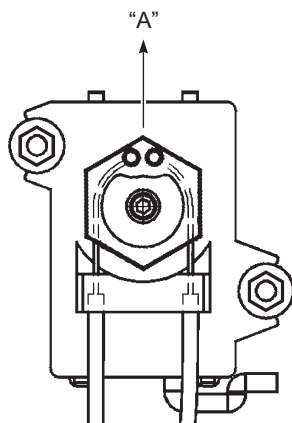


I822H11B0003-01

- 5) Check that the cable slots of the EXCVA pulley comes to the middle (Adjustment position) "A".
- 6) Turn the ignition switch OFF.

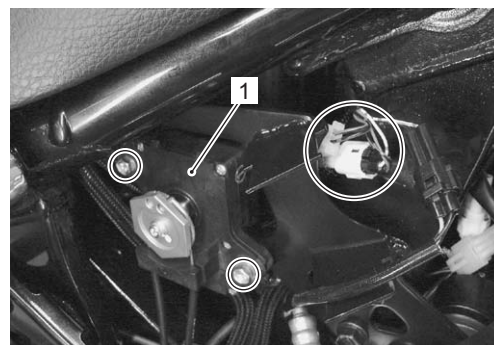
⚠ CAUTION

Before removing the EXCV cables, be sure to set the EXCVA pulley to the adjustment position.



I822H11B0004-02

- 7) Disconnect the couplers and remove the EXCVA (1).

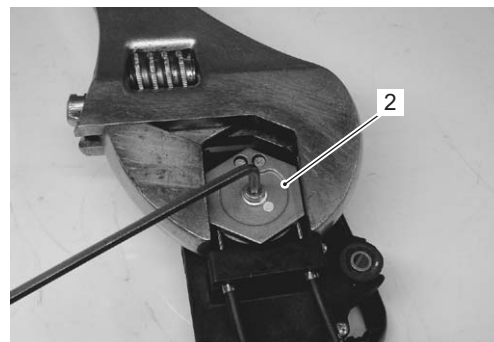


I822H11B0006-01

- 8) Remove exhaust pipe and muffler. Refer to "Exhaust Pipe / Muffler Removal and Installation (Page 1K-9)".
- 9) Hold the EXCVA pulley (2) with an adjustable wrench, and loosen the pulley mounting bolt.

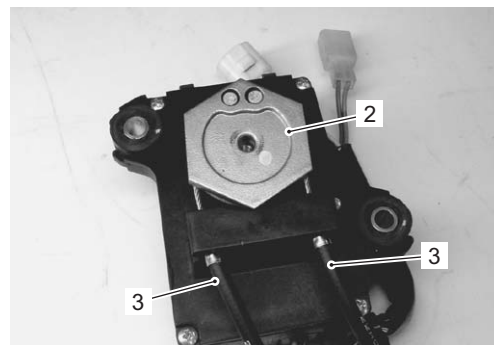
⚠ CAUTION

- When loosening or tightening the pulley bolt, be sure to fix the pulley with an adjustable wrench, or EXCVA may get damaged.
- Do not use the adjustable wrench to turn EXCVA pulley so as not to cause damage to the internal gear of EXCVA.



I822H11B0005-02

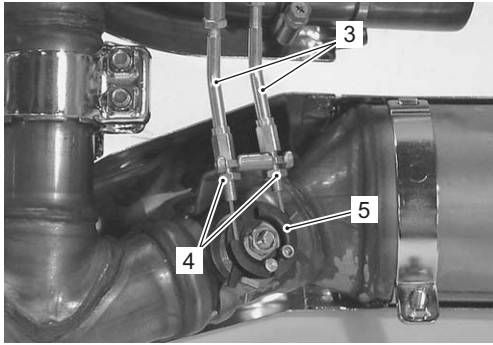
- 10) Disconnect the EXCV cables (3) from the pulley by removing the EXCVA pulley (2).



I822H11B0007-02

1K-5 Exhaust System:

- 11) Remove the EXCV cables (3) by removing the lock-nuts (4).
- 12) Disconnect the EXCV cables (3) from the EXCV pulley (5).



I822H11B0008-03

Installation

⚠ CAUTION

The cable slots of EXCVA pulley must be located adjustment position.

- 1) Connect the EXCV cable No. 1 (22H0CL) (1) and No. 2 (22H0OP) (2) to the EXCV pulley.

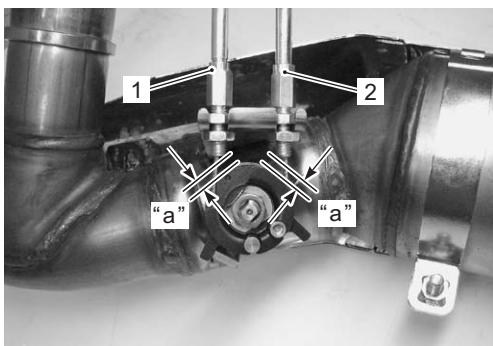
NOTE

The EXCV cables are identified by the letters.

No. 1 cable (1): 22H0CL

No. 2 cable (2): 22H0OP

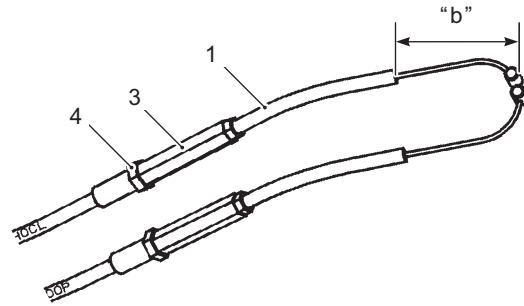
- 2) Adjust the clearance "a" between the adjuster end and EXCV pulley.



I822H11B0009-01

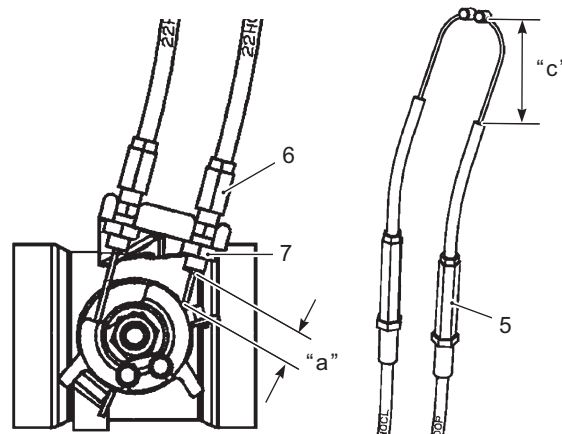
"a": 4 mm (0.16 in) and more

- 3) Adjust the inner cable length "b" of No. 1 cable in 44 – 45 mm (1.73 – 1.77 in) by turning the adjuster (3), then tighten the lock-nuts (4).



I822H11B0010-02

- 4) Make the No. 2 cable straight and turn in the cable adjuster (5) fully.
- 5) Adjust the inner cable length "c" of the No. 2 cable in 60 – 61 mm (2.36 – 2.40 in) by turning the adjuster (6), then tighten the lock-nuts (7).



I822H11B0011-03

- 6) Connect the EXCV cables (1) and (2) to the EXCVA pulley (8).
- 7) Check the EXCVA to adjustment position. Refer to "Exhaust Control System Construction (Page 1K-2)".

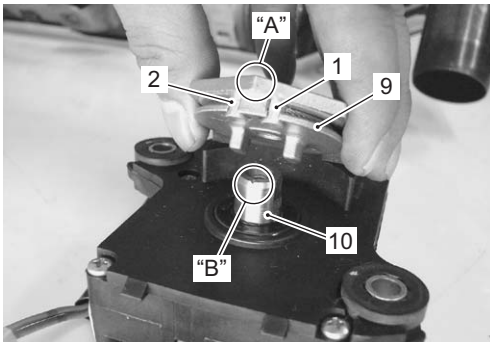
⚠ CAUTION

Do not use the adjustable wrench to turn EXCVA pulley so as not to cause damage to the internal gear of EXCVA.

8) Install the pulley (9) to the shaft (10).

NOTE

Make sure that the shaft's line "A" and cable slots "B" facing upward as shown.



I822H11B0012-01

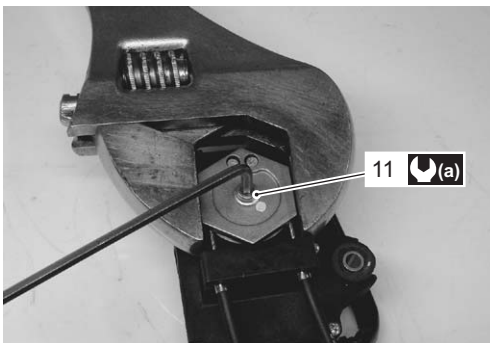
9) Hold the EXCVA pulley with an adjustable wrench, and then tighten the pulley mounting bolt (11) to the specified torque.

Tightening torque

EXCVA pulley mounting bolt (a): 5 N·m (0.5 kgf·m, 3.5 lb·ft)

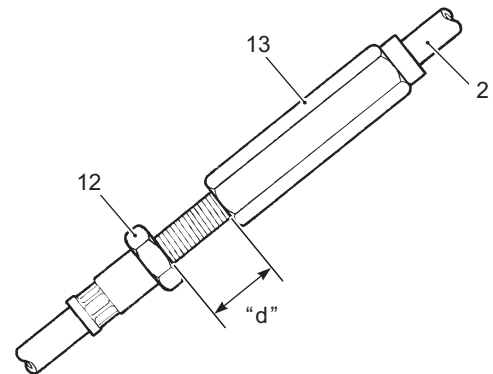
⚠ CAUTION

When loosening or tightening the pulley bolt, be sure to fix the pulley with an adjustable wrench, or EXCVA may get damaged.



I822H11B0013-01

10) After connecting the No. 2 cable (2), loosen the lock-nut (12) and turn the adjuster (13) in or until 11 – 12 mm (0.43 – 0.47 in) of the thread length "d" on the cable adjuster can be provided and tighten the lock-nut (12).

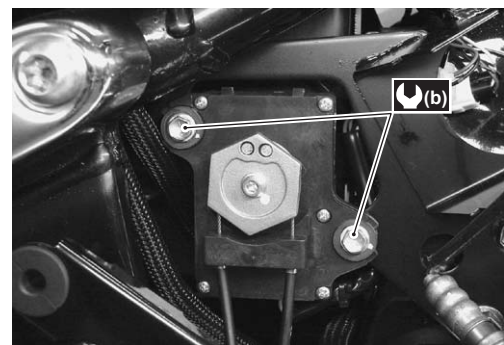


I822H11B0014-01

11) Install the EXCVA.

Tightening torque

EXCV cover bolt (b): 10 N·m (1.0 kgf·m, 7.0 lb·ft)



I822H11B0015-02

12) Install the removed exterior parts.

EXCVA Inspection

B822H11B06010

Refer to "DTC "C46" (P1657-H/L or P1658): EXCV Actuator Circuit Malfunction in Section 1A (Page 1A-91)".

EXCVA Pulley / EXCV Cable Inspection

B822H11B06011

Inspect the EXCVA pulley and EXCV cable in the following procedures:

EXCVA Pulley

- 1) Remove the EXCVA pulley. Refer to "EXCVA / EXCV Cable Removal and Installation (Page 1K-4)".
- 2) Visually inspect the EXCVA pulley for wear and damage. If there is anything unusual, replace the pulley with a new one.



I822H11B0043-01

- 3) Install the pulley and EXCVA. Refer to "EXCVA / EXCV Cable Removal and Installation (Page 1K-4)".

EXCV Cable

- 1) Remove the EXCV cables. Refer to "EXCVA / EXCV Cable Removal and Installation (Page 1K-4)".
- 2) Inspect the cables for wear or bend if it is damaged, replace it with a new one.

NOTE

The EXCV cables are identified by the plated chrome color and shape.



I822H11B0016-01

EXCVA Adjustment

B822H11B06012

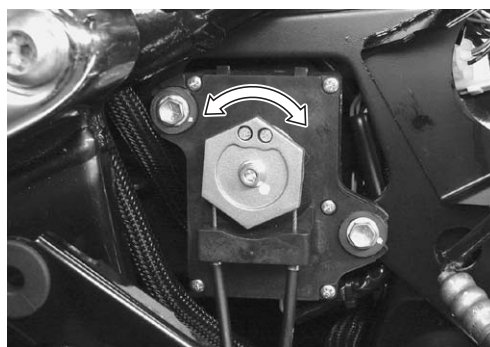
Inspect the EXCVA operation and adjust it if necessary in the following steps:

Step 1

- 1) Set the EXCVA to the adjustment position. Refer to "EXCVA / EXCV Cable Removal and Installation (Page 1K-4)".

Step 2

- 1) Turn the ignition switch OFF.
- 2) Turn the mode select switch OFF.
- 3) Turn the ignition switch ON and check the operation of EXCVA.
(EXCVA operation order: Full close → Full open → Approx. 30% open)



I822H11B0017-01

- 4) Turn the mode select switch ON. If DTC "C46" is not indicated on the LCD display, the adjustment is correctly completed. If "C46" is indicated, repeat the procedures from Step 3 to Step 4.



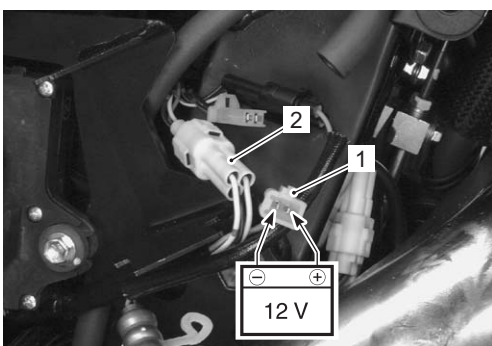
I822H11B0018-02

Step 3

- 1) Turn the ignition switch OFF.
- 2) Disconnect the EXCVA motor coupler (1).
- 3) To set the EXCV to fully closed position, apply 12 V to the terminals as follows:
Positive wire — P wire terminal
Negative wire — Gr wire terminal
- 4) Insert the needle pointed probes into the back side of the EXCVA position sensor coupler (2) ((+) Y – (-) W)

⚠ CAUTION

To prevent the motor damage, stop applying 12 V as soon as EXCV reaches fully closed position.



I822H11B0019-01

- 5) Turn the ignition switch ON.
- 6) Measure the EXCVA position sensor output voltage at fully closed position.

STVA position sensor output voltage

EXCV is fully closed: $0.45 \leq \text{Output voltage} \leq 1.4$ V ((+) Y – (-) W)

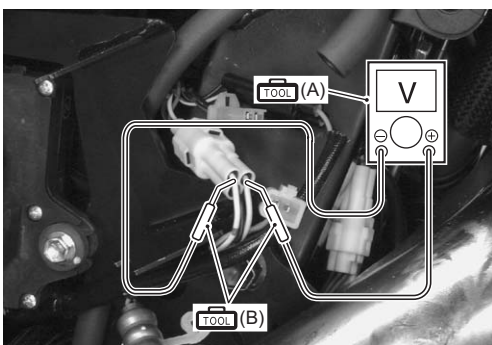
Special tool

TOOL (A): 09900-25008 (Multi-circuit tester set)

TOOL (B): 09900-25009 (Needle pointed probe set)

Tester knob indication:

Voltage (---)



I822H11B0020-01

- 7) If the measured voltage is less than specification, adjust the No. 1 cable adjuster as follows:
 - a) Set the EXCVA to the adjustment position. Refer to "EXCVA / EXCV Cable Removal and Installation (Page 1K-4)".

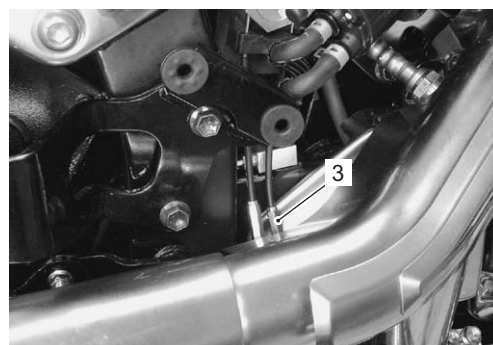
⚠ CAUTION

Adjusting the No. 1 cable with the EXCV fully closed can damage the EXCVA. Be sure to adjust the No. 1 cable with the EXCV set in the adjustment position.

- b) Turn the No. 1 cable adjuster (3) in or out to set the output voltage within the specified value.

NOTE

If C46 code is indicated after adjusting the voltage, increase the voltage to 0.9 V.



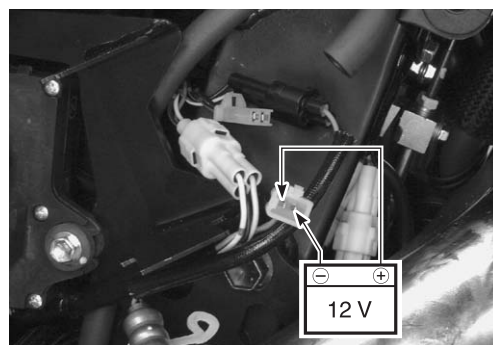
I822H11B0021-01

Step 4

- 1) To set the EXCV to fully opened position, apply 12 V to the terminal oppositely.
Positive wire — Gr wire terminal
Negative wire — P wire terminal

⚠ CAUTION

To prevent the motor damage, stop applying 12 V as soon as the EXCV reaches fully opened position.

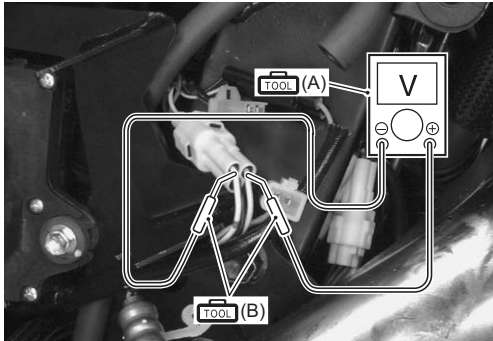


I822H11B0022-02

1K-9 Exhaust System:

- 2) Measure the position sensor output voltage at fully opened position.

EXCVA position sensor output voltage
EXCV is fully opened: $3.6 \leq \text{Output voltage} \leq 4.55$
V ((+) Y – (-) W)



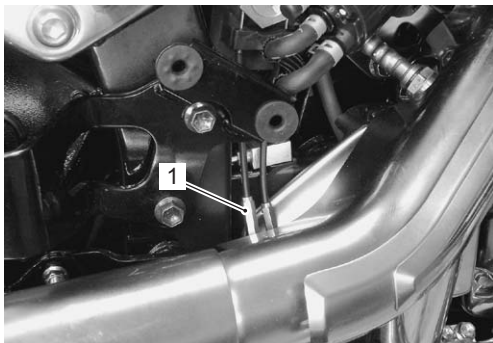
I822H11B0023-01

- 3) If the measured voltage is more than specification, adjust the No. 2 cable adjuster as follows:
 - a) Set the EXCVA to the adjustment position. Refer to “EXCVA / EXCV Cable Removal and Installation (Page 1K-4)”.

⚠ CAUTION

Adjusting the No. 2 cable with the EXCV fully opened can damage the EXCVA. Be sure to adjust the No. 2 cable with the EXCV set in adjustment position.

- b) Turn out the No. 2 cable adjuster (1) in or out to set the output voltage within the specified value.



I822H11B0024-01

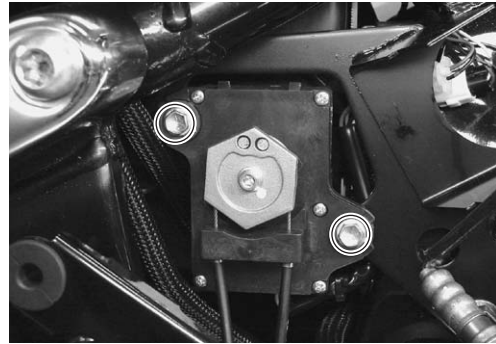
- 4) After adjusting the EXCV cables, perform Step 2 to confirm DTC “46” is not indicated.

Exhaust Pipe / Muffler Removal and Installation

B822H11B06002

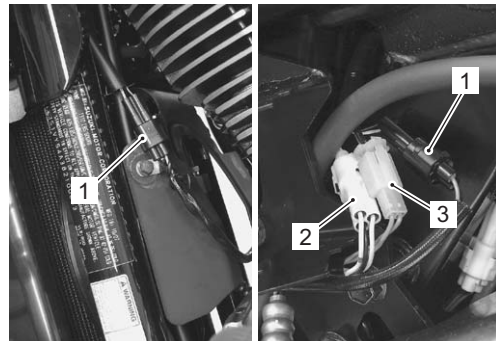
Removal

- 1) Remove the right frame cover and EVAP canister. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)” and “Evaporative Emission Control System Removal and Installation (Only for E-33) in Section 1B (Page 1B-13)”.
- 2) Remove the EXCVA mounting bolts.



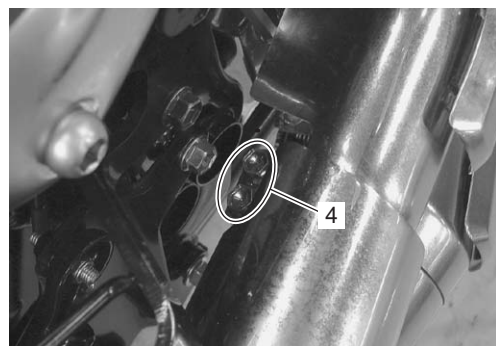
I822H11B0025-01

- 3) Disconnect the O2 sensor lead wire couplers (1), EXCVA position sensor coupler (2) and EXCVA motor coupler (3).



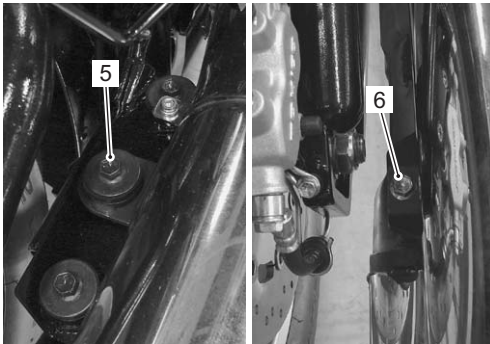
I822H11B0026-01

- 4) Loosen the muffler connecting bolt (4).



I822H11B0027-01

5) Remove the muffler support bolt (5) and joint bolt (6).



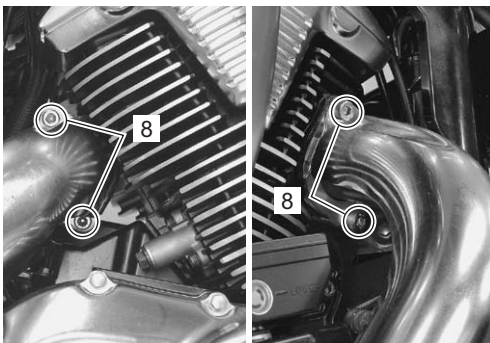
I822H11B0028-01

6) Remove the (rear) muffler (7).



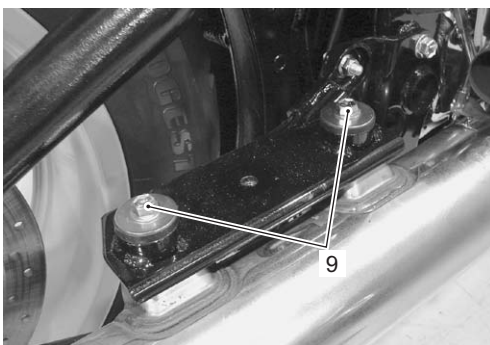
I822H11B0029-02

7) Remove the exhaust pipe bolts (8).



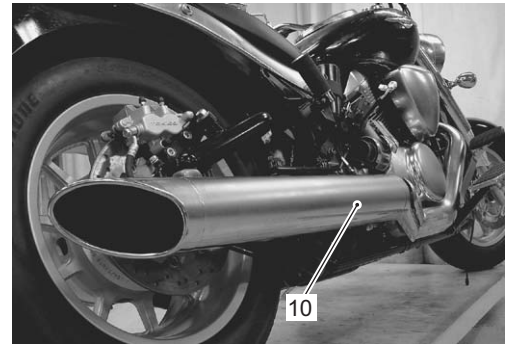
I822H11B0030-03

8) Remove the muffler support bolts (9).



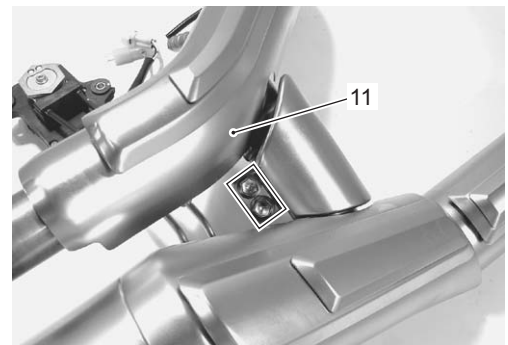
I822H11B0031-02

9) Remove the front muffler (10) along with the front and rear exhaust pipes from the motorcycle.



I822H11B0032-01

10) Remove the rear exhaust pipe (11).



I822H11B0033-01

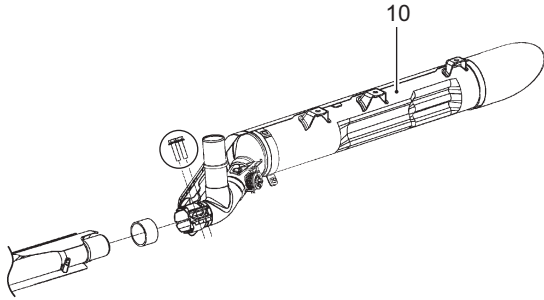
11) Remove the EXCVA (12) by disconnecting EXCV cables.



I822H11B0034-01

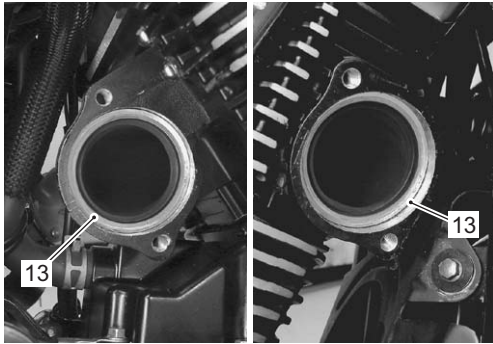
1K-11 Exhaust System:

- 12) Disengage the front muffler (10) and front exhaust pipe.



I822H11B0035-01

- 13) Remove the exhaust pipe gaskets (13).

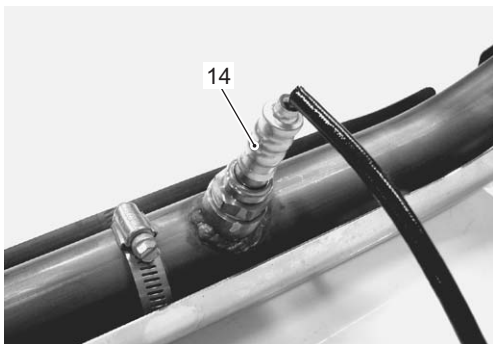


I822H11B0036-01

- 14) Remove the O2 sensor (14). (front and rear)

⚠ CAUTION

- Take care not to expose the O2 sensor to an excessive shock.
- Take care not to twist or damage the O2 sensor lead wire.



I822H11B0037-01

Installation

Installation is in the reverse order of removal. Pay attention to the following points:

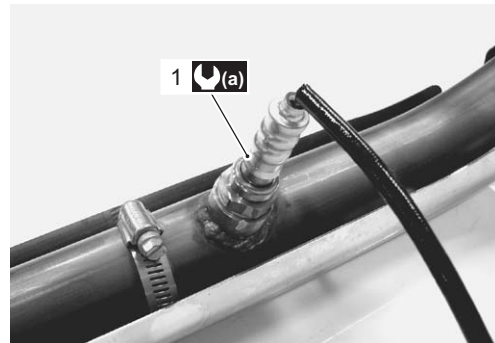
- Tighten the O2 sensor (1) (front and rear) to the specified torque.

Tightening torque

O2 sensor (a): 48 N·m (4.8 kgf-m, 34.5 lb-ft)

⚠ CAUTION

- Take care not to expose the O2 sensor to an excessive shock.
- Take care not to twist or damage the O2 sensor lead wire.
- Do not apply oil or other materials to the sensor air holes.
- Do not use an impact wrench when installing the O2 sensor.



I822H11B0038-01

- Install the exhaust pipe gaskets (2) and connectors (3).

⚠ CAUTION

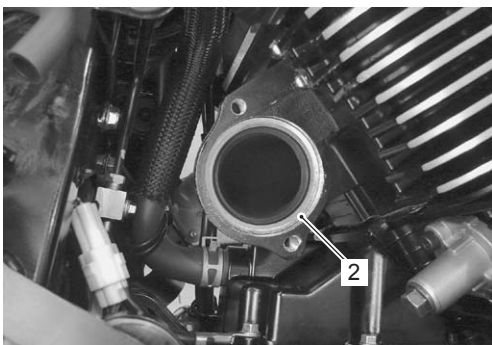
Replace the gaskets and connectors with new ones.

NOTE

When installing new connectors, remove all of the old sealer from the exhaust pipe, muffler joint and muffler. Apply the exhaust gas sealer to both the inside and outside of the new connector.

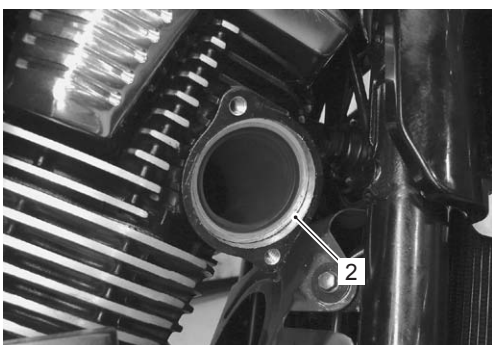
SEAL : Muffler seal (MUFFLER SEAL LOCTITE 5920 (commercially available) or equivalent)

#1 cylinder

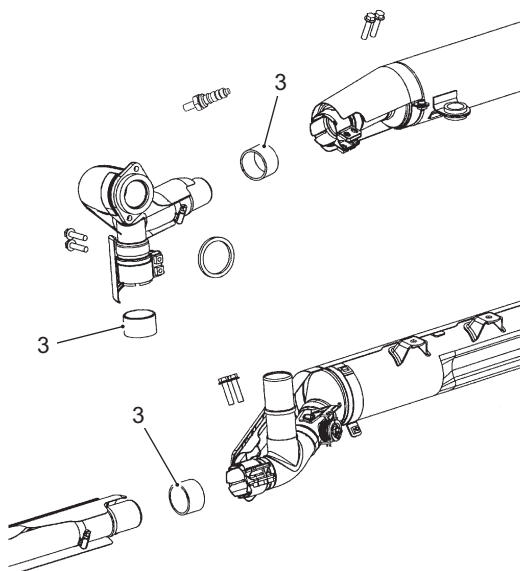


I822H11B0039-02

#2 cylinder



I822H11B0040-02



I822H11B0045-01

- Route the O2 sensor lead wire properly. Refer to “Wiring Harness Routing Diagram in Section 9A (Page 9A-7)”.
- Install EXCV cables and EXCV cover. Refer to “EXCVA / EXCV Cable Removal and Installation (Page 1K-4)”.
- Tighten each bolt to the specified torque. Refer to “Exhaust System Components (Page 1K-3)”.

Exhaust System Inspection

B822H11B06003

Inspect the exhaust pipe connection and muffler connection for exhaust gas leakage and mounting condition. If any defect is found, replace the exhaust pipe assembly or muffler with a new one. Check the exhaust pipe bolts, muffler connecting bolts and muffler mounting bolts are tightened to their specified torque.

Refer to “Exhaust Pipe Bolt and Muffler Bolt Inspection in Section 0B (Page 0B-4)”.

EXCV Inspection

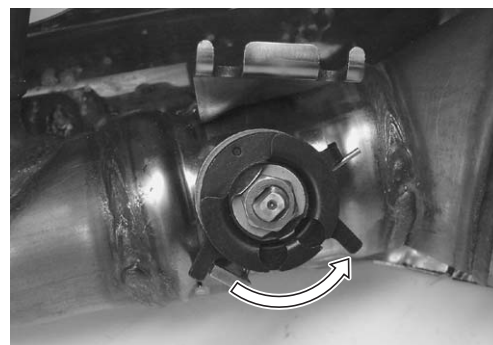
B822H11B06004

Inspect the EXCV in the following procedures:

- 1) Remove the front muffler assembly. Refer to “Exhaust Pipe / Muffler Removal and Installation (Page 1K-9)”.
- 2) Turn the lever and inspect that the EXCV moves smoothly. If it does not moves smoothly, replace the front muffler assembly with a new one.

⚠ CAUTION

- Do not attempt to disassemble the EXCV.
- The EXCV is available only as the front muffler assembly.



I822H11B0042-01

- 3) Decarbonize the EXCV if necessary.
- 4) Install the exhaust pipes and mufflers. Refer to “Exhaust Pipe / Muffler Removal and Installation (Page 1K-9)”.

Specifications

Service Data

B822H11B07001

FI Sensors

Item	Specification		Note
EXCVA position sensor input voltage	4.5 – 5.5 V		
EXCVA position sensor resistance	Approx. 3.1 kΩ		At adjustment position
EXCVA position sensor output voltage	Closed	0.45 – 1.4 V	
	Opened	3.5 – 4.5 V	
O2 sensor output voltage	0.4 V and less at idle speed		E-02, 19, 24, 33
	0.6 V and more at 3 000 r/min		E-02, 19, 24, 33

Tightening Torque Specifications

B822H11B07002

Fastening part	Tightening torque			Note
	N·m	kgf-m	lb-ft	
EXCVA pulley mounting bolt	5	0.5	3.5	☞ (Page 1K-6)
EXCV cover bolt	10	1.0	7.0	☞ (Page 1K-6)
O2 sensor	48	4.8	34.5	☞ (Page 1K-11)

NOTE

The specified tightening torque is also described in the following.

“Exhaust Control System Construction (Page 1K-2)”

“Exhaust System Components (Page 1K-3)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

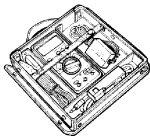
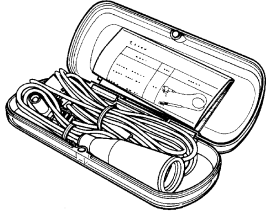

Recommended Service Material

B822H11B08001

Material	SUZUKI recommended product or Specification	Note
Muffler seal	MUFFLER SEAL LOCTITE 5920 (commercially available) or equivalent	☞ (Page 1K-11)

Special Tool

B822H11B08002

09900–25008 Multi-circuit tester set ☞ (Page 1K-8) 	09900–25009 Needle pointed probe set ☞ (Page 1K-8) 
09930–82720 Mode select switch ☞ (Page 1K-4) 	

Section 2

Suspension

CONTENTS

Precautions	2-1	Swingarm Related Parts Inspection	2C-10
Precautions	2-1	Swingarm Bearing Removal and Installation	2C-11
Precautions for Suspension	2-1	Specifications	2C-12
Suspension General Diagnosis	2A-1	Service Data.....	2C-12
Diagnostic Information and Procedures	2A-1	Tightening Torque Specifications.....	2C-12
Suspension and Wheel Symptom Diagnosis	2A-1	Special Tools and Equipment	2C-13
Front Suspension	2B-1	Recommended Service Material	2C-13
Repair Instructions	2B-1	Special Tool	2C-13
Front Fork Components	2B-1	Wheels and Tires	2D-1
Front Fork Removal and Installation	2B-2	Precautions	2D-1
Front Fork Inspection	2B-3	Precautions for Wheel and Tire.....	2D-1
Front Fork Disassembly and Assembly.....	2B-3	Repair Instructions	2D-2
Front Fork Inspection	2B-8	Front Wheel Components	2D-2
Front Fork Parts Inspection.....	2B-8	Front Wheel Assembly Construction	2D-3
Specifications	2B-9	Front Wheel Assembly Removal and	
Service Data	2B-9	Installation	2D-4
Tightening Torque Specifications.....	2B-9	Front Wheel Related Parts Inspection	2D-6
Special Tools and Equipment	2B-10	Front Wheel Dust Seal / Bearing Removal	
Recommended Service Material	2B-10	and Installation	2D-7
Special Tool	2B-10	Rear Wheel Components.....	2D-9
Rear Suspension	2C-1	Rear Wheel Assembly Construction	2D-10
Repair Instructions	2C-1	Rear Wheel Assembly Removal and	
Rear Suspension Components	2C-1	Installation	2D-11
Rear Suspension Assembly Construction.....	2C-2	Rear Wheel Related Parts Inspection	2D-12
Rear Shock Absorber Removal and		Rear Wheel Dust Seal / Bearing Removal and	
Installation	2C-3	Installation	2D-14
Rear Suspension Inspection	2C-3	Tire Removal and Installation.....	2D-15
Rear Shock Absorber Inspection	2C-4	Wheel / Tire / Air Valve Inspection and	
Rear Suspension Adjustment	2C-4	Cleaning	2D-17
Rear Shock Absorber Disposal.....	2C-4	Air Valve Removal and Installation	2D-17
Swingarm / Cushion Lever Removal and		Wheel Balance Check and Adjustment.....	2D-18
Installation	2C-5	Specifications	2D-19
Cushion Lever / Cushion Rod Inspection.....	2C-7	Service Data.....	2D-19
Cushion Lever / Cushion Rod Bearing		Tightening Torque Specifications.....	2D-19
Removal and Installation.....	2C-8	Special Tools and Equipment	2D-20
		Recommended Service Material	2D-20
		Special Tool	2D-20

Precautions

Precautions

Precautions for Suspension

B822H1200001

Refer to "General Precautions in Section 00 (Page 00-1)".

⚠ WARNING

All suspensions, bolts and nuts are an important part in that it could affect the performance of vital parts. They must be tightened to the specified torque periodically and if the suspension effect is lost, replace it with a new one.

⚠ CAUTION

Never attempt to heat, quench or straighten any suspension part. Replace it with a new one, or damage to the part may result.

Suspension General Diagnosis

Diagnostic Information and Procedures

Suspension and Wheel Symptom Diagnosis

B822H12104001

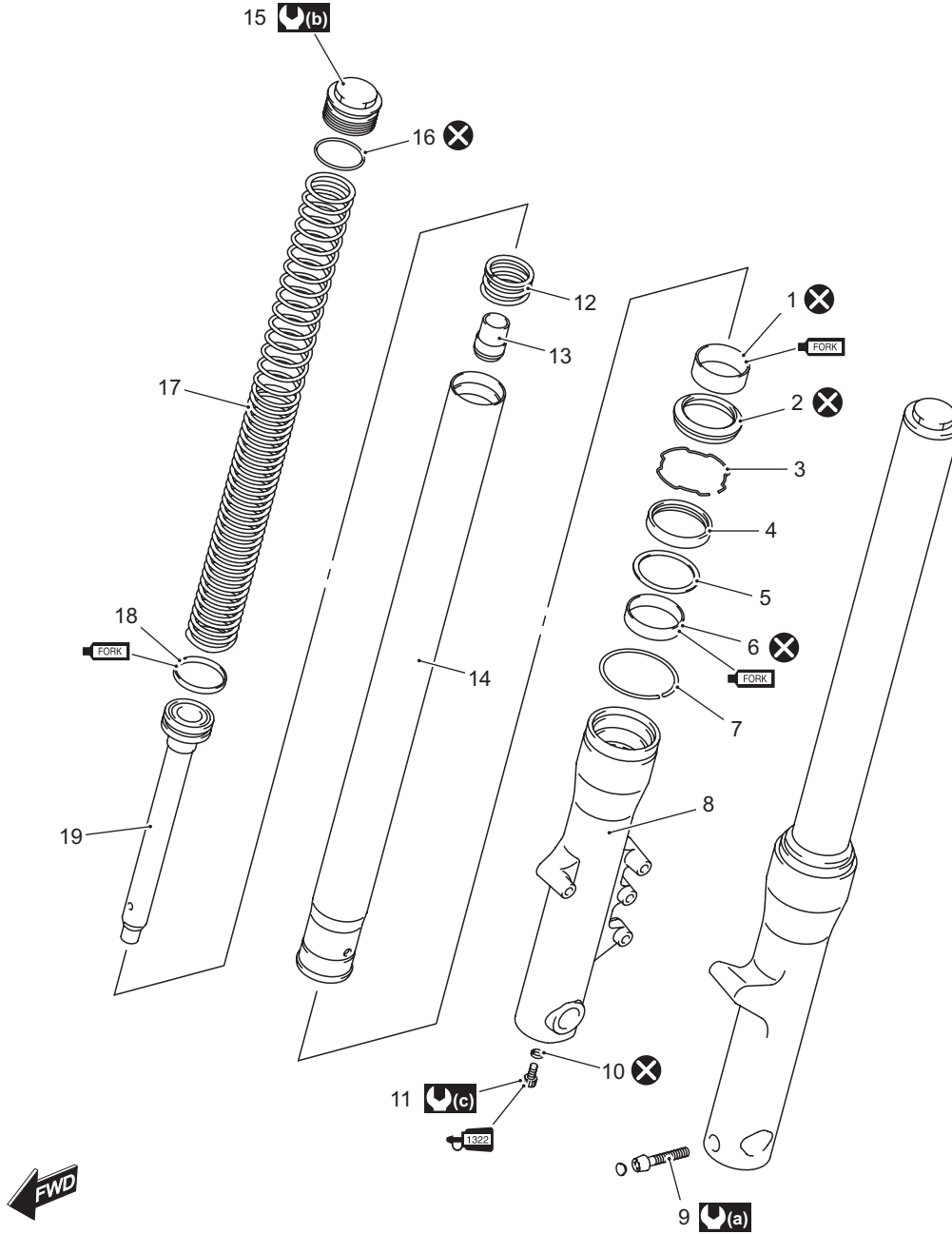
Condition	Possible cause	Correction / Reference Item
Wobbly front wheel	Distorted wheel rim.	<i>Replace.</i>
	Worn front wheel bearings.	<i>Replace.</i>
	Defective or incorrect tire.	<i>Replace.</i>
	Loose front axle.	<i>Tighten.</i>
	Loose front axle pinch bolt.	<i>Tighten.</i>
	Incorrect fork oil level.	<i>Adjust.</i>
Front suspension too soft	Weak spring.	<i>Replace.</i>
	Insufficient fork oil.	<i>Check level and add.</i>
	Wrong weight fork oil.	<i>Replace.</i>
Front suspension too stiff	Excessively viscous fork oil.	<i>Replace.</i>
	Excessive fork oil.	<i>Check level and drain.</i>
	Bent front axle.	<i>Replace.</i>
Front suspension too noisy	Insufficient fork oil.	<i>Check level and add.</i>
	Loose front suspension fastener.	<i>Tighten.</i>
Wobbly rear wheel	Distorted wheel rim.	<i>Replace.</i>
	Worn rear wheel bearing.	<i>Replace.</i>
	Defective or incorrect tire.	<i>Replace.</i>
	Worn swingarm bearing.	<i>Replace.</i>
	Worn rear suspension bearing.	<i>Replace.</i>
	Loose rear suspension fastener.	<i>Tighten.</i>
Rear suspension too soft	Weak rear shock absorber spring.	<i>Replace.</i>
	Rear shock absorber leaks oil.	<i>Replace.</i>
	Improperly suspension setting.	<i>Adjust.</i>
Rear suspension too stiff	Improper suspension setting.	<i>Adjust.</i>
	Bent rear shock absorber shaft.	<i>Replace.</i>
	Bent swingarm pivot shaft.	<i>Replace.</i>
	Worn swingarm and rear suspension related bearings.	<i>Replace.</i>
Rear suspension too noisy	Loose rear suspension fastener.	<i>Tighten.</i>
	Worn swingarm bearing.	<i>Replace.</i>

Front Suspension

Repair Instructions

Front Fork Components

B822H12206001



I822H1220027-02

1. Inner tube metal	10. Gasket	19. Damper rod
2. Dust seal	11. Damper rod bolt	: 33 N·m (3.3 kgf·m, 24.0 lb·ft)
3. Oil seal stopper ring	12. Rebound spring	: 55 N·m (5.5 kgf·m, 40.0 lb·ft)
4. Oil seal	13. Oil lock piece	: 20 N·m (2.0 kgf·m, 14.5 lb·ft)
5. Oil seal retainer	14. Inner tube	: Apply thread lock to the thread part.
6. Outer tube metal	15. Front fork cap bolt	: Apply fork oil.
7. Case guide	16. O-ring	: Do not reuse.
8. Outer tube	17. Spring	
9. Front axle pinch bolt	18. Ring	

Front Fork Removal and Installation

B822H12206002

NOTE

The right and left front forks are installed symmetrically and therefore the removal procedure for one side is the same as that for the other side.

Removal

- 1) Remove the front wheel assembly. Refer to "Front Wheel Assembly Removal and Installation in Section 2D (Page 2D-4)".

⚠ CAUTION

- Make sure that the motorcycle is supported securely.
- Do not operate the brake lever and brake pedal with the front wheel removed.

- 2) Loosen the front fork upper clamp bolt (1).

NOTE

Slightly loosen the front fork cap bolt (2) to facilitate later disassembly.



I822H1220001-01

- 3) Loosen the front fork lower clamp bolts (3) and remove the front fork.

NOTE

Hold the front fork by the hand to prevent sliding out of the steering stem.



I822H1220002-01

Installation

- 1) Set the front fork to the front fork lower bracket temporarily by tightening the lower clamp bolts (1).



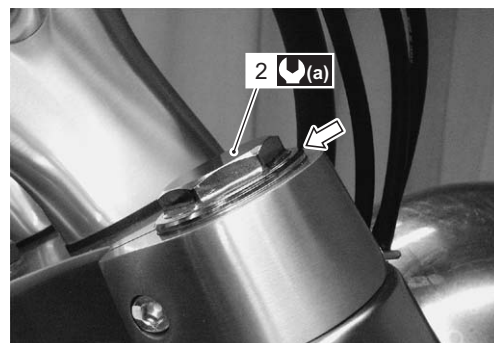
I822H1220003-01

- 2) Tighten the front fork cap bolt (2) to the specified torque.

Tightening torque

Front fork cap bolt (a): 55 N·m (5.5 kgf·m, 40.0 lb-ft)

- 3) Loosen the lower clamp bolts and set the top end of the inner tube to the upper surface of the steering stem upper bracket.



I822H1220004-01

- 4) Tighten the front fork lower clamp bolts (1).

Tightening torque

Front fork lower clamp bolt (b): 23 N·m (2.3 kgf·m, 16.5 lb-ft)



I822H1220005-01

2B-3 Front Suspension:

- 5) Tighten the front fork upper fork clamp bolt (3).

Tightening torque

Front fork upper clamp bolt (c): 23 N·m (2.3 kgf-m, 16.5 lb-ft)



I822H1220006-01

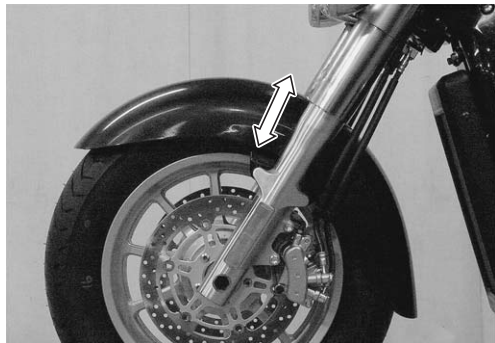
- 6) Install the front wheel assembly. Refer to "Front Wheel Assembly Removal and Installation in Section 2D (Page 2D-4)".

NOTE

Before tightening the front axle and front axle pinch bolt, move the front fork up and down four or five times.

⚠ WARNING

After remounting the brake caliper, pump the brake lever until the pistons push the pads correctly.



I822H1220007-01

Front Fork Inspection

B822H12206003

Refer to "Front Fork Inspection in Section 0B (Page 0B-22)".

Front Fork Disassembly and Assembly

B822H12206005

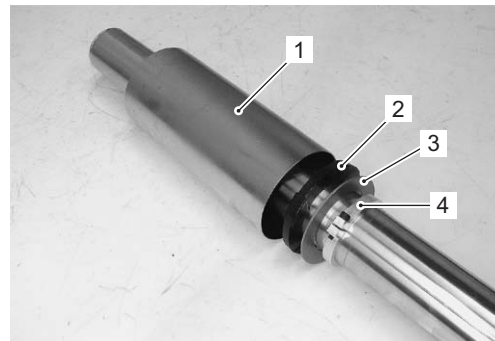
Refer to "Front Fork Removal and Installation (Page 2B-2)".

NOTE

The right and left front forks are installed symmetrically and therefore the disassembly procedure for one side is the same as that for the other side.

Disassembly

- 1) Remove the front fork cover (1), rubber seat (2), washer (3) and spacer (4).



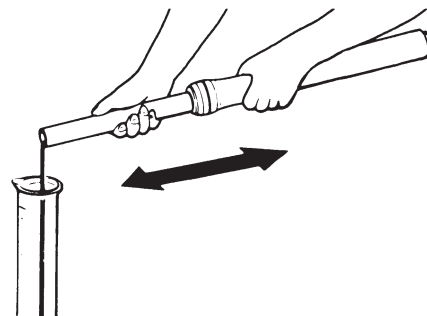
I822H1220008-01

- 2) Remove the front fork cap bolt (5) and spring (6) from the inner tube.



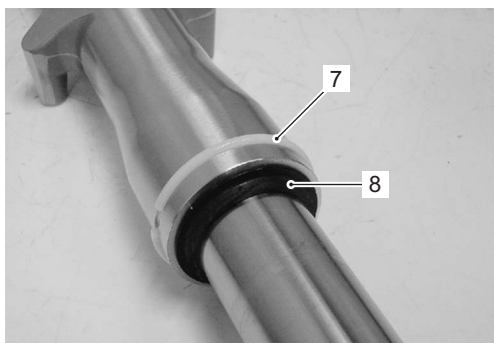
I822H1220009-01

- 3) Invert the fork and stroke it several times to drain out fork oil.
- 4) Hold the fork inverted for a few minutes to drain oil.



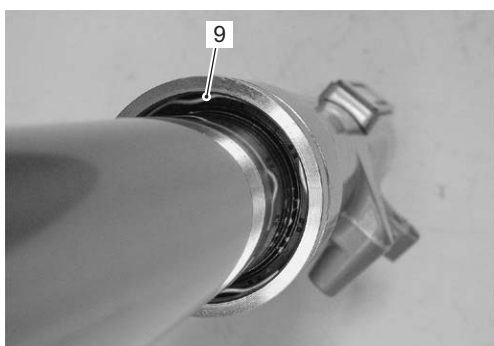
I649G1220012-02

5) Remove the case guide (7) and dust seal (8).



I822H1220010-05

6) Remove the oil seal stopper ring (9).



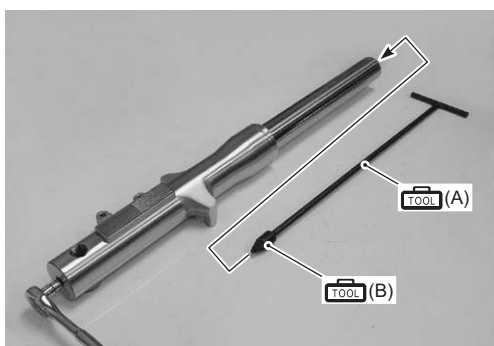
I822H1220011-01

7) Remove the damper rod bolt using the special tools.

Special tool

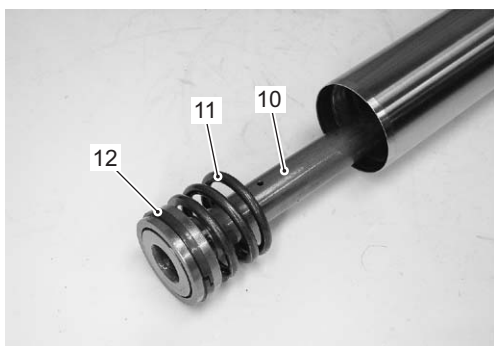
(A): 09940-34520 (T handle)

(B): 09940-34531 (Attachment A)



I822H1220012-01

8) Remove the damper rod (10), rebound spring (11) and ring (12).



I822H1220013-01

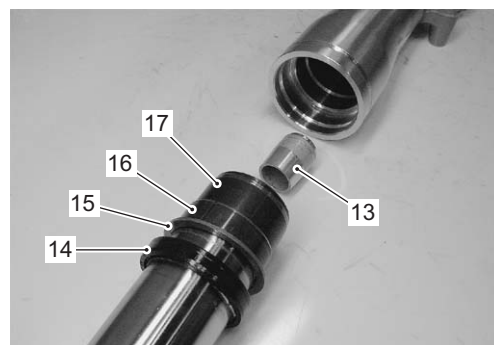
9) Remove the oil seal by pulling out the inner tube.



I822H1220014-01

10) Remove the following parts.

- Oil lock piece (13)
- Oil seal (14)
- Oil seal retainer (15)
- Outer tube slide metal (16)
- Inner tube slide metal (17)



I822H1220015-03

Assembly

Assemble the front fork in the reverse order of disassembly. Pay attention to the following points:

⚠ CAUTION

- **Thoroughly wash all the component parts being assembled. Insufficient washing can result in oil leakage or premature wear of the parts.**
- **When reassembling the front fork, use new fork oil.**
- **Use the specified fork oil for the front fork.**
- **When reassembling, replace the slide metal, guide metal, oil seal, dust seal and cylinder bolt gasket with the new ones.**
- **Use care not to cause damage to the slide metal surfaces since the surfaces are teflon coated.**

2B-5 Front Suspension:

Inner tube

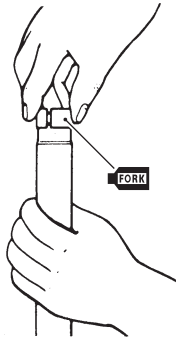
- Hold the inner tube vertically, clean the metal groove and install the inner tube slide metal by hand.

CAUTION

Do not damage the Teflon coated surface of the inner tube's slide metal when mounting it.

- Apply fork oil to the inner tube slide metal.

FORK : Fork Oil 99000-99044-10G (SUZUKI FORK OIL G-10 or equivalent)



I649G1220021-02

- Install the following parts onto the inner tube.
 - Outer tube slide metal (1)
 - Oil seal retainer (2)
 - Oil seal (3)

CAUTION

When installing the oil seal to the inner tube, be careful not to damage the oil seal lip.

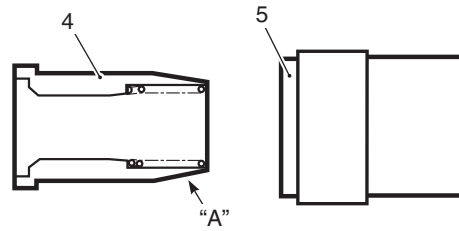
- Apply fork oil to the outer slide metal and oil seal lip.

FORK : Fork Oil 99000-99044-10G (SUZUKI FORK OIL G-10 or equivalent)



I822H1220016-01

- When installing the oil lock piece (4), insert the tapered end "A" of the oil lock piece into the inner tube (5).



I717H1220023-01

- Install the inner tube into the outer tube with care not to drop the oil lock piece out.

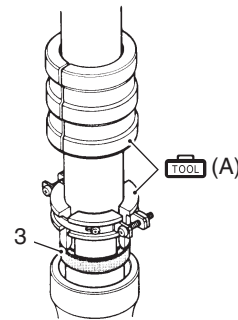
NOTE

After installing the inner tube into the outer tube, keep the oil lock piece into the inner tube by compressing the front fork fully.

- Install the oil seal (3) into the outer tube using the special tool.

Special tool

TOOL (A) : 09940-52861 (Front fork oil seal installer)



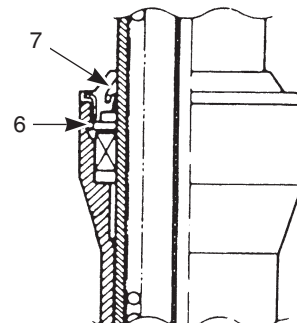
I717H1220024-01

- Install the oil seal stopper ring (6).

CAUTION

Make sure that the oil seal stopper ring is fitted securely.

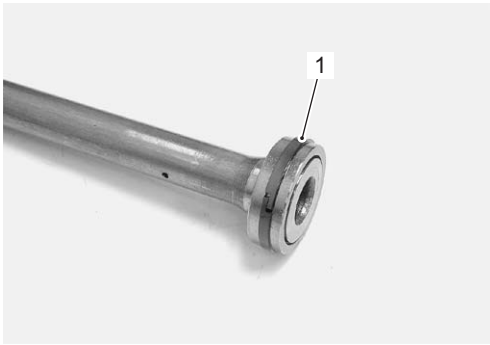
- Install the dust seal (7).



I717H1220025-01

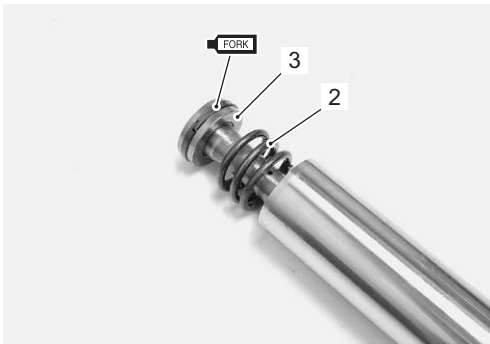
Cylinder bolt

- Install the ring (1) to the damper rod.



I822H1220017-01

- Install the rebound spring (2) to the damper rod (3).
- Apply fork oil to the damper rod ring.
 - **FORK** : Fork Oil 99000-99044-10G (SUZUKI FORK OIL G-10 or equivalent)
- Insert the damper rod (3) into the inner tube.



I822H1220018-01

- Apply thread lock to the damper rod bolt (4) and tighten it to the specified torque with a 6 mm hexagon wrench and special tools.

⚠ CAUTION

Use a new damper rod bolt gasket to prevent oil leakage.

NOTE

Check the front fork for smoothness by stroking it after installing the cylinder.

Special tool

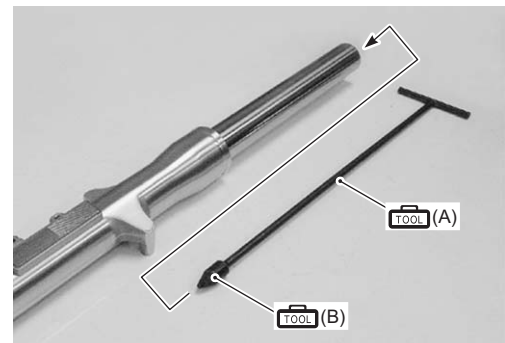
🛠️ (A): 09940-34520 (T handle)

🛠️ (B): 09940-34531 (Attachment A)

🔩 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

Tightening torque

Front fork damper rod bolt (a): 20 N·m (2.0 kgf-m, 14.5 lb-ft)



I822H1220019-02



I822H1220026-02

2B-7 Front Suspension:

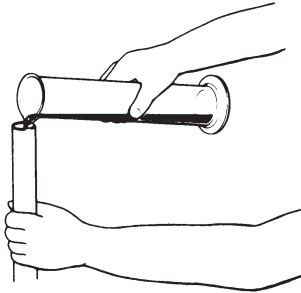
Fork oil

- Place the front fork vertically without spring.
- Compress it fully.
- Pour specified front fork oil to the inner tube.

FORK : Fork Oil 99000-99044-10G (SUZUKI FORK OIL G-10 or equivalent)

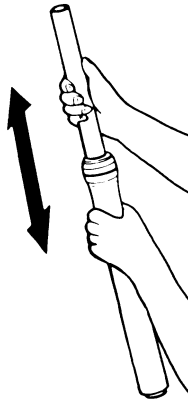
Capacity (each leg)

686 ml (23.2/24.2 US/Imp oz)



I649G1220026-02

- Move the inner tube up and down several strokes until bubbles do not come out from the oil.



I717H1220029-01

- Hold the front fork vertically and adjust fork oil level with the special tool.

NOTE

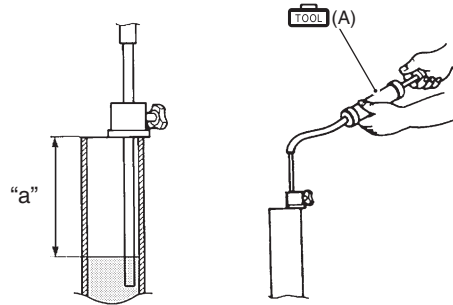
When adjusting the fork oil level, remove the fork spring and compress the inner tube fully.

Special tool

TOOL (A): 09943-74111 (Fork oil level gauge)

Fork oil level "a"

179 mm (7.0 in)



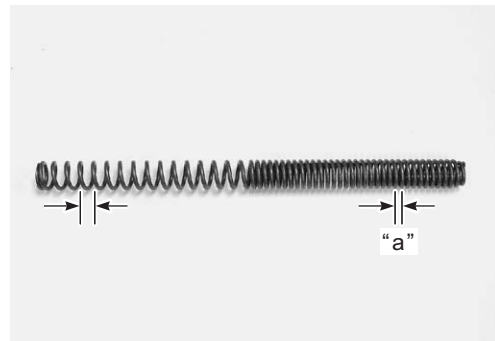
I705H1220021-01

Fork spring

- Install the fork spring as shown in the figure.

NOTE

The smaller pitch "a" should face to the bottom side of the front fork.



I822H1220020-01

Front fork cap bolt

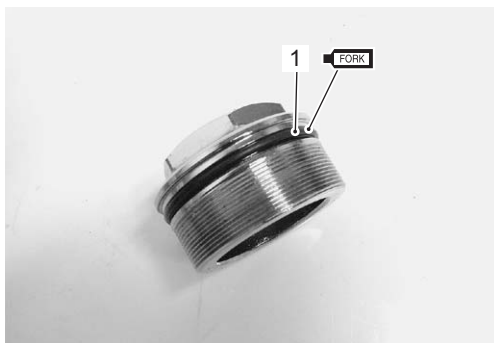
- Apply fork oil lightly to the O-ring (1).

CAUTION

Use a new O-ring (1) to prevent oil leakage.

FORK: Fork Oil 99000-99044-10G (SUZUKI FORK OIL G-10 or equivalent)

- Install the front fork cap bolt to the inner tube temporarily.



I822H1220021-01

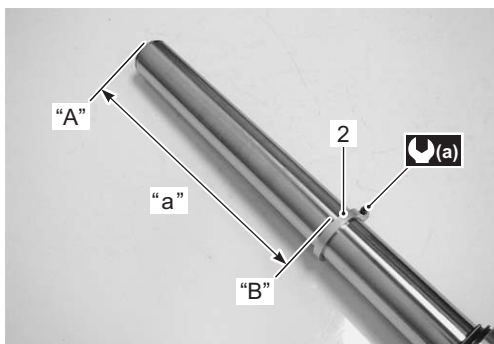
- Install the spacer (2) and tighten the bolt to the specified torque.

Tightening torque

Spacer clamp bolt (a): 4.2 N·m (0.42 kgf-m, 3.0 lb-ft)

NOTE

Fit the clamp (2) from end surface "A" of the inner tube at position "B".



I822H1220022-02

"a": 315.3 mm (12.4 in)

Front Fork Inspection

B822H12206007

Refer to "Front Fork Inspection in Section 0B (Page 0B-22)".

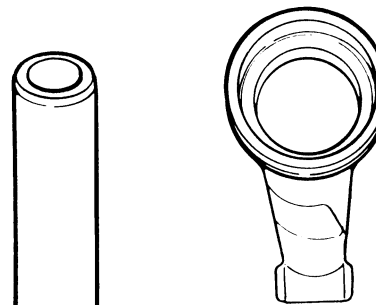
Front Fork Parts Inspection

B822H12206006

Refer to "Front Fork Disassembly and Assembly (Page 2B-3)".

Inner and Outer Tubes

Inspect the inner tube sliding surface and outer tube sliding surface for scuffing.



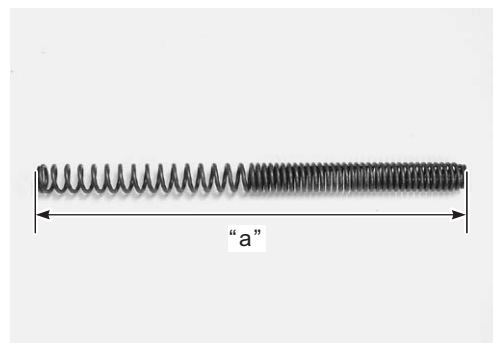
I822H1220025-01

Fork Spring

Measure the fork spring free length. If it is shorter than the service limit, replace it with a new one.

Front fork spring free length "a"

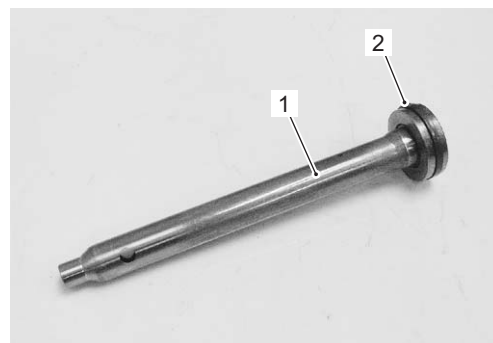
Service limit: 604 mm (23.8 in)



I822H1220023-01

Damper rod

Inspect the damper rod (1) and damper rod ring (2) for wear or damage. If any defects are found, replace the damper rod or damper rod ring with a new one.



I822H1220024-01

Specifications

Service Data

B822H12207001

Suspension

Unit: mm (in)

Item	Standard	Limit
Front fork stroke	130 (5.1)	—
Front fork spring free length	616.9 (24.3)	604 (23.8)
Front fork inner tube O.D.	49 (1.9)	—
Front fork oil level (Without spring, inner tube fully compressed)	179 (7.0)	—
Front fork oil type	SUZUKI FORK OIL G-10 or an equivalent fork oil	—
Front fork oil capacity (Each leg)	686 ml (23.2/24.2 US/Imp oz)	—

Tightening Torque Specifications

B822H12207002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Front fork cap bolt	55	5.5	40.0	☞ (Page 2B-2)
Front fork lower clamp bolt	23	2.3	16.5	☞ (Page 2B-2)
Front fork upper clamp bolt	23	2.3	16.5	☞ (Page 2B-3)
Front fork damper rod bolt	20	2.0	14.5	☞ (Page 2B-6)
Spacer clamp bolt	4.2	0.42	3.0	☞ (Page 2B-8)

NOTE

The specified tightening torque is also described in the following.
 “Front Fork Components (Page 2B-1)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H12208001

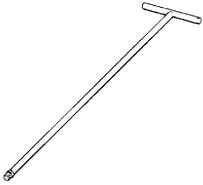
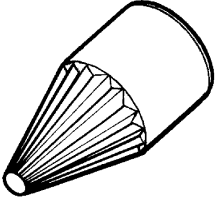
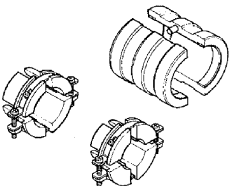
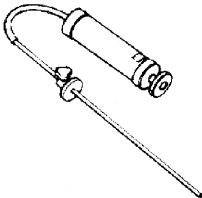
Material	SUZUKI recommended product or Specification		Note
Fork Oil	SUZUKI FORK OIL G-10 or equivalent	P/No.: 99000-99044-10G	☞ (Page 2B-5) / ☞ (Page 2B-5) / ☞ (Page 2B-6) / ☞ (Page 2B-7) / ☞ (Page 2B-8)
Thread lock cement	THREAD LOCK CEMENT SUPER 1322 or equivalent	P/No.: 99000-32110	☞ (Page 2B-6)

NOTE

Required service material is also described in the following.
 “Front Fork Components (Page 2B-1)”

Special Tool

B822H12208002

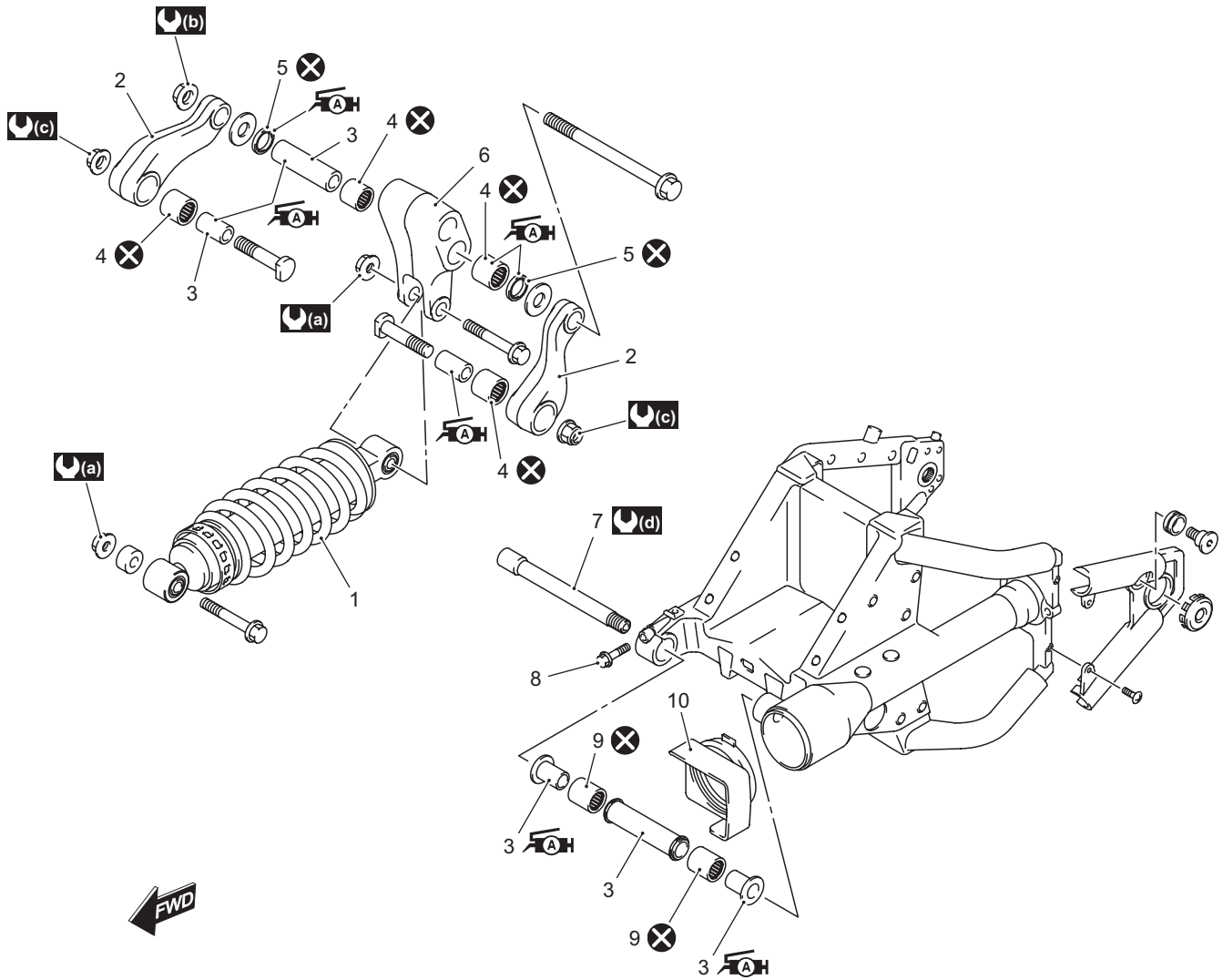
09940-34520 T handle ☞ (Page 2B-4) / ☞ (Page 2B-6)		09940-34531 Attachment A ☞ (Page 2B-4) / ☞ (Page 2B-6)	
09940-52861 Front fork oil seal installer ☞ (Page 2B-5)		09943-74111 Fork oil level gauge ☞ (Page 2B-7)	

Rear Suspension

Repair Instructions

Rear Suspension Components

B822H12306001

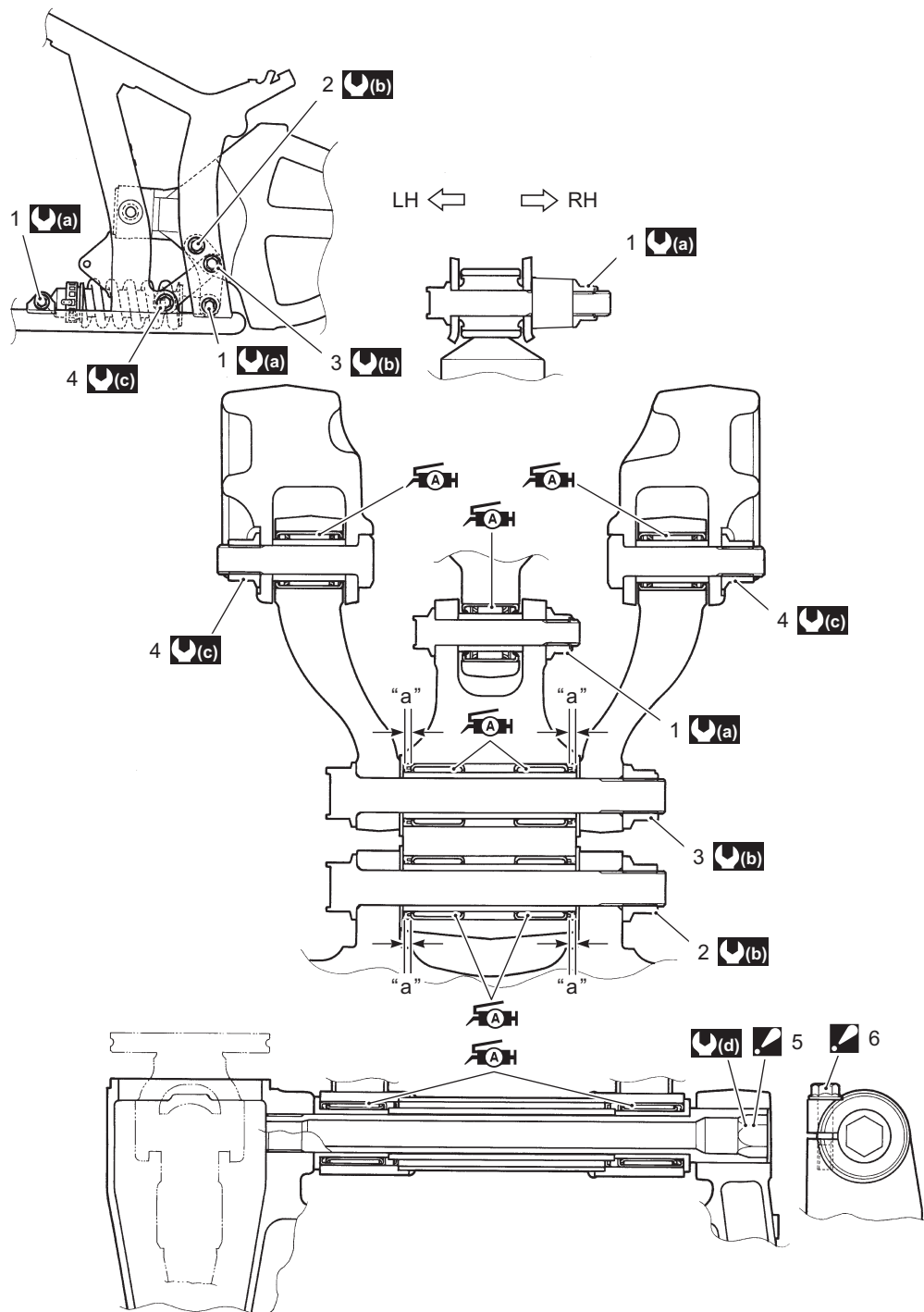


I822H1230042-03

1. Rear shock absorber	7. Swingarm pivot shaft	(c) : 110 N-m (11.0 kgf-m, 79.5 lb-ft)
2. Rear cushion rod	8. Swingarm pivot shaft pivot bolt	(d) : 100 N-m (10.0 kgf-m, 72.5 lb-ft)
3. Spacer	9. Swingarm pivot bearing	AH : Apply grease to the bearing.
4. Rear cushion lever bearing	10. Boot	X : Do not reuse.
5. Dust seal	(a) : 65 N-m (6.5 kgf-m, 47.0 lb-ft)	
6. Rear cushion lever	(b) : 132 N-m (13.2 kgf-m, 95.5 lb-ft)	

Rear Suspension Assembly Construction

B822H12306002



I822H1230038-05

1. Rear shock absorber nut	5. Swingarm pivot shaft : Tighten (5) first, and then tighten (6).	(b) : 132 N·m (13.2 kgf-m, 95.5 lb-ft)
2. Rear cushion lever upper nut	6. Swingarm pivot shaft clamp bolt : Tighten (5) first, and then tighten (6).	(c) : 110 N·m (11.0 kgf-m, 79.5 lb-ft)
3. Rear cushion lever lower nut	"a": 4.5 mm (0.2 in)	(d) : 100 N·m (10.0 kgf-m, 72.5 lb-ft)
4. Rear cushion rod nut	(a) : 65 N·m (6.5 kgf-m, 47.0 lb-ft)	(A) : Apply grease to the bearing.

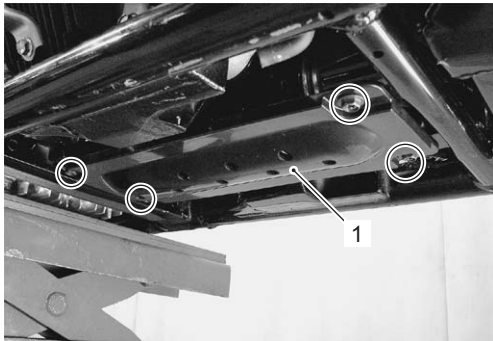
2C-3 Rear Suspension:

Rear Shock Absorber Removal and Installation

B822H12306003

Removal

- 1) Place the motorcycle on the center stand and support the motorcycle with a jack to be no load for the rear shock absorber.
- 2) Remove the exhaust pipe and muffler. Refer to "Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)".
- 3) Remove the under cover (1).



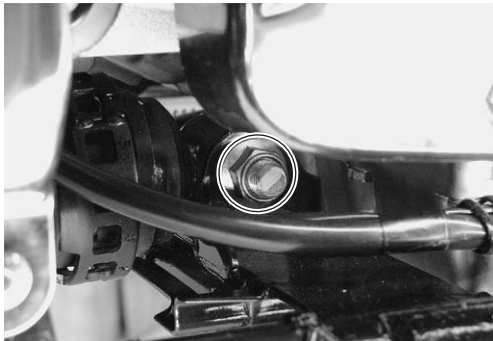
I822H1230001-01

- 4) Remove the shock absorber rear mounting bolt and nut.



I822H1230002-01

- 5) Remove the shock absorber front mounting bolt, spacer and nut.



I822H1230003-01

- 6) Remove the shock absorber.



I822H1230004-01

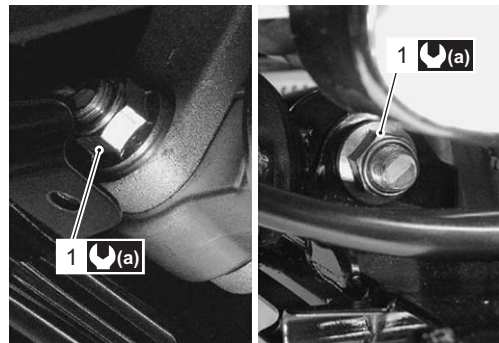
Installation

Install the rear shock absorber in the reverse order of removal. Pay attention to the following points:

- Tighten the rear shock absorber mounting nuts (1) to the specified torque.

Tightening torque

Rear shock absorber mounting nut (a): **65 N·m (6.5 kgf-m, 47.0 lb-ft)**



I822H1230005-02

Rear Suspension Inspection

B822H12306004

Refer to "Rear Suspension Inspection in Section 0B (Page 0B-22)".

Rear Shock Absorber Inspection

B822H12306005

Inspect the rear shock absorber in the following procedures:

- 1) Remove the rear shock absorber. Refer to "Rear Shock Absorber Removal and Installation (Page 2C-3)".
- 2) Inspect the rear shock absorber for damage and oil leakage, and absorber bushing for wear and damage. If any defect is found, replace the rear shock absorber with a new one.

⚠ CAUTION

Do not attempt to disassemble the rear shock absorber. It is unserviceable.



I822H1230006-01

- 3) Install the rear shock absorber. Refer to "Rear Shock Absorber Removal and Installation (Page 2C-3)".

Rear Suspension Adjustment

B822H12306006

After installing the rear suspension, adjust the spring pre-load and damping force as follows:

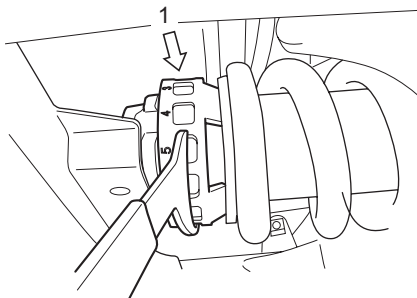
Spring Pre-load Adjustment

Turn the spring tension ring (1) to the desired position.

NOTE

Position 1 provides the softest spring tension and position 7 provides the stiffest.

STD position
4th position



I822H1230039-01

Rear Shock Absorber Disposal

B822H12306007

Refer to "Rear Shock Absorber Removal and Installation (Page 2C-3)".

The rear shock absorber unit contains high-pressure nitrogen gas.

⚠ WARNING

- The rear shock absorber unit contains high-pressure nitrogen gas.
- Mishandling can cause explosion.
- Keep away from fire and heat. High gas pressure caused by heat can cause an explosion.
- Release gas pressure before disposing.

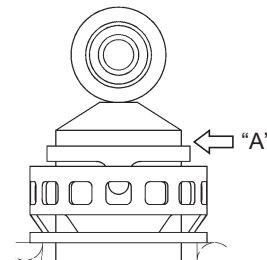
Gas Pressure Release

Make sure to observe the following precautions.

⚠ WARNING

- Never apply heat or disassemble the damper unit since it can explode or oil can splash hazardously.
- When discarding the rear cushion unit, be sure to release gas pressure from the unit following the procedures.

- 1) Mark the drill center at the location "A" using a center punch.



I822H1230040-02

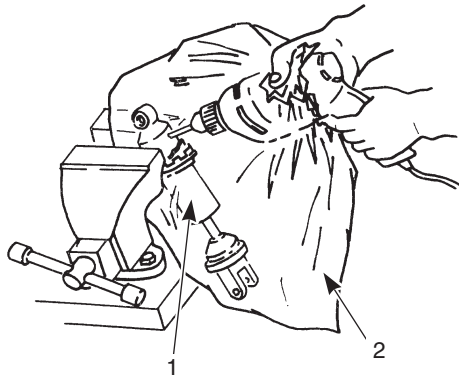
"A": Mark the drill hole

2C-5 Rear Suspension:

- 2) Wrap rear shock absorber (1) with a vinyl bag (2) and fix it on a vise as shown in the figure.
- 3) Drill a 2 – 3 mm (0.08 – 0.12 in) hole at the marked drill center using a drilling machine and let out gas while taking care not to get the vinyl bag entangled with the drill bit.

▲ WARNING

- Be sure to wear protective glasses since drilling chips and oil may fly off with blowing gas when the drill bit has penetrated through the body.
- Make sure to drill at the specified position. Otherwise, pressurized oil may spout out forcefully.



I649G1230009-03

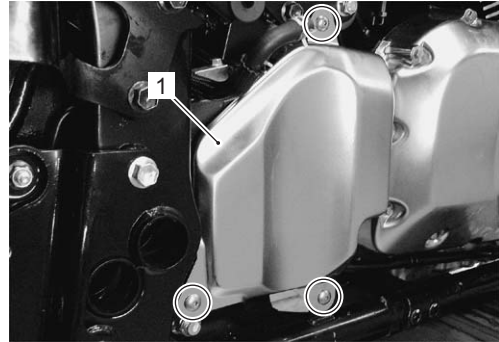
Swingarm / Cushion Lever Removal and Installation

B822H12306011

Removal

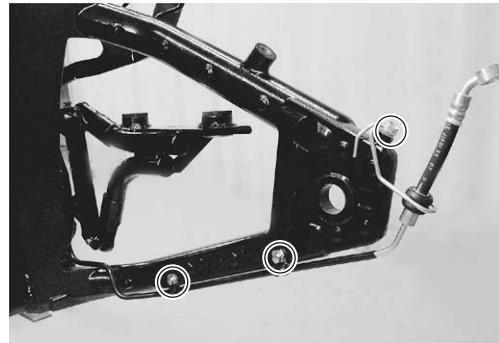
- 1) Remove the rear wheel assembly. Refer to "Rear Wheel Assembly Removal and Installation in Section 2D (Page 2D-11)".
- 2) Remove the final drive gear assembly. Refer to "Final Gear Assembly Removal and Installation in Section 3A (Page 3A-13)".
- 3) Remove the radiator reservoir tank. Refer to "Radiator Reservoir Tank Removal and Installation in Section 1F (Page 1F-8)".

- 4) Remove the right frame lower cover (1).



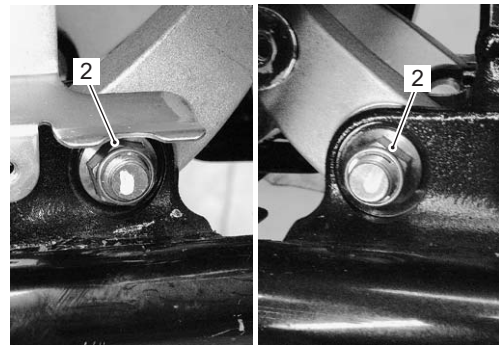
I822H1230021-01

- 5) Remove the brake hose clamps.



I822H1230022-01


- 6) Remove the rear shock absorber. Refer to "Rear Shock Absorber Removal and Installation (Page 2C-3)".
- 7) Remove the cushion rod nuts (2) and bolts, left and right.

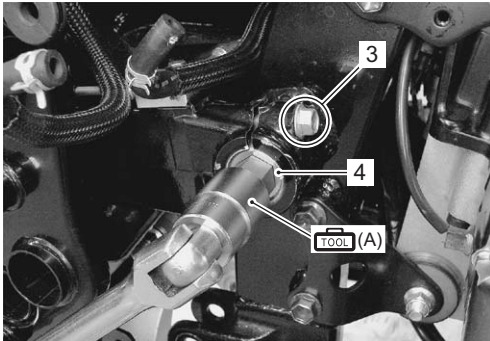


I822H1230023-02

- 8) Loosen the swingarm pivot shaft clamp bolt (3) and remove the swingarm pivot shaft (4) with the special tool.

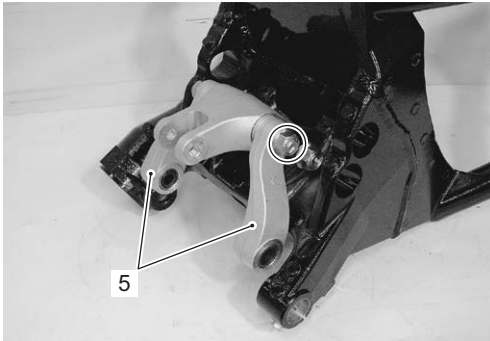
Special tool

 (A): 09944-28320 (Hexagon socket (19 mm))



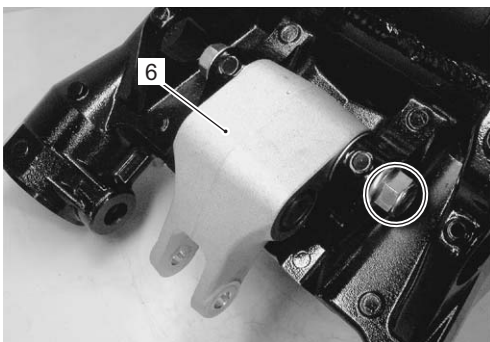
I822H1230024-01

- 9) Remove the cushion rods (5).



I822H1230025-01

- 10) Remove the cushion lever (6).

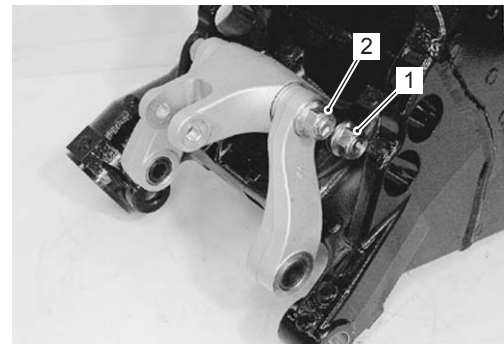


I822H1230026-01

Installation

Install the swingarm in the reverse order of removal. Pay attention to the following points:

- Temporarily tighten the cushion lever upper nut (1) and cushion lever lower nut (2).



I822H1230027-02

- Install the washer and swingarm pivot shaft.
- Tighten the swingarm pivot shaft (3) to the specified torque with the special tool.

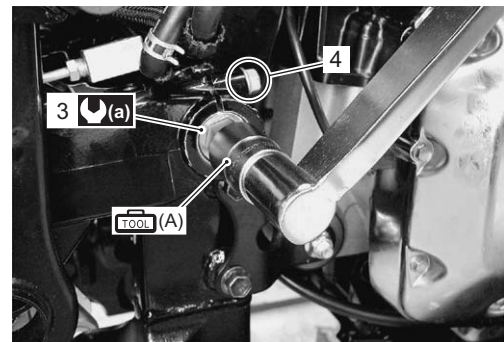
Special tool

 (A): 09944-28320 (Hexagon socket (19 mm))

Tightening torque

Swingarm pivot shaft (a): 100 N·m (10.0 kgf-m, 72.5 lb-ft)

- Tighten the swingarm pivot shaft clamp bolt (4).



I822H1230030-03

2C-7 Rear Suspension:

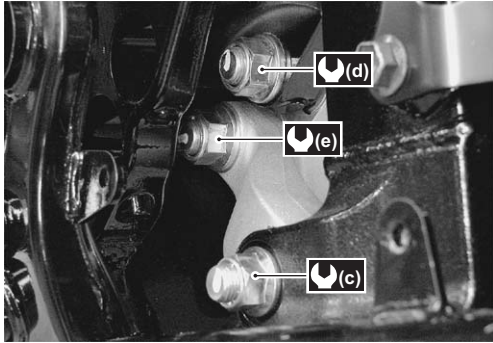
- Tighten the cushion lever and cushion rod nuts to the specified torque.

Tightening torque

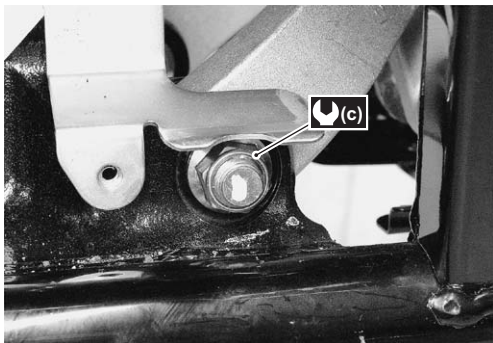
Rear cushion rod nut (c): 110 N·m (11.0 kgf-m, 79.5 lb-ft)

Rear cushion lever upper nut (d): 132 N·m (13.2 kgf-m, 95.5 lb-ft)

Rear cushion lever lower nut (e): 132 N·m (13.2 kgf-m, 95.5 lb-ft)



I822H1230028-01



I822H1230029-01

- Install the rear shock absorber. Refer to "Rear Shock Absorber Removal and Installation (Page 2C-3)".

Cushion Lever / Cushion Rod Inspection

B822H12306009

Refer to "Swingarm / Cushion Lever Removal and Installation (Page 2C-5)".

Cushion Lever Spacer

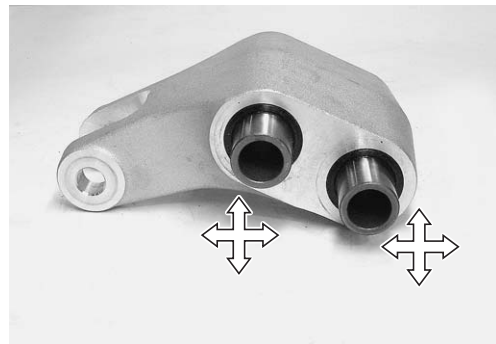
- 1) Remove the spacers from the cushion lever.
- 2) Inspect the spacers for any flaws or other damage. If any defects are found, replace the spacers with new ones.



I822H1230007-01

Cushion lever bearing

- 1) Insert the spacers into bearings.
- 2) Check the play by moving the spacers up and down. If excessive play is noted, replace the bearing with a new one. Refer to "Cushion Lever / Cushion Rod Bearing Removal and Installation (Page 2C-8)".



I822H1230008-01

Cushion lever

Inspect the cushion lever for damage. If any defect is found, replace the cushion lever with a new one.



I822H1230009-01

Cushion Rod Spacer

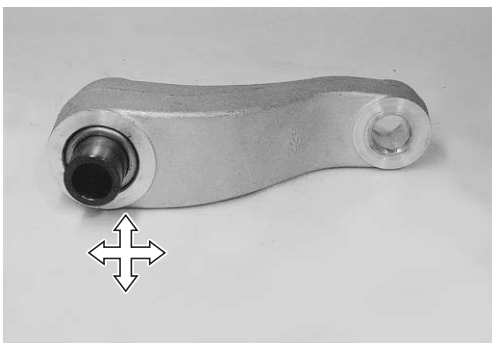
- 1) Remove the spacers from the cushion rod.
- 2) Inspect the spacers for any flaws or other damage. If any defects are found, replace the spacers with new ones.



I822H1230010-01

Cushion rod bearing

- 1) Insert the spacers into bearings.
- 2) Check the play by moving the spacers up and down. If excessive play is noted, replace the bearing with a new one. Refer to "Cushion Lever / Cushion Rod Bearing Removal and Installation (Page 2C-8)".



I822H1230011-01

Cushion rod

Inspect the cushion rods for damage and bend. If any defects are found, replace the cushion rods with new ones.



I822H1230012-01

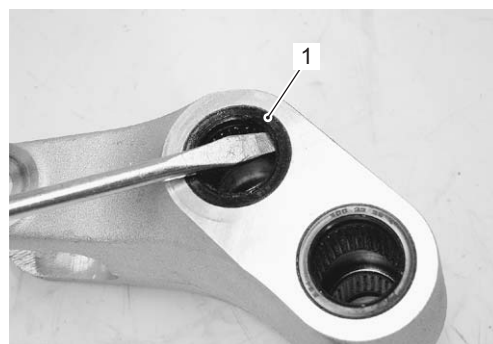
Cushion Lever / Cushion Rod Bearing Removal and Installation

B822H12306010

Refer to "Swingarm / Cushion Lever Removal and Installation (Page 2C-5)".

Removal**Cushion lever**

- 1) Remove the cushion lever seal (1).

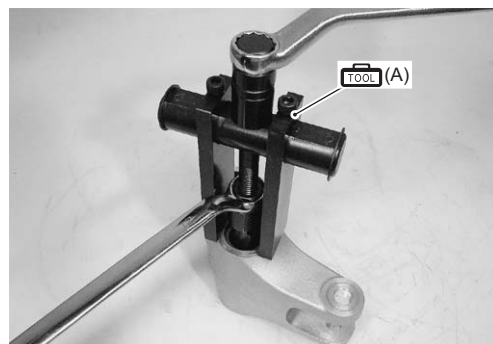


I822H1230013-01

- 2) Remove the cushion lever bearings using the special tools.

Special tool

TOOL (A): 09921-20240 (Bearing remover set)



I822H1230014-01

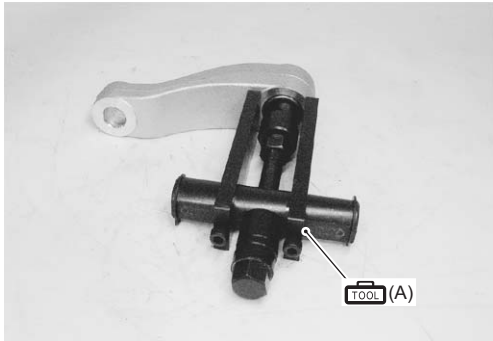
2C-9 Rear Suspension:

Cushion rod

Remove the cushion rod bearings using the special tools.

Special tool

TOOL (A): 09921-20240 (Bearing remover set)



I822H1230015-01

Installation

⚠ CAUTION

The removed bearings and cushion seals must be replaced with new ones.

Cushion lever

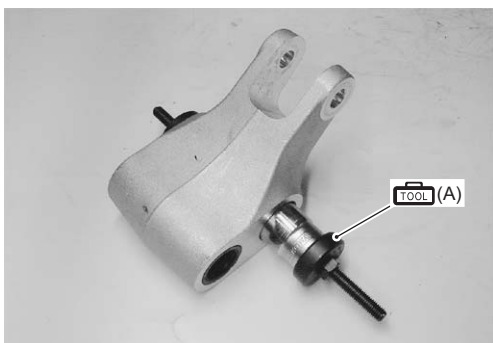
- 1) Press the bearings into the cushion lever with the special tool and suitable socket wrench as shown in the rear suspension assembly construction. Refer to "Rear Suspension Assembly Construction (Page 2C-2)".

NOTE

When installing the bearing, stamped mark on the bearing must face outside.

Special tool

TOOL (A): 09924-84521 (Bearing installer set)

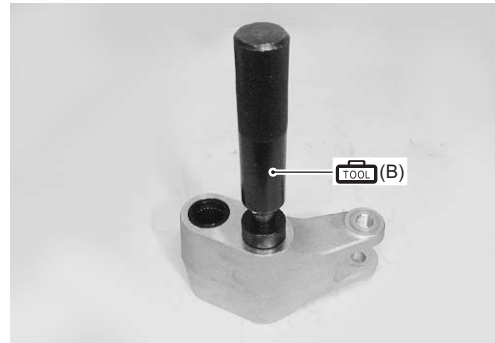


I822H1230016-01

- 2) Install the cushion lever seal with the special tool.

Special tool

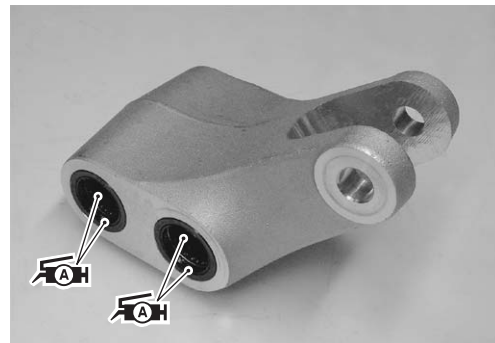
TOOL (B): 09913-70210 (Bearing installer set)



I822H1230017-01

- 3) Apply grease to the bearings and cushion lever seals.

FAH : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1230018-01

Cushion rod

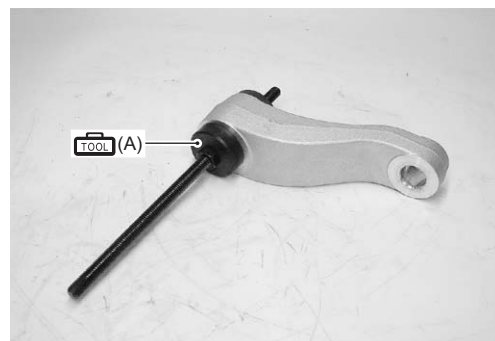
- 1) Press the bearings into the cushion rod with the special tool.

NOTE

When installing the bearing, stamped mark on the bearing must face outside.

Special tool

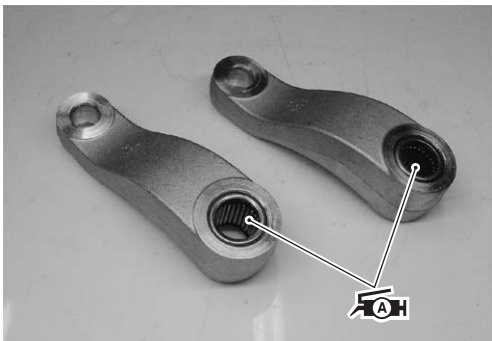
TOOL (A): 09924-84521 (Bearing installer set)



I822H1230019-01

2) Apply grease to the bearings.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**



I822H1230020-01

3) Install the cushion lever. Refer to “Swingarm / Cushion Lever Removal and Installation (Page 2C-5)”.

Swingarm Related Parts Inspection

B822H12306012

Refer to “Swingarm / Cushion Lever Removal and Installation (Page 2C-5)”.

Spacers

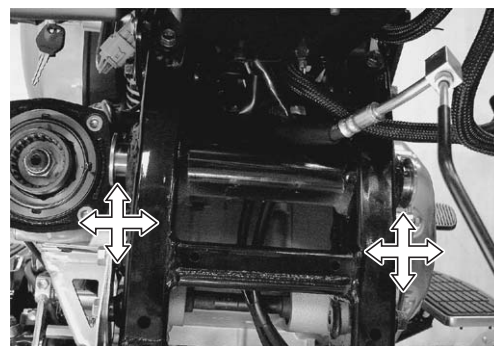
- 1) Remove the spacers from the frame.
- 2) Inspect the spacers for wear and damage. If any defects are found, replace the spacers with new ones.



I822H1230031-01

Swingarm Bearing

- 1) Insert the spacers into bearings.
- 2) Check the play by moving the spacers up and down. If excessive play is noted, replace the bearing with a new one. Refer to “Swingarm Bearing Removal and Installation (Page 2C-11)”.



I822H1230032-01

Swingarm

Inspect the swingarm for damage. If any defect is found, replace the swingarm with a new one.




I822H1230033-01

Swingarm Pivot Shaft

Measure the swingarm pivot shaft runout using the dial gauge. If the runout exceeds the service limit, replace the pivot shaft.

Special tool

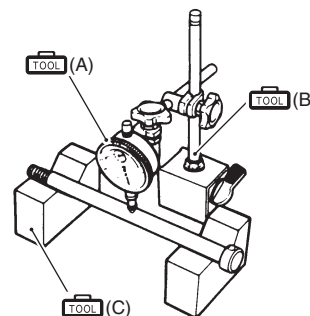
 (A): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

 (B): 09900-20701 (Magnetic stand)

 (C): 09900-21304 (V-block (100 mm))

Swingarm pivot shaft runout

Service limit: 0.3 mm (0.01 in)



I649G1230034-03



Swingarm Bearing Removal and Installation

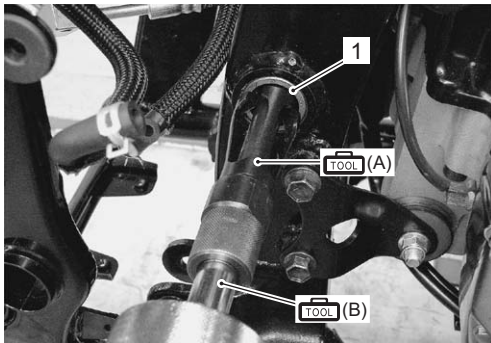
B822H12306013

Removal

- 1) Remove the rear wheel assembly. Refer to "Rear Wheel Assembly Removal and Installation in Section 2D (Page 2D-11)".
- 2) Remove the swingarm. Refer to "Swingarm / Cushion Lever Removal and Installation (Page 2C-5)".
- 3) Draw out the swingarm pivot bearings (1) using the special tool.

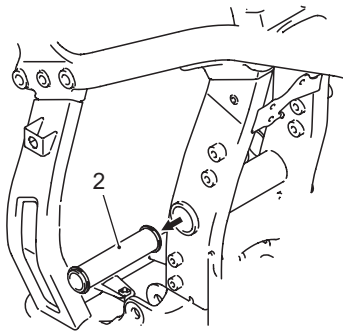
Special tool

-  (A): 09923-73210 (Bearing remover)
-  (B): 09930-30104 (Rotor remover slide shaft)



I822H1230035-01

- 4) Remove the center spacer (2).



I822H1230041-01


Installation

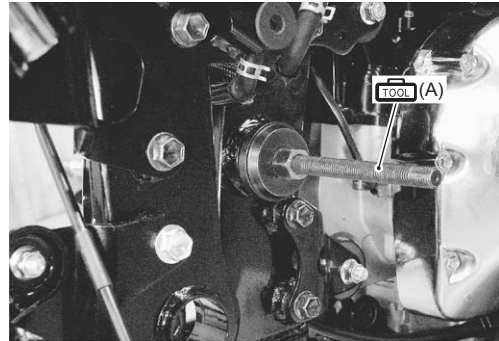
- 1) Install the center spacer.
- 2) Press the bearings into the swingarm pivot with the special tool.

NOTE

When installing the bearing, stamped mark on the bearing must face outside.

Special tool

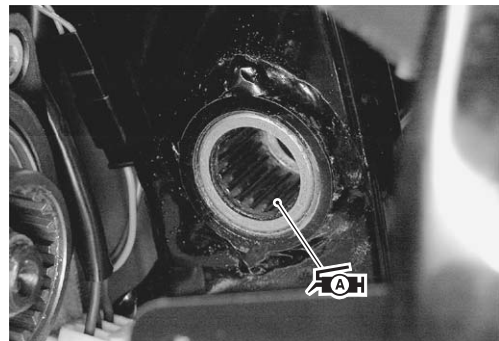
-  (A): 09941-34513 (Steering race installer)



I822H1230036-01

- 3) Apply grease to the bearings.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1230037-01

- 4) Install the swingarm. Refer to "Swingarm / Cushion Lever Removal and Installation (Page 2C-5)".
- 5) Install the rear wheel assembly. Refer to "Rear Wheel Assembly Removal and Installation in Section 2D (Page 2D-11)".

Specifications

Service Data

B822H12307001

Suspension

Unit: mm (in)

Item	Standard	Limit
Rear shock absorber spring adjuster	4/7	
Rear wheel travel	118 (4.6)	—
Swingarm pivot shaft runout	—	0.3 (0.01)

Tightening Torque Specifications

B822H12307002

Fastening part	Tightening torque			Note
	N·m	kgf-m	lb-ft	
Rear shock absorber mounting nut	65	6.5	47.0	☞ (Page 2C-3)
Swingarm pivot shaft	100	10.0	72.5	☞ (Page 2C-6)
Rear cushion rod nut	110	11.0	79.5	☞ (Page 2C-7)
Rear cushion lever upper nut	132	13.2	95.5	☞ (Page 2C-7)
Rear cushion lever lower nut	132	13.2	95.5	☞ (Page 2C-7)

NOTE

The specified tightening torque is also described in the following.

“Rear Suspension Components (Page 2C-1)”

“Rear Suspension Assembly Construction (Page 2C-2)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H12308001

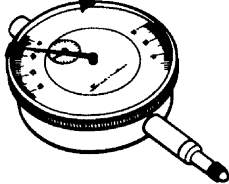
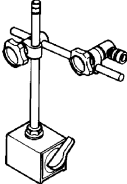
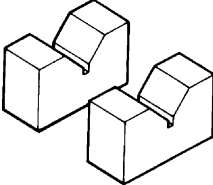
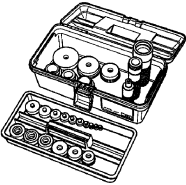
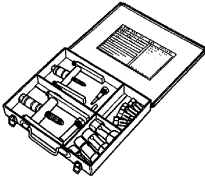
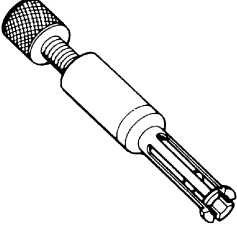
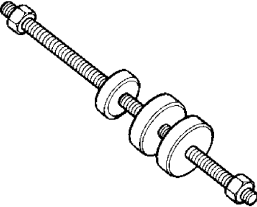
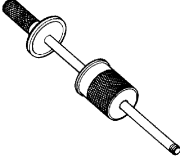
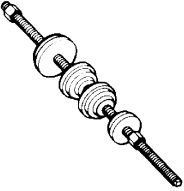
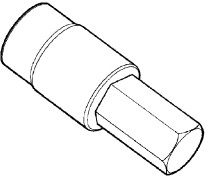
Material	SUZUKI recommended product or Specification	Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010 ☞ (Page 2C-9) / ☞ (Page 2C-10) / ☞ (Page 2C-11)

NOTE

Required service material is also described in the following.
 “Rear Suspension Components (Page 2C-1)”
 “Rear Suspension Assembly Construction (Page 2C-2)”

Special Tool

B822H12308002

09900-20607 Dial gauge (1/100 mm, 10 mm) ☞ (Page 2C-10)		09900-20701 Magnetic stand ☞ (Page 2C-10)	
09900-21304 V-block (100 mm) ☞ (Page 2C-10)		09913-70210 Bearing installer set ☞ (Page 2C-9)	
09921-20240 Bearing remover set ☞ (Page 2C-8) / ☞ (Page 2C-9)		09923-73210 Bearing remover ☞ (Page 2C-11)	
09924-84521 Bearing installer set ☞ (Page 2C-9) / ☞ (Page 2C-9)		09930-30104 Rotor remover slide shaft ☞ (Page 2C-11)	
09941-34513 Steering race installer ☞ (Page 2C-11)		09944-28320 Hexagon socket (19 mm) ☞ (Page 2C-6) / ☞ (Page 2C-6)	

Wheels and Tires

Precautions

Precautions for Wheel and Tire

B822H1240001

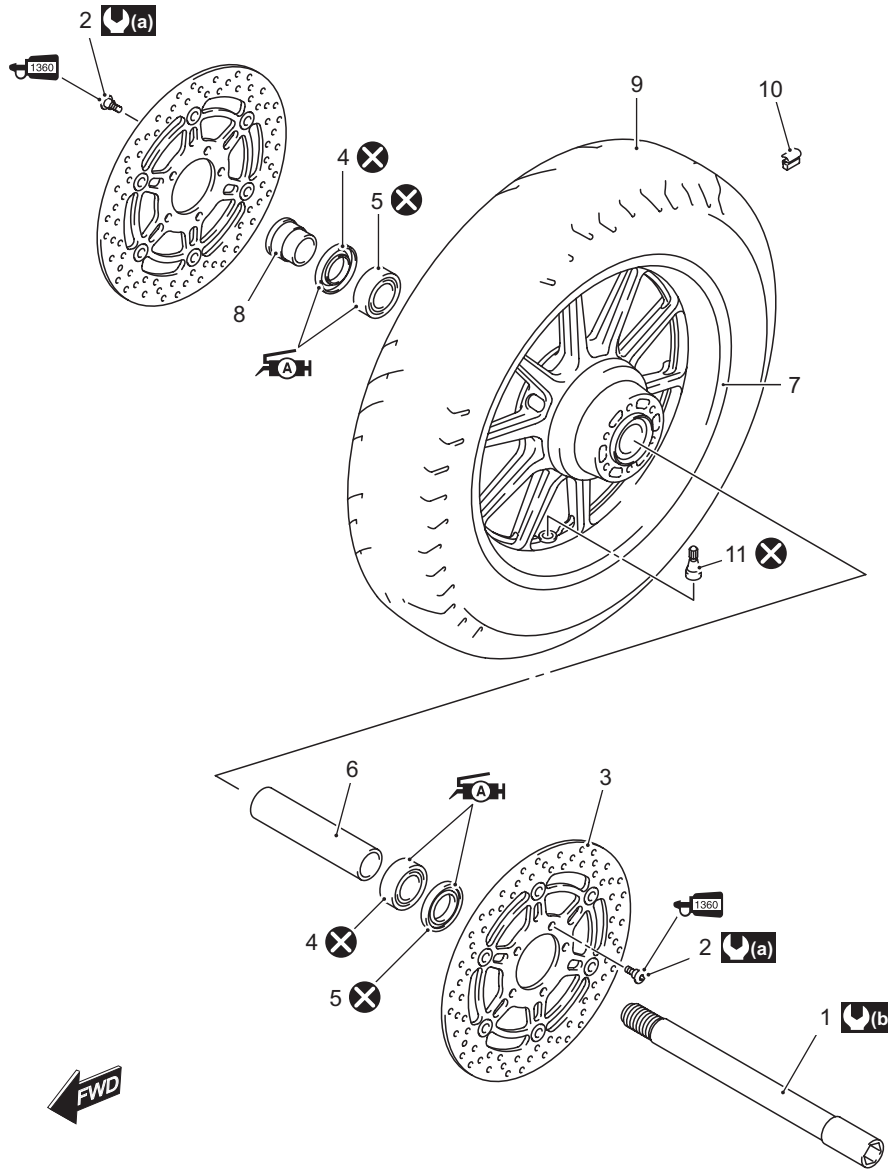
⚠ WARNING

-
- Proper tire pressure and proper tire loading are important factors. Over loading tire can lead to tire failure and loss of motorcycle control.
 - Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear.
 - Over-inflated tires have a smaller amount of tire in contact with the load, which can contribute to skidding and loss of control.
 - Replace the wheel when wheel runout exceed the service limit or if find damage such as distortion, crack, nick or scratch.
 - When tire replacement is necessary, the original equipment type tire should be used.
 - Do not mix different types of tires on the same vehicle such as radial and bias-belted tires except in emergencies, because handling may be seriously affected and may result in loss of control.
 - Replacement wheel must be equivalent to the original equivalent wheel.
-

Repair Instructions

Front Wheel Components

B822H12406001

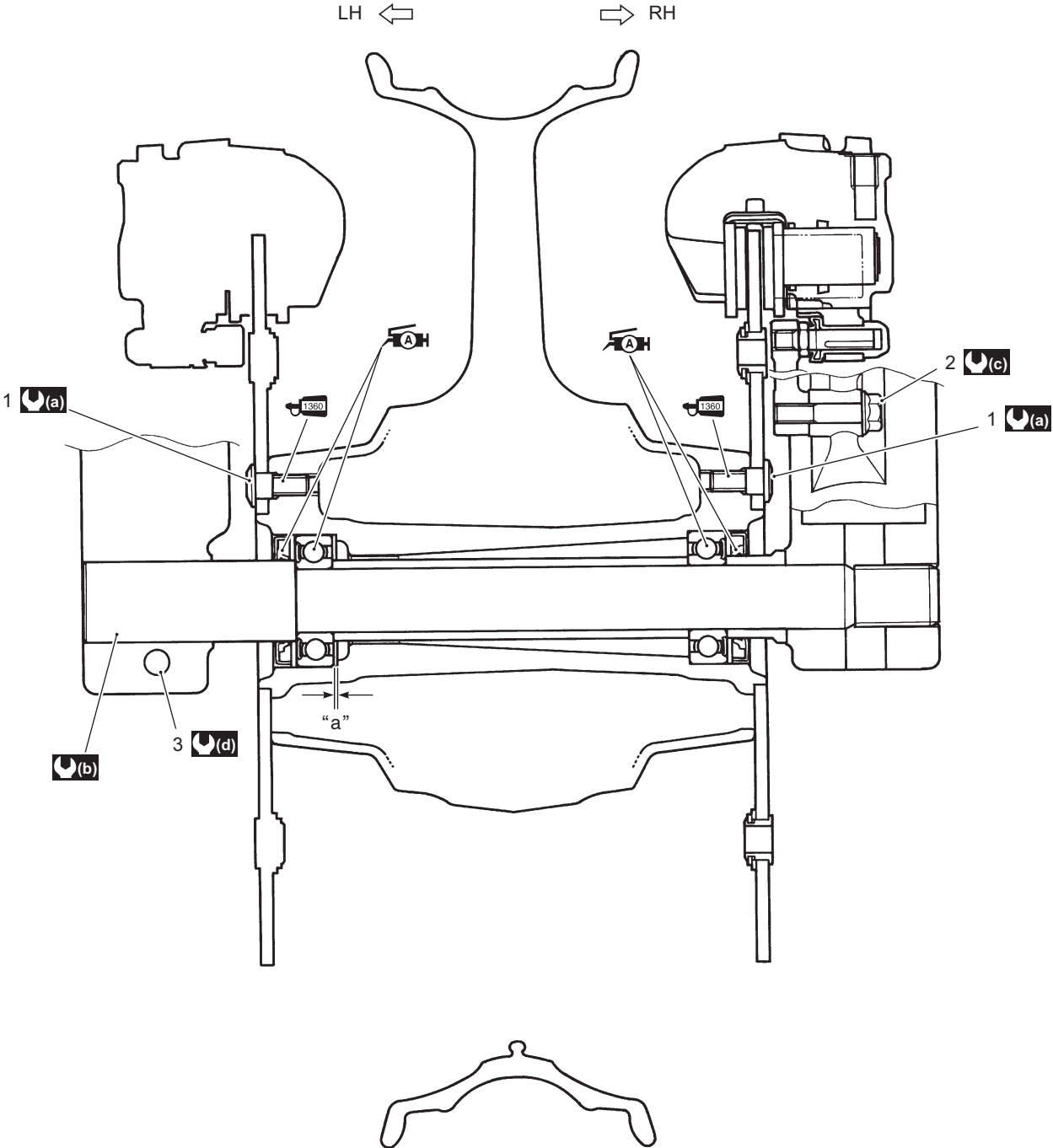


I822H1240038-02

1. Front axle	7. Front wheel	: 100 N·m (10.0 kgf·m, 72.5 lb·ft)
2. Brake disc bolt	8. Collar	: Apply grease.
3. Brake disc	9. Tire	: Apply thread lock to the thread part.
4. Dust seal	10. Wheel balancer	: Do not reuse.
5. Bearing	11. Air valve	
6. Spacer		: 23 N·m (2.3 kgf·m, 16.5 lb·ft)

Front Wheel Assembly Construction

B822H12406002



I822H1240030-04

1. Brake disc bolt	(a) : 23 N-m (2.3 kgf-m, 16.5 lb-ft)	A, H : Apply grease.
2. Brake caliper mounting bolt	(b) : 100 N-m (10.0 kgf-m, 72.5 lb-ft)	1360 : Apply thread lock to the thread part.
3. Front axle pinch bolt	(c) : 26 N-m (2.6 kgf-m, 19.0 lb-ft)	
"a": Clearance	(d) : 33 N-m (3.3 kgf-m, 24.0 lb-ft)	

Front Wheel Assembly Removal and Installation

B822H12406003

Removal

- 1) Raise the front wheel off the ground and support the motorcycle with a jack or a wooden block.

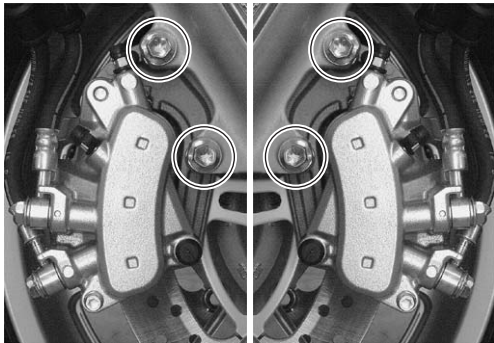
⚠ CAUTION

Do not carry out the work with the motorcycle resting on the side-stand. Do not support the motorcycle with the exhaust pipes. Make sure that the motorcycle is supported securely.

- 2) Remove the front fender. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 3) Remove the brake calipers. Refer to “Front Brake Caliper Removal and Installation in Section 4B (Page 4B-3)”.

⚠ CAUTION

Do not operate the brake lever and brake pedal while removing the caliper.



I822H1240031-01

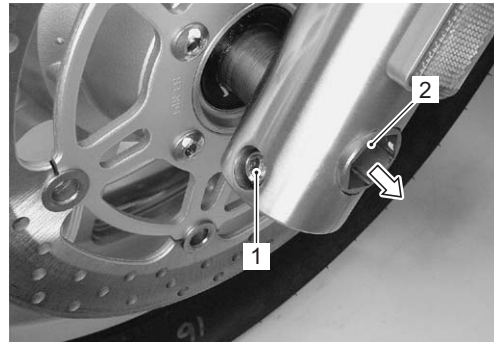
- 4) Loosen the axle pinch bolt (1) on the left front fork leg.
- 5) Remove the front axle (2) with the special tool and then remove the front wheel.

NOTE

After removing the front wheel, install the calipers temporarily to the original positions.

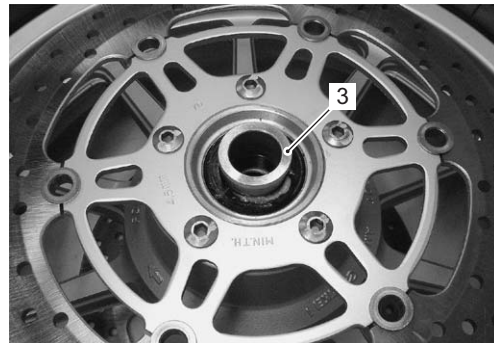
Special tool

🔧 : 09900-18740 (Hexagon socket (24 mm))



I822H1240001-01

- 6) Remove the collar (3).



I822H1240002-01

Installation

- 1) Apply grease to the collar (1) and install it.

🔧 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1240003-03

- 2) Install the front wheel with the front axle and tighten the front axle temporarily.

⚠ WARNING

The directional arrow on the tire should point to the wheel rotation, when remounting the wheel.



I822H1240004-01

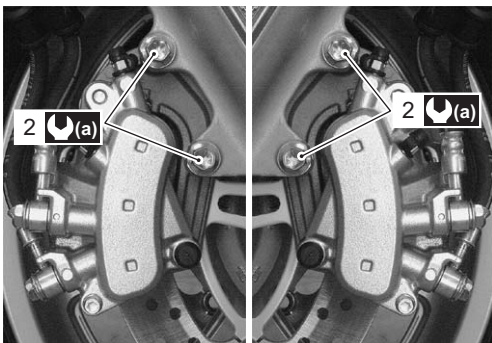
- 3) Install the front fender and temporarily tighten the front fender mounting bolts. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 4) Tighten the front brake caliper mounting bolts (2) to the specified torque.

Tightening torque

Front brake caliper mounting bolt (a): 26 N·m (2.6 kgf-m, 19.0 lb-ft)

⚠ WARNING

After remounting the brake calipers, pump the brake lever until the pistons push the pad correctly.



I822H1240036-02

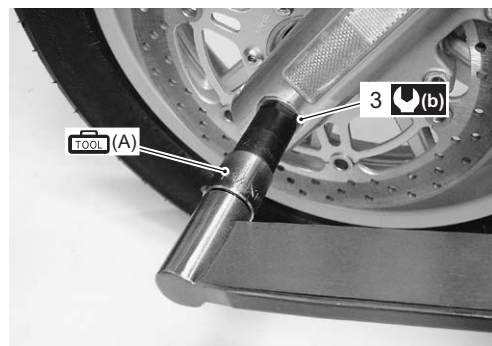
- 5) Tighten the front axle (3) to the specified torque with the special tool.

Special tool

TOOL (A): 09900-18740 (Hexagon socket (24 mm))

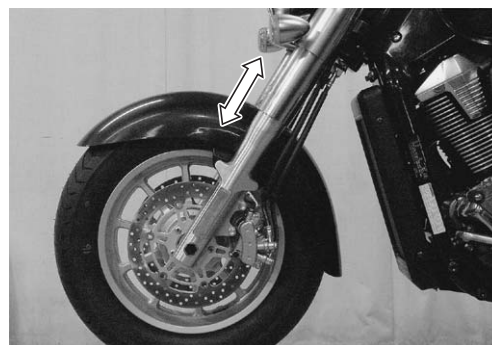
Tightening torque

Front axle (b): 100 N·m (10.0 kgf-m, 72.5 lb-ft)



I822H1240005-03

- 6) Move the front fork up and down 4 or 5 times.

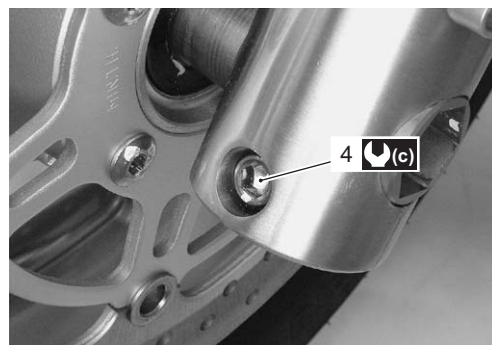


I822H1240006-01

- 7) Tighten the axle pinch bolt (4) on the left front fork leg to the specified torque and install the cap.

Tightening torque

Front axle pinch bolt (c): 33 N·m (3.3 kgf-m, 24.0 lb-ft)



I822H1240007-02

- 8) Tighten the front fender mounting bolts securely.

2D-6 Wheels and Tires:

Front Wheel Related Parts Inspection

B822H12406004

Refer to "Front Wheel Assembly Removal and Installation (Page 2D-4)".

Tire

Refer to "Tire Inspection in Section 0B (Page 0B-21)".

Front Brake Disc

Refer to "Front Brake Disc Inspection in Section 4B (Page 4B-8)".

Dust Seal

Inspect the dust seal lips for wear or damage. If any defects are found, replace the dust seal with the new ones. Refer to "Front Wheel Dust Seal / Bearing Removal and Installation (Page 2D-7)".





I822H1240008-01

Wheel Axle

Using a dial gauge, check the wheel axle for runout. If the runout exceeds the limit, replace the front axle.

Special tool

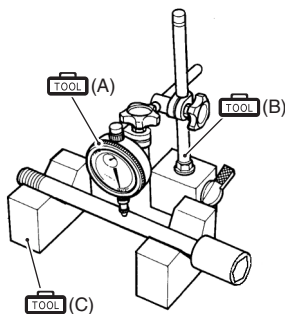
 (A): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

 (B): 09900-20701 (Magnetic stand)

 (C): 09900-21304 (V-block (100 mm))

Wheel axle runout

Service limit: 0.25 mm (0.010 in)



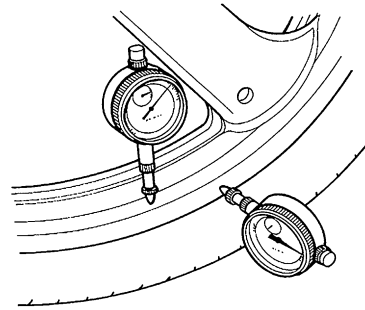
I649G1240054-02

Wheel

- 1) Remove the brake pads. Refer to "Front Brake Pad Replacement in Section 4B (Page 4B-2)".
- 2) Make sure that the wheel runout checked as shown does not exceed the service limit. An excessive runout is usually due to worn or loosened wheel bearings and can be reduced by replacing the bearings. If bearing replacement fails to reduce the runout, replace the wheel.
- 3) Install the brake pads. Refer to "Front Brake Pad Replacement in Section 4B (Page 4B-2)".

Wheel rim runout

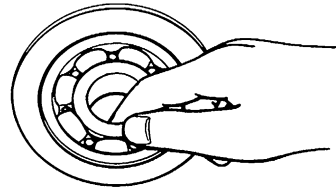
Service limit (Axial and Radial): 2.0 mm (0.08 in)



I649G1240014-02

Wheel Bearing

Inspect the play of the wheel bearings by finger while they are in the wheel. Rotate the inner race by finger to inspect for abnormal noise and smooth rotation. Replace the bearing in the following procedure if there is anything unusual. Refer to "Front Wheel Dust Seal / Bearing Removal and Installation (Page 2D-7)".



I649G1240015-02


Front Wheel Dust Seal / Bearing Removal and Installation

B822H12406005

Removal

- 1) Remove the front wheel assembly. Refer to "Front Wheel Assembly Removal and Installation (Page 2D-4)".
- 2) Remove the dust seals (1).

Special tool


 (A): 09913-50121 (Oil seal remover)



I822H1240009-01

- 3) Remove the bearings (2) using the special tool.

Special tool

 (B): 09921-20240 (Bearing remover set)



I822H1240010-01

- 4) Remove the spacer (3).



I822H1240011-01

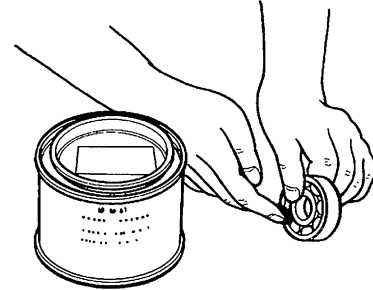
Installation

⚠ CAUTION

The removed dust seals and bearings must be replaced with new ones.

- 1) Apply grease to the wheel bearings.


: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)




I649G1240019-02

- 2) First install the right wheel bearing, then install the spacer (1) and left wheel bearing with the special tool.

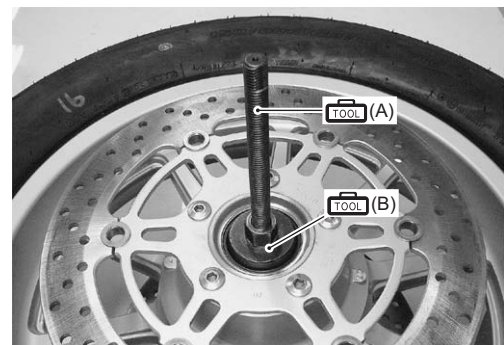
Special tool

 (A): 09941-34513 (Steering race installer)

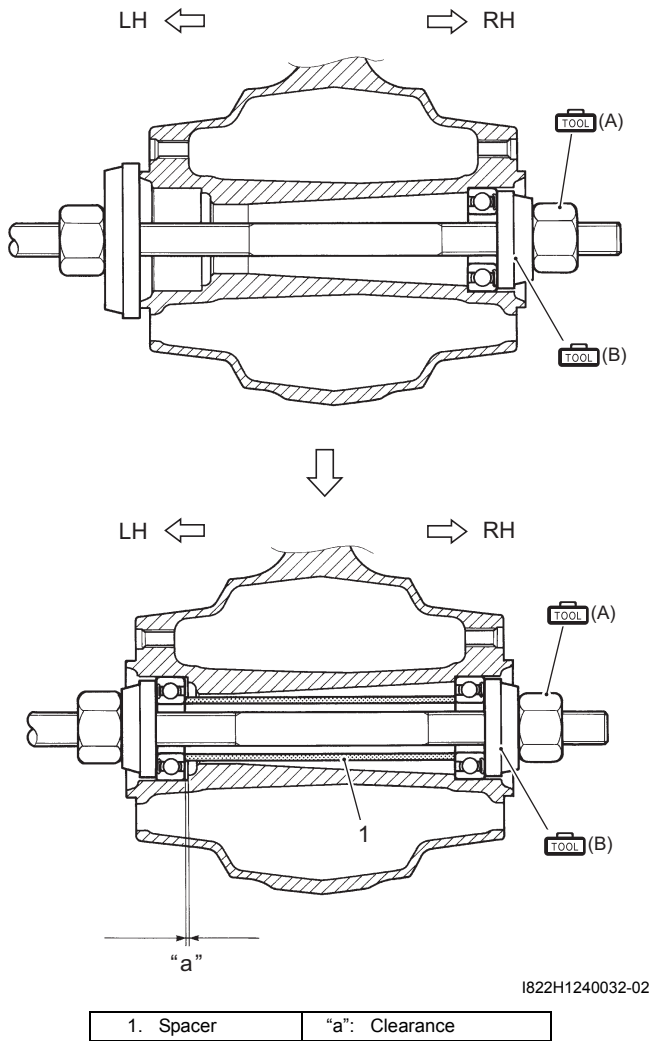
 (B): 09924-84510 (Bearing installer set)

⚠ CAUTION

The sealed cover of the bearing must face outside.



I822H1240012-01



3) Install the dust seals with the special tool.

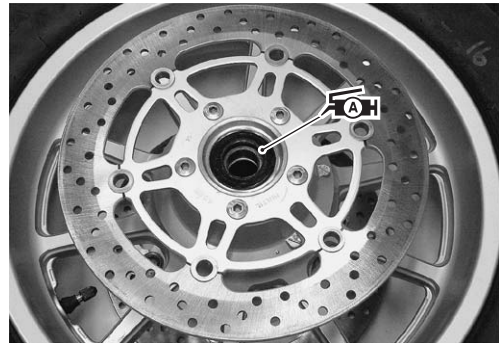
Special tool

TOOL (C): 09913-70210 (Bearing installer set)



4) Apply grease to the lip of the dust seals.

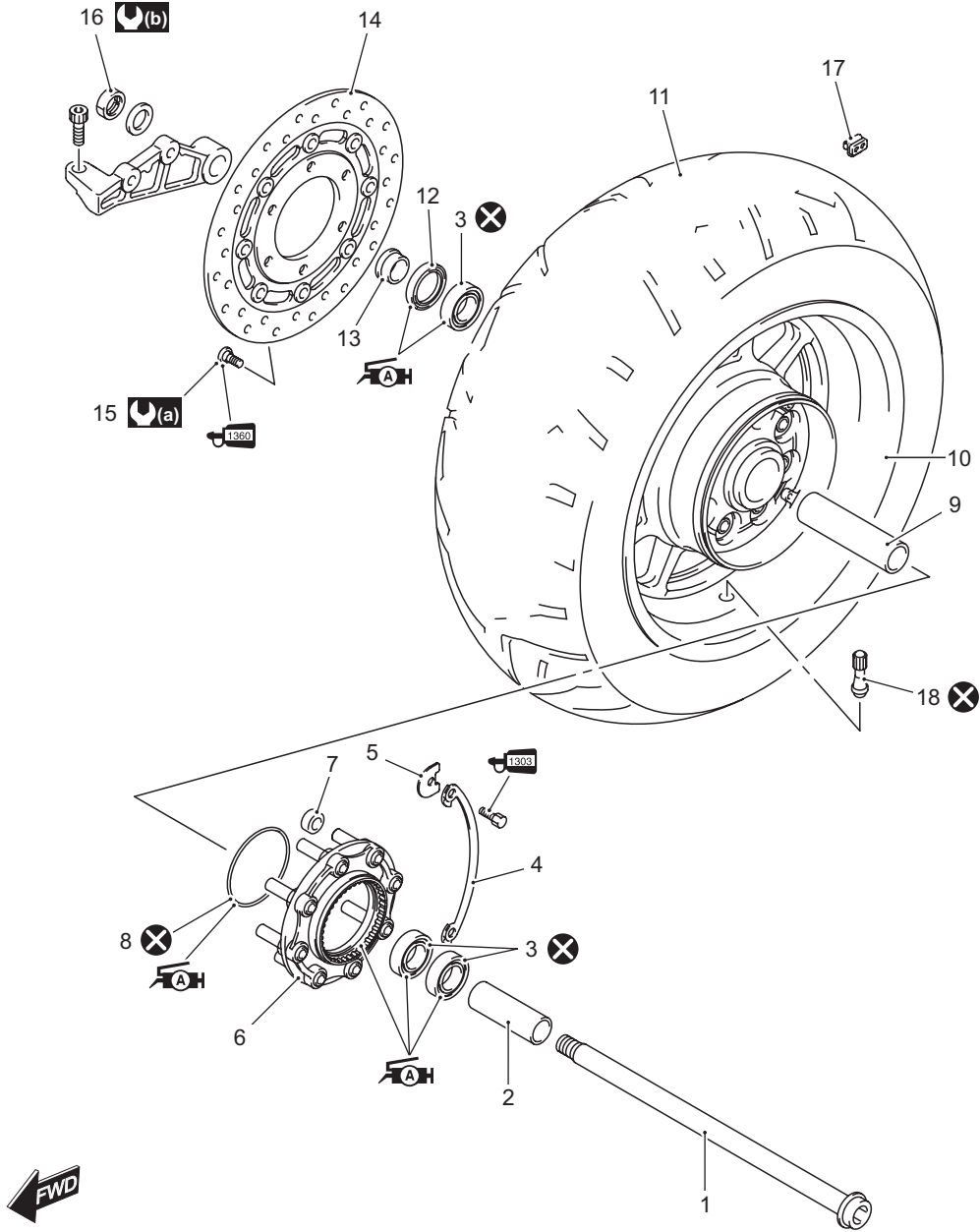
FAH : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



5) Install the front wheel assembly. Refer to "Front Wheel Assembly Removal and Installation (Page 2D-4)".

Rear Wheel Components

B822H12406006

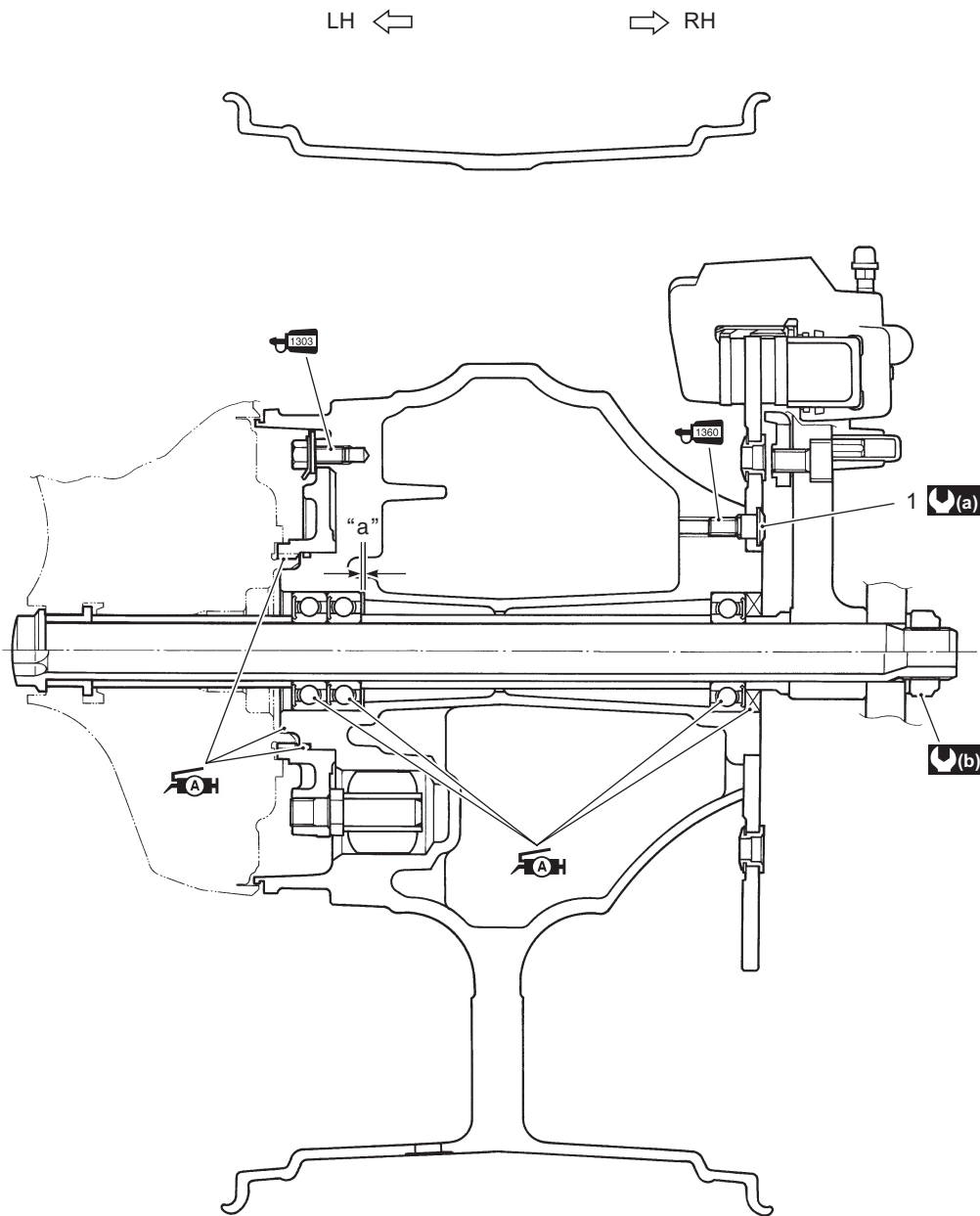


I822H1240039-02

1. Rear axle	9. Spacer	17. Wheel balancer
2. Spacer	10. Rear wheel	18. Air valve
3. Bearing	11. Rear tire	(a) : 23 N-m (2.3 kgf-m, 16.5 lb-ft)
4. Lock washer	12. Dust seal	(b) : 100 N-m (10.0 kgf-m, 72.5 lb-ft)
5. Driven joint stopper	13. Collar	AH : Apply grease.
6. Driven joint	14. Brake disc	1360 : Apply thread lock to the thread part.
7. Wheel damper	15. Brake disc bolt	X : Do not reuse.
8. O-ring	16. Rear axle nut	

Rear Wheel Assembly Construction

B822H12406007



I822H1240033-04

1. Brake disc bolt	(b) : 100 N·m (10.0 kgf·m, 72.5 lb·ft)	1360 : Apply thread lock to the thread part.
"a": Clearance	AH : Apply grease.	
(a) : 23 N·m (2.3 kgf·m, 16.5 lb·ft)	1303 : Apply thread lock to the thread part.	

Rear Wheel Assembly Removal and Installation

B822H12406008

Removal

- 1) Support the motorcycle with the jack or wooden block.
- 2) Remove the rear fender. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 3) Remove the rear brake caliper. Refer to “Rear Brake Caliper Removal and Installation in Section 4C (Page 4C-3)”.

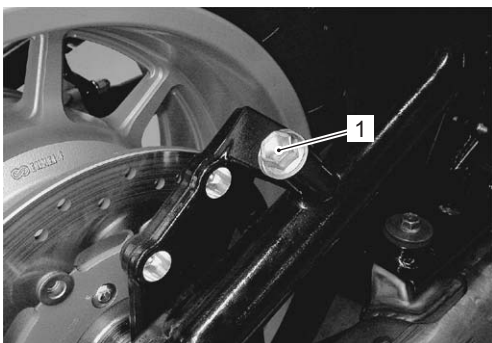
⚠ CAUTION

Do not operate the brake pedal while removing the caliper.

NOTE

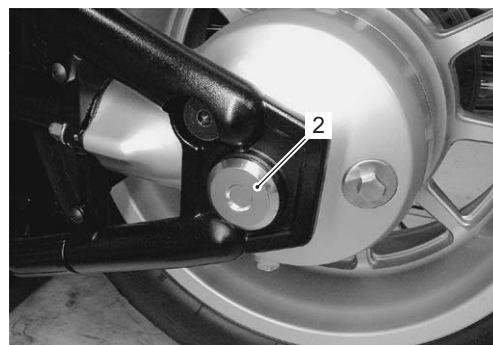
It is unnecessary to disengage the brake hose from the caliper.

- 4) Remove the brake caliper bracket mounting bolt (1).



I822H1240015-01

- 5) Remove the cap (2).

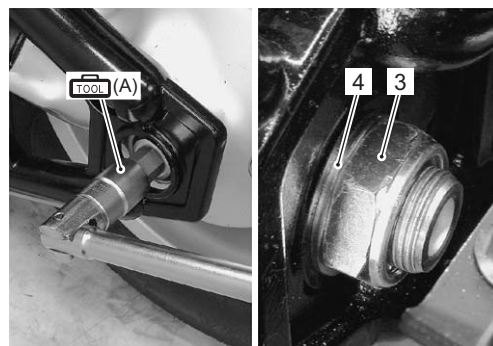


I822H1240016-01

- 6) Hold the rear axle with the special tool and remove the axle nut (3) and washer (4).

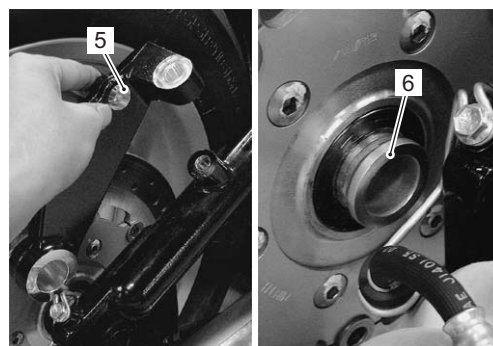
Special tool

TOOL (A): 09944-28320 (Hexagon socket (19 mm))



I822H1240017-02

- 7) Remove the brake caliper bracket (5) and collar (6) by drawing the rear axle.

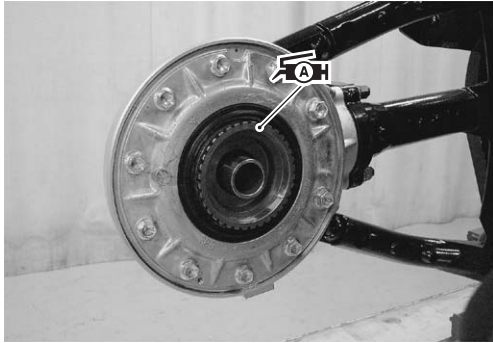


I822H1240018-02

Installation

1) Apply grease to the final gear spline.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**

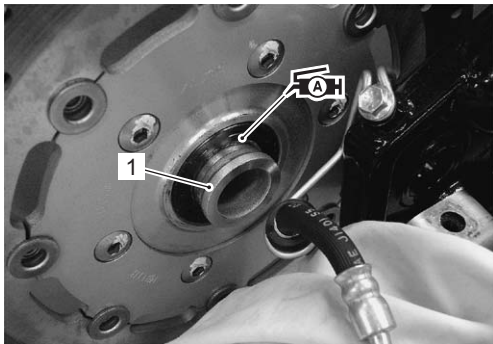


I822H1240019-01

2) Apply grease to the dust seal lip.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**


3) Install the collar (1).



I822H1240020-01

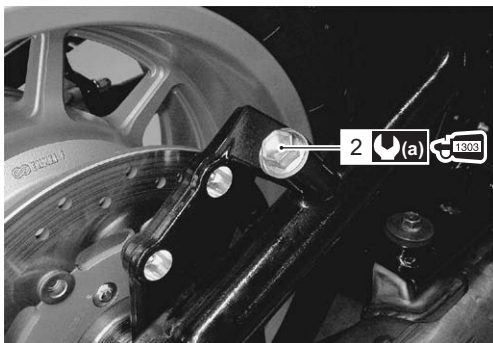
4) Install the rear wheel, rear axle and brake caliper bracket.

5) Apply thread lock to the brake caliper bracket mounting bolt (2) and tighten it to the specified torque.

 **Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)**

Tightening torque

Rear brake caliper bracket mounting bolt (a): 94 N·m (9.4 kgf-m, 68.0 lb-ft)



I822H1240021-02


6) Install the washer (3) and rear axle nut (4).

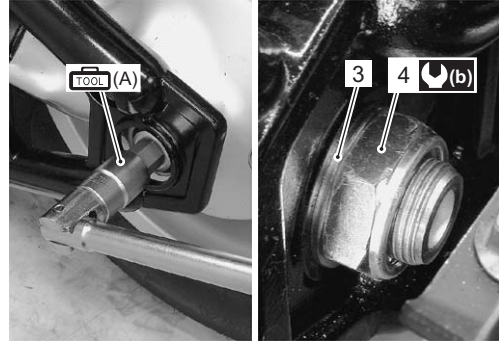
7) Hold the rear axle with the special tool and tighten the rear axle nut (4) to the specified torque.

Tightening torque

Rear axle nut (b): 100 N·m (10.0 kgf-m, 72.5 lb-ft)

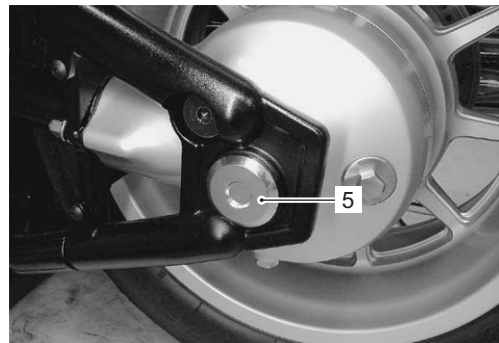
Special tool

 (A): 09944-28320 (Hexagon socket (19 mm))



I822H1240034-03

8) Install the cap (5).



I822H1240022-01

9) Install the brake caliper. Refer to "Rear Brake Caliper Removal and Installation in Section 4C (Page 4C-3)".

Rear Wheel Related Parts Inspection

B822H12406009

Refer to "Rear Wheel Assembly Removal and Installation (Page 2D-11)".

Tire

Refer to "Tire Inspection in Section 0B (Page 0B-21)".

Rear Brake Disc

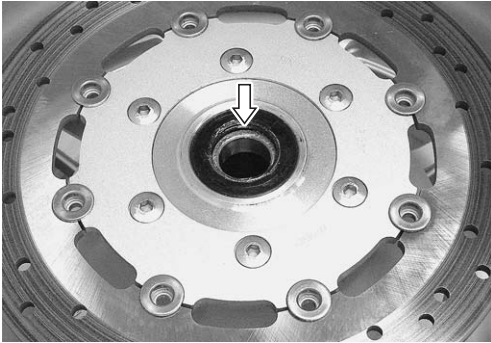
Refer to "Rear Brake Disc Inspection in Section 4C (Page 4C-7)".

Wheel Damper

Refer to "Wheel Damper Inspection in Section 3A (Page 3A-24)".

Dust Seal

Inspect the dust seal lip for wear or damage. If any defects is found, replace the dust seal with a new one. Refer to "Rear Wheel Dust Seal / Bearing Removal and Installation (Page 2D-14)".



I822H1240023-01

Wheel Axle


Using a dial gauge, check the wheel axle for runout. If the runout exceeds the limit, replace the axle shaft.

Wheel axle runout

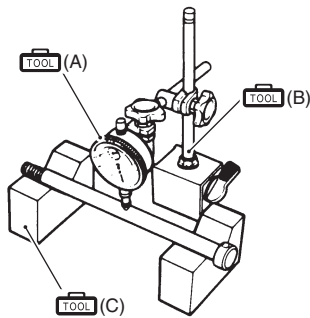
Service limit: 0.25 mm (0.010 in)

Special tool

 (A): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

 (B): 09900-20701 (Magnetic stand)

 (C): 09900-21304 (V-block (100 mm))



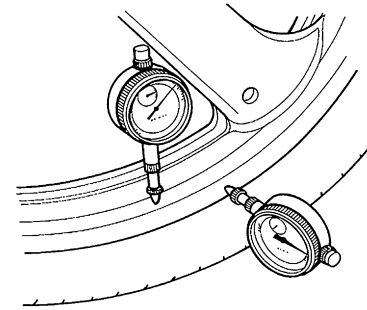
I649G1230034-03

Wheel

- 1) Remove the brake pads. Refer to "Rear Brake Pad Replacement in Section 4C (Page 4C-2)".
- 2) Make sure that the wheel runout checked as shown does not exceed the service limit. An excessive runout is usually due to worn or loosened wheel bearings and can be reduced by replacing the bearings. If bearing replacement fails to reduce the runout, replace the wheel.
- 3) Install the brake pads. Refer to "Rear Brake Pad Replacement in Section 4C (Page 4C-2)".

Wheel rim runout

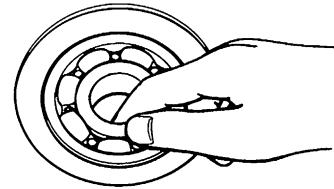
Service limit (Axial and Radial): 2.0 mm (0.08 in)



I649G1240014-02

Bearing

Inspect the play of the wheel bearings by hand while they are in the wheel. Rotate the inner race by hand to inspect for abnormal noise and smooth rotation. Replace the bearing if there is anything unusual. Refer to "Rear Wheel Dust Seal / Bearing Removal and Installation (Page 2D-14)".



I649G1240015-02


Rear Wheel Dust Seal / Bearing Removal and Installation

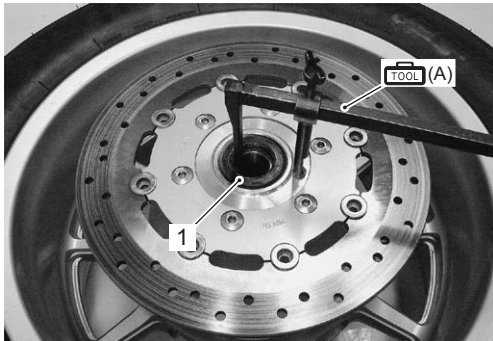
B822H12406010

Removal

- 1) Remove the rear wheel assembly. Refer to "Rear Wheel Assembly Removal and Installation (Page 2D-11)".
- 2) Remove the dust seal (1).

Special tool


 (A): 09913-50121 (Oil seal remover)

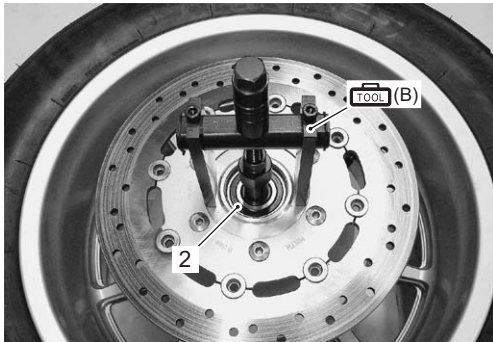


I822H1240024-01

- 3) Remove the bearings (2) on both sides using the special tool.

Special tool

 (B): 09921-20240 (Bearing remover set)



I822H1240025-01

- 4) Remove the spacer (3).



I822H1240026-01

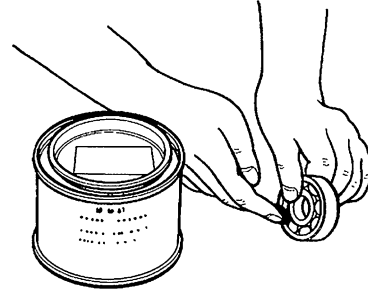
Installation

CAUTION

The removed dust seals and bearings must be replaced with new ones.

- 1) Apply grease to the wheel bearings.


 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)




I649G1240019-02

- 2) First install the right wheel bearing, then install the spacer (1) and left wheel bearings with the special tools.

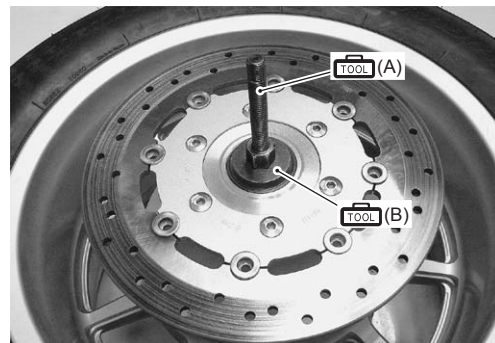
Special tool

 (A): 09941-34513 (Steering race installer)

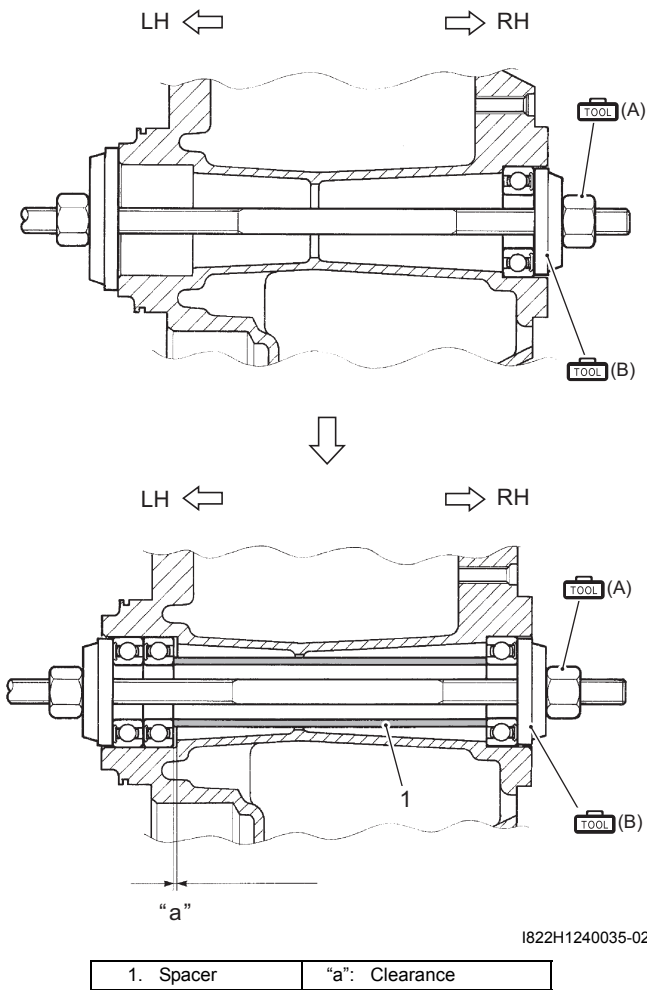
 (B): 09924-84510 (Bearing installer set)

CAUTION

The sealed cover of the bearing must face outside.



I822H1240027-02



3) Install a new dust seal with the special tool.

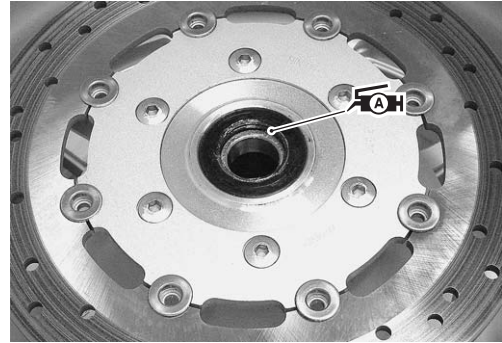
Special tool

TOOL (C): 09913-70210 (Bearing installer set)



4) Apply grease to the dust seal lip.

TOOL (A): Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



5) Install the rear wheel assembly. Refer to "Rear Wheel Assembly Removal and Installation (Page 2D-11)".

Tire Removal and Installation

B822H12406011

Removal

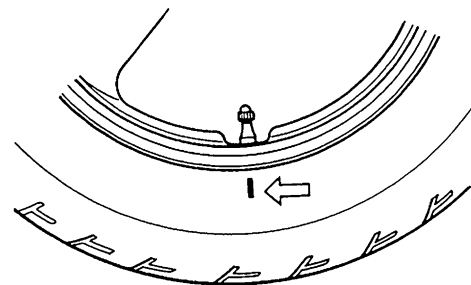
The most critical factor of a tubeless tire is the seal between the wheel rim and the tire bead. For this reason, it is recommended to use a tire changer that can satisfy this sealing requirement and can make the operation efficient as well as functional.

⚠ CAUTION

For operating procedures, refer to the instructions supplied by the tire changer manufacturer.

NOTE

When removing the tire in case of repair or inspection, mark the tire with a chalk to indicate the tire position relative to the valve position. Even though the tire is refitted to the original position after repairing puncture, the tire may have to be balanced again since such a repair can cause imbalance.



Installation

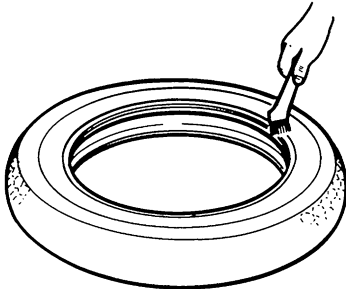
⚠ CAUTION

Do not reuse the valve which has been once removed.

1) Apply tire lubricant to the tire bead.

⚠ CAUTION

Never use oil, grease or gasoline on the tire bead in place of tire lubricant.



I649G1240038-02

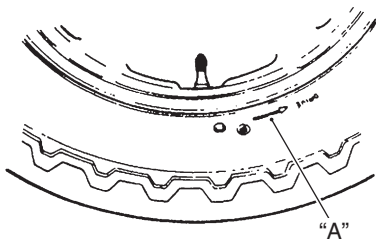
2) Install the tire onto the wheel.

⚠ CAUTION

For installation procedure of tire onto the wheel, follow the instructions given by the tire changer manufacturer.

NOTE

- When installing the tire, the arrow "A" on the side wall should point to the direction of wheel rotation.
- Align the chalk mark put on the tire at the time of removal with the valve position.



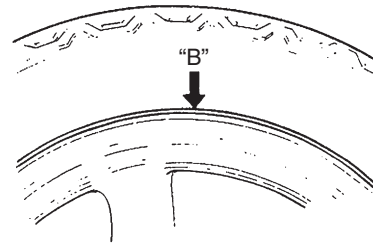
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- 3) Bounce the tire several times while rotating. This makes the tire bead expand outward to contact the wheel, thereby facilitating air inflation.
- 4) Install the valve core and inflate the tire.

⚠ WARNING

- Do not inflate the tire to more than 400 kPa (4.0 kgf/cm², 57 psi). If inflated beyond this limit, the tire can burst and possibly cause injury. Do not stand directly over the tire while inflating.
- In the case of preset pressure air inflator, pay special care for the set pressure adjustment.

- 5) In this condition, check the "grim line" "B" cast on the tire side walls. The line must be equidistant from the wheel rim all around.
- 6) If the distance between the rim line and wheel rim varies, this indicates that the bead is not properly seated. If this is the case, deflate the tire completely and unseat the bead for both sides. Coat the bead with lubricant and fit the tire again.



I649G1240040-02

- 7) When the bead has been fitted properly, adjust the pressure to specification.
- 8) As necessary, adjust the tire balance. Refer to "Wheel Balance Check and Adjustment (Page 2D-18)".

Cold inflation tire pressure

	Front	Rear
Solo riding	250 kPa (2.50 kgf/cm², 36 psi)	290 kPa (2.90 kgf/cm², 42 psi)
Dual riding	250 kPa (2.50 kgf/cm², 36 psi)	290 kPa (2.90 kgf/cm², 42 psi)

- 9) Install the wheel assembly. Refer to "Front Wheel Assembly Removal and Installation (Page 2D-4)" and "Rear Wheel Assembly Removal and Installation (Page 2D-11)".

Wheel / Tire / Air Valve Inspection and Cleaning

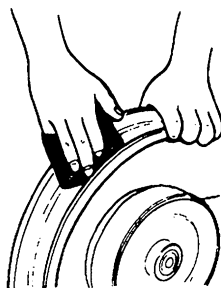
B822H12406012

Refer to "Tire Removal and Installation (Page 2D-15)".

Wheel

Wipe the wheel clean and check for the following points:

- Distortion and crack
- Any flaws and scratches at the bead seating area.
- Wheel rim runout. Refer to "Front Wheel Related Parts Inspection (Page 2D-6)" and "Rear Wheel Related Parts Inspection (Page 2D-12)".

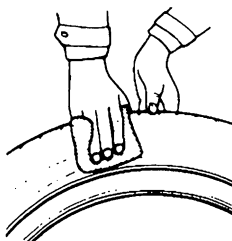


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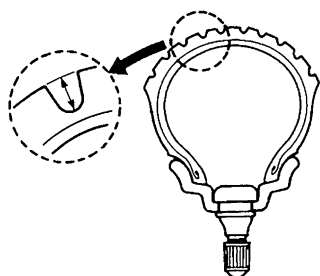
Tire

Tire must be checked for the following points:

- Nick and rupture on side wall
- Tire tread depth (Refer to "Tire Inspection in Section 0B (Page 0B-21)".)
- Tread separation
- Abnormal, uneven wear on tread
- Surface damage on bead
- Localized tread wear due to skidding (Flat spot)
- Abnormal condition of inner liner



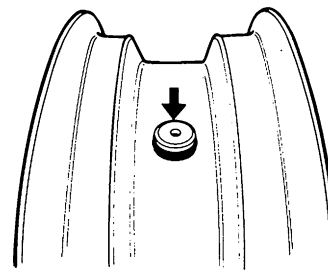
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I649G1240043-02

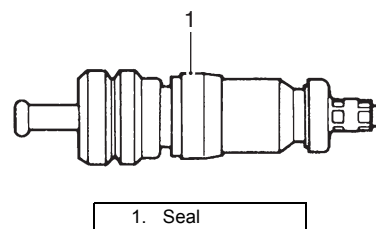
Air Valve

Inspect the air valve for peeling and damage. If any defect is found, replace the air valve with a new one. Refer to "Air Valve Removal and Installation (Page 2D-17)".



I649G1240044-02

Inspect the valve core seal (1) for wear and damage. If any defect is found, replace the valve core with a new one. Refer to "Air Valve Removal and Installation (Page 2D-17)".



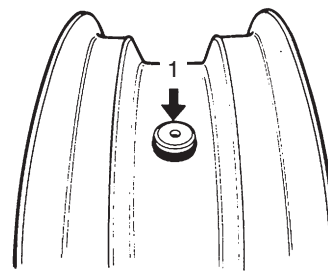
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Air Valve Removal and Installation

B822H12406013

Removal

- 1) Remove the wheel assembly. Refer to "Front Wheel Assembly Removal and Installation (Page 2D-4)" and "Rear Wheel Assembly Removal and Installation (Page 2D-11)".
- 2) Remove the tire. Refer to "Tire Removal and Installation (Page 2D-15)".
- 3) Remove the air valve (1) from the wheel.



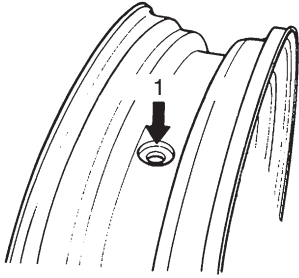
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2D-18 Wheels and Tires:

Installation

Install the air valve in the reverse order of removal. Pay attention to the following points:

- Any dust or rust around the valve hole (1) must be cleaned off.



I718H1240054-01

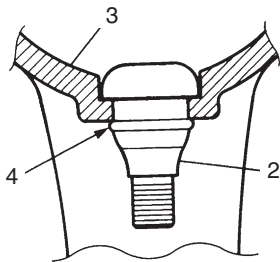
- Install the air valve (2) in the wheel (3).

⚠ CAUTION

- Be careful not to damage the lip (4) of the valve.
- Replace the air valve with a new one.

NOTE

To properly install the valve into the valve hole, apply a special tire lubricant or neutral soapy liquid to the valve.



I718H1240055-01

2. Valve

3. Wheel

4. Valve lip

Wheel Balance Check and Adjustment

B822H12406014

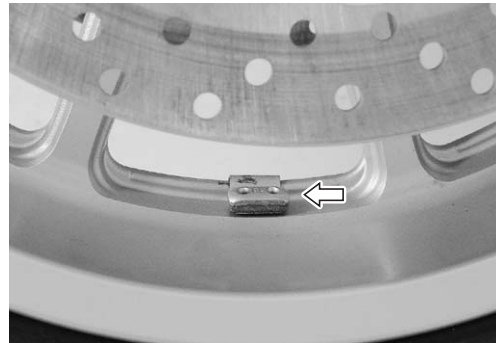
Check and adjust the wheel balance in the following procedures:

- 1) Removal the wheel assembly. Refer to "Front Wheel Assembly Removal and Installation (Page 2D-4)" and "Rear Wheel Assembly Removal and Installation (Page 2D-11)".
- 2) Check the wheel balance using the balancer and adjust the wheel balance if necessary.

⚠ CAUTION

For operating procedures, refer to the instructions supplied by the wheel balancer manufacturer.

- 3) When installing the balancer weight to the wheel, set the balancer weight on center rib of the wheel.



I822H1240037-01

- 4) Recheck the wheel balance.
- 5) Install the wheel assembly. Refer to "Front Wheel Assembly Removal and Installation (Page 2D-4)" and "Rear Wheel Assembly Removal and Installation (Page 2D-11)".

Specifications

Service Data

B822H12407001

Wheel

Unit: mm (in)

Item	Standard			Limit
	Front & Rear	Axial	—	
Wheel rim runout		Front & Rear		Radial
Wheel axle runout	Front & Rear	—		0.25 (0.010)
Wheel rim size	Front	16 M/C x MT 3.50		—
	Rear	16 M/C x MT 8.00		—

Tire

Item	Standard		Limit
	Front	Rear	
Cold inflation tire pressure (Solo riding)	Front	250 kPa (2.50 kgf/cm ² , 36 psi)	—
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)	—
Cold inflation tire pressure (Dual riding)	Front	250 kPa (2.50 kgf/cm ² , 36 psi)	—
	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)	—
Tire size	Front	150/80R 16M/C 71V, tubeless	—
	Rear	240/55R 16M/C 86V, tubeless	—
Tire type	Front	BRIDGESTONE: G853 RADIAL E	—
	Rear	BRIDGESTONE: G852 RADIAL G	—
Tire tread depth (Recommended depth)	Front	—	1.6 mm (0.06 in)
	Rear	—	2.0 mm (0.08 in)

Tightening Torque Specifications

B822H12407002

Fastening part	Tightening torque			Note
	N-m	kgf-m	lb-ft	
Front brake caliper mounting bolt	26	2.6	19.0	☞ (Page 2D-5)
Front axle	100	10.0	72.5	☞ (Page 2D-5)
Front axle pinch bolt	33	3.3	24.0	☞ (Page 2D-5)
Rear brake caliper bracket mounting bolt	94	9.4	68.0	☞ (Page 2D-12)
Rear axle nut	100	10.0	72.5	☞ (Page 2D-12)

NOTE

The specified tightening torque is also described in the following.

“Front Wheel Components (Page 2D-2)”

“Front Wheel Assembly Construction (Page 2D-3)”

“Rear Wheel Components (Page 2D-9)”

“Rear Wheel Assembly Construction (Page 2D-10)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H12408001

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞(Page 2D-4) / ☞(Page 2D-7) / ☞(Page 2D-8) / ☞(Page 2D-12) / ☞(Page 2D-12) / ☞(Page 2D-14) / ☞(Page 2D-15)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞(Page 2D-12)

NOTE

Required service material is also described in the following.

“Front Wheel Components (Page 2D-2)”

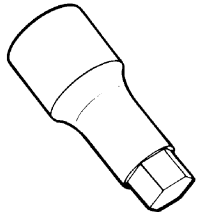
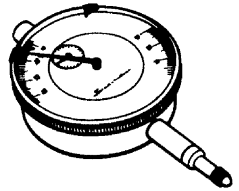
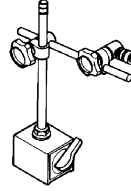
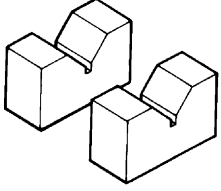
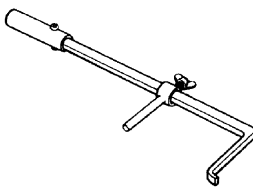
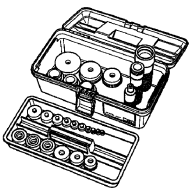
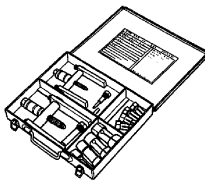
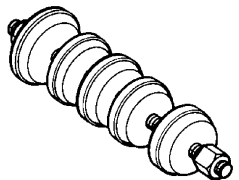
“Front Wheel Assembly Construction (Page 2D-3)”

“Rear Wheel Components (Page 2D-9)”

“Rear Wheel Assembly Construction (Page 2D-10)”

Special Tool

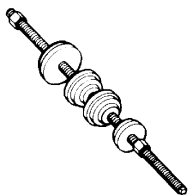
B822H12408002

<p>09900-18740 Hexagon socket (24 mm)</p> <p>☞(Page 2D-4) / ☞(Page 2D-5)</p> 	<p>09900-20607 Dial gauge (1/100 mm, 10 mm)</p> <p>☞(Page 2D-6) / ☞(Page 2D-13)</p> 
<p>09900-20701 Magnetic stand</p> <p>☞(Page 2D-6) / ☞(Page 2D-13)</p> 	<p>09900-21304 V-block (100 mm)</p> <p>☞(Page 2D-6) / ☞(Page 2D-13)</p> 
<p>09913-50121 Oil seal remover</p> <p>☞(Page 2D-7) / ☞(Page 2D-14)</p> 	<p>09913-70210 Bearing installer set</p> <p>☞(Page 2D-8) / ☞(Page 2D-15)</p> 
<p>09921-20240 Bearing remover set</p> <p>☞(Page 2D-7) / ☞(Page 2D-14)</p> 	<p>09924-84510 Bearing installer set</p> <p>☞(Page 2D-7) / ☞(Page 2D-14)</p> 

09941-34513

Steering race installer

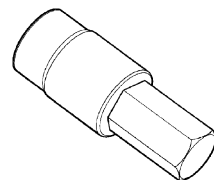
☞ (Page 2D-7) / ☞ (Page 2D-14)



09944-28320

Hexagon socket (19 mm)

☞ (Page 2D-11) /
☞ (Page 2D-12)



Section 3

Driveline / Axle

CONTENTS

Precautions	3-1	Secondary Gear Shim Inspection and Adjustment	3A-10
Precautions	3-1	Final Bevel Gear Components	3A-12
Precautions for Driveline / Axle	3-1	Final Gear Construction	3A-13
Drive Chain / Drive Train / Drive Shaft ...	3A-1	Final Gear Assembly Removal and Installation	3A-13
Diagnostic Information and Procedures	3A-1	Final Gear Disassembly and Assembly	3A-14
Drive Chain and Sprocket Symptom Diagnosis	3A-1	Final Gear Parts Inspection.....	3A-21
Repair Instructions	3A-2	Universal Joint Removal and Installation	3A-22
Secondary Gear Components	3A-2	Universal Joint Inspection	3A-23
Secondary Gear Construction.....	3A-3	Rear Wheel Dumper Removal and Installation ..	3A-23
Secondary Driven Gear Assembly Removal and Installation.....	3A-3	Wheel Dumper Inspection.....	3A-24
Secondary Driven Gear Disassembly and Assembly	3A-4	Final Gear Shim Inspection and Adjustment.....	3A-24
Secondary Driven Gear Related Parts Inspection.....	3A-9	Specifications	3A-28
		Service Data.....	3A-28
		Tightening Torque Specifications.....	3A-28
		Special Tools and Equipment	3A-29
		Recommended Service Material	3A-29
		Special Tool	3A-29

Precautions

Precautions

Precautions for Driveline / Axle

B822H1300001

Refer to "General Precautions in Section 00 (Page 00-1)".

▲ WARNING

Support the motorcycle with a jack or wooden block when servicing the drive shafts and drive train.

Drive Chain / Drive Train / Drive Shaft

Diagnostic Information and Procedures

Drive Chain and Sprocket Symptom Diagnosis

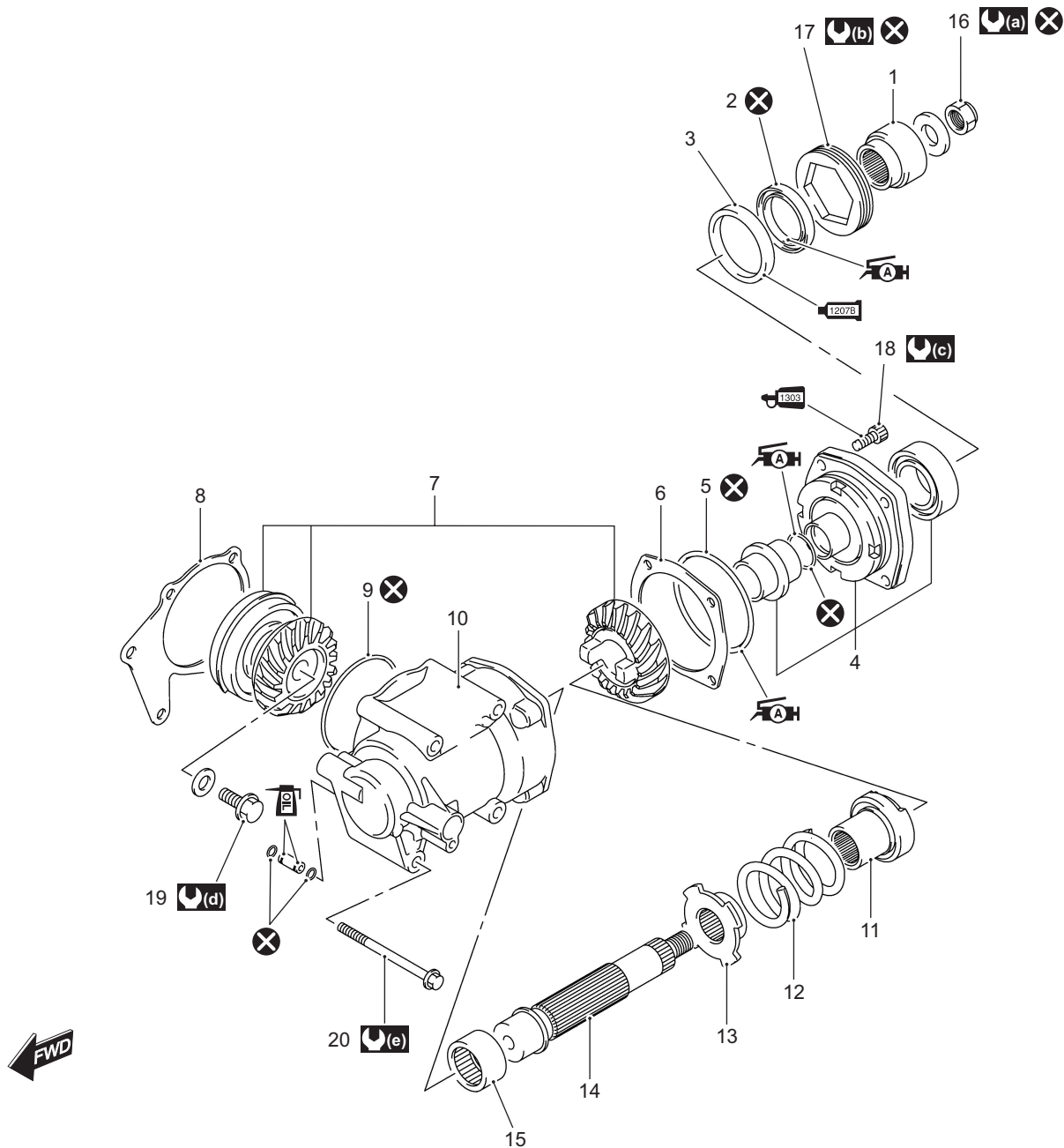
B822H13104001

Condition	Possible cause	Correction / Reference Item
Noisy shaft drive (Noise seems to come from secondary bevel gear and final bevel gear assemblies)	Oil level too low.	<i>Refill. (Check oil jet./Replace oil seal.)</i>
	Drive and driven bevel gears damaged or worn.	<i>Replace.</i>
	Excessive backlash.	<i>Adjust.</i>
	Improper tooth contact.	<i>Adjust.</i>
	Damage to bearings.	<i>Replace.</i>
Noisy shaft drive (Noise seems to come from propeller shaft area)	Propeller shaft universal joint damaged.	<i>Replace.</i>
	Propeller shaft splines damaged or worn.	<i>Replace.</i>
	Insufficient lubricant.	<i>Refill. (Replace oil seal.)</i>
	Cam dog contacting surface damaged or worn.	<i>Replace.</i>

Repair Instructions

Secondary Gear Components

B822H13106007

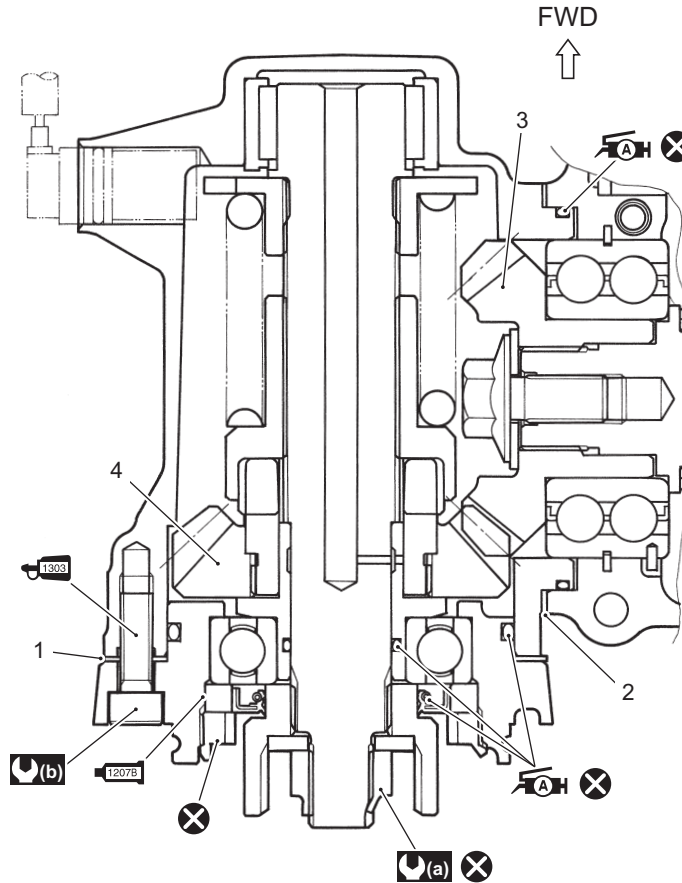


I822H1310001-05

1. Driven bevel gear coupling	12. Damper spring	: 50 N·m (5.0 kgf·m, 36.0 lb·ft)
2. Oil seal	13. Spring cam stopper	: 160 N·m (16.0 kgf·m, 115.5 lb·ft)
3. Oil seal housing	14. Driven bevel gear shaft	: 26 N·m (2.6 kgf·m, 19.0 lb·ft)
4. Bearing housing set	15. Driven bevel gear bearing	: Apply grease.
5. O-ring	16. Driven bevel gear coupling nut	: Apply bond.
6. Shims	17. Secondary driven bearing stopper	: Apply thread lock to the thread part.
7. Secondary bevel gear set	18. Secondary driven bearing housing bolt	: Apply engine oil.
8. Shims	19. Secondary driven gear bolt	: Do not reuse.
9. O-ring	20. Secondary driven gear case bolt	
10. Secondary gear case	: 95 N·m (9.5 kgf·m, 68.5 lb·ft)	
11. Output cam dog	: 105 N·m (10.5 kgf·m, 76.0 lb·ft)	

Secondary Gear Construction

B822H13106008



I822H1310002-03

1. Shims	(a) : 95 N·m (9.5 kgf·m, 68.5 lb-ft)	1303 : Apply thread lock to the thread part.
2. Shims	(b) : 50 N·m (5.0 kgf·m, 36.0 lb-ft)	X : Do not reuse.
3. Secondary drive gear	AH : Apply grease.	
4. Secondary driven gear	1207B : Apply bond.	

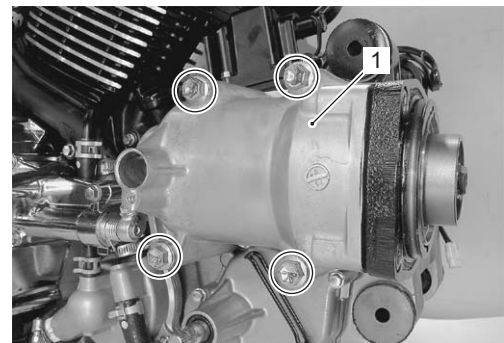
Secondary Driven Gear Assembly Removal and Installation

B822H13106009

Removal

- 1) Remove the engine assembly. Refer to “Engine Assembly Removal in Section 1D (Page 1D-18)”.
- 2) Remove the speed sensor. Refer to “Speed Sensor Removal and Installation in Section 9C (Page 9C-6)”.

- 3) Remove the secondary driven gear assembly (1).



I822H1310003-01

3A-4 Drive Chain / Drive Train / Drive Shaft:

Installation

Install the secondary driven gear assembly in the reverse order of removal. Pay attention to the following points:

- Apply engine oil to the O-ring (1).

CAUTION

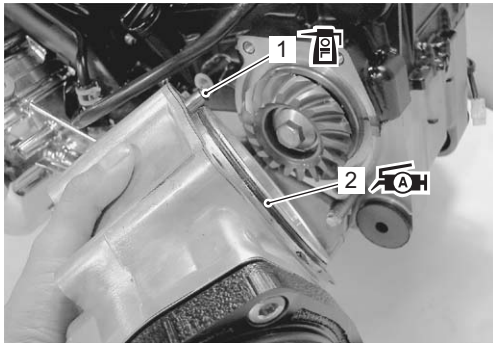
Use a new O-ring (1) to prevent oil pressure leak.

- Apply grease to the O-ring (2).

FAH: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

CAUTION

Use a new O-ring (2) to prevent oil leakage.

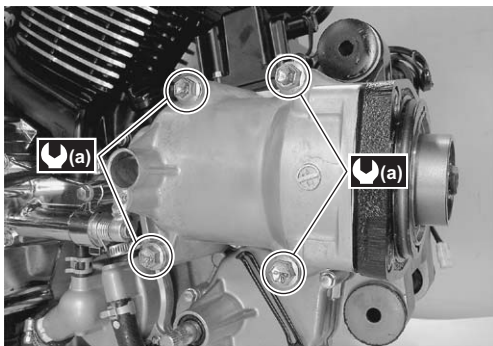


I822H1310005-01

- Install the secondary driven bevel gear assembly and tighten the bolts to the specified torque.

Tightening torque

Secondary driven gear case bolt (a): 26 N·m (2.6 kgf-m, 19.0 lb-ft)



I822H1310006-01

- Install the speed sensor. Refer to "Speed Sensor Removal and Installation in Section 9C (Page 9C-6)".

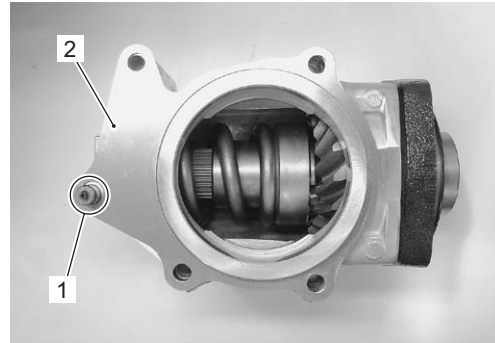
Secondary Driven Gear Disassembly and Assembly

B822H13106010

Refer to "Secondary Driven Gear Assembly Removal and Installation (Page 3A-3)".

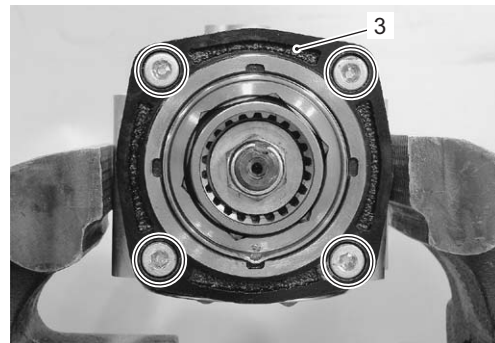
Disassembly

- 1) Remove the oil jet (1) and shims (2).



I822H1310007-01

- 2) Remove the secondary driven bevel gear assembly (3).



I822H1310008-01

- 3) Remove the shims (4).

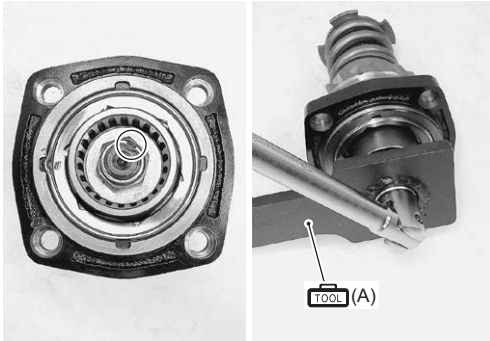


I822H1310020-01

- 4) Unlock the nut with a chisel.
- 5) Remove the driven bevel gear coupling nut with the special tool.

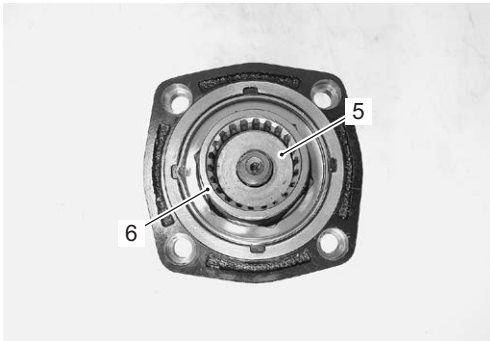
Special tool

TOOL (A): 09924-64510 (Final driving gear coupling holder)



I822H1310009-03

- 6) Remove the washer (5) and driven bevel gear coupling (6).

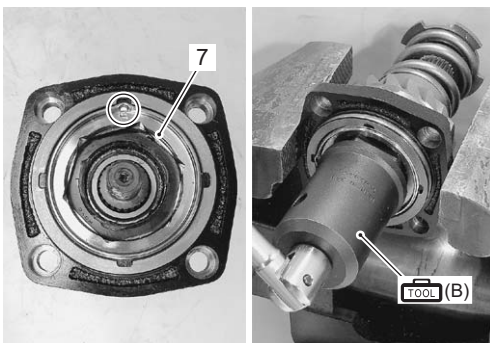


I822H1310010-01

- 7) Unlock the secondary driven bearing stopper (7).
- 8) Remove the secondary driven bearing stopper (7) with the special tool.

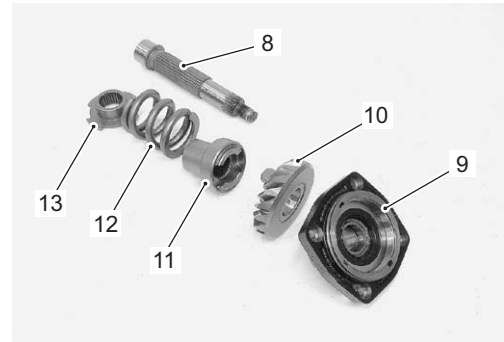
Special tool

TOOL (B): 09924-41830 (Bearing retainer wrench)



I822H1310011-02

- 9) Remove the following parts from the shaft (8).
 - Bearing housing (9)
 - Secondary bevel gear (10)
 - Out put cam dog (11)
 - Dumper spring (12)
 - Spring cam stopper (13)



I822H1310012-01

- 10) Remove the oil seal with the special tool.

Special tool

TOOL (C): 09913-50121 (Oil seal remover)



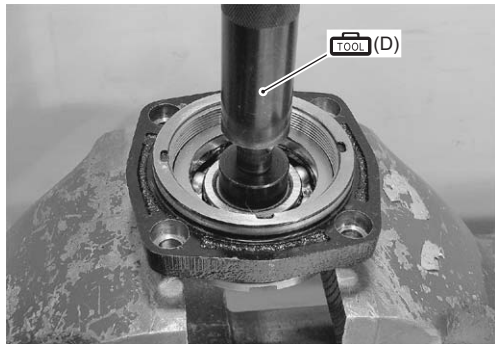
I822H1310013-01

3A-6 Drive Chain / Drive Train / Drive Shaft:

- 11) Remove the driven gear stopper with the special tool.

Special tool

TOOL (D): 09921-20240 (Bearing remover set)

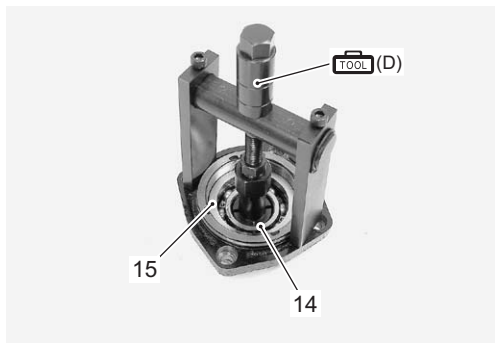


I822H1310021-01

- 12) Remove the bearing (14) and oil seal housing (15) with the special tool.

Special tool

TOOL (D): 09921-20240 (Bearing remover set)



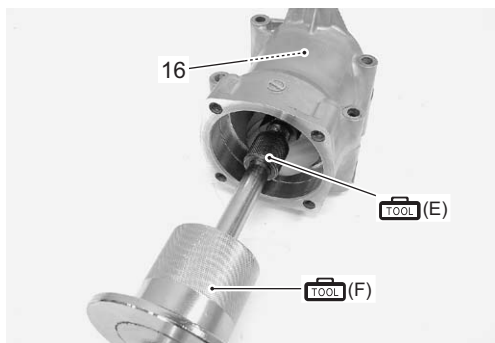
I822H1310022-01

- 13) Remove the bearing (16) with the special tools.

Special tool

TOOL (E): 09941-64511 (Bearing remover)

TOOL (F): 09930-30104 (Rotor remover slide shaft)



I822H1310014-01

Assembly

- 1) Install the bearings with the special tool.

⚠ CAUTION

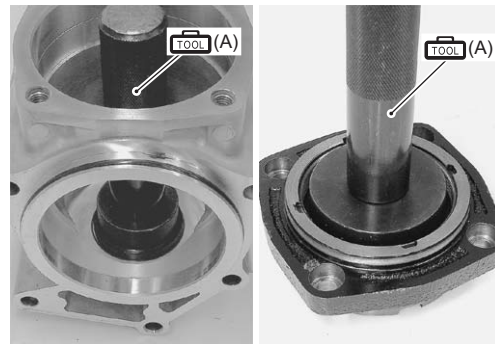
The removed bearing must be replaced with a new one.

NOTE

When installing the bearing, stamped mark on the bearing must face outside.

Special tool

TOOL (A): 09913-70210 (Bearing installer set)



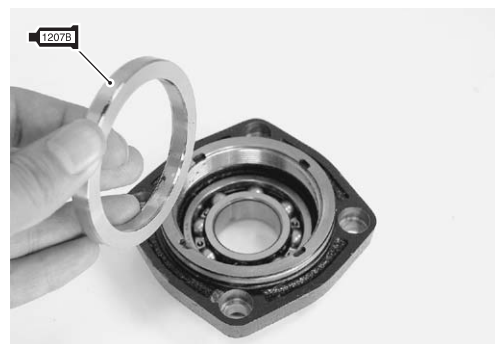
I822H1310015-01

- 2) Apply bond to the mating surface of the bearing housing and oil seal housing.

1207B : Sealant 99000-31140 (SUZUKI BOND No.1207B or equivalent)

NOTE


- Make surface free from moisture, oil, dust and other foreign materials.
- Take extreme care not to apply any bond to the bearing.



I822H1310016-02

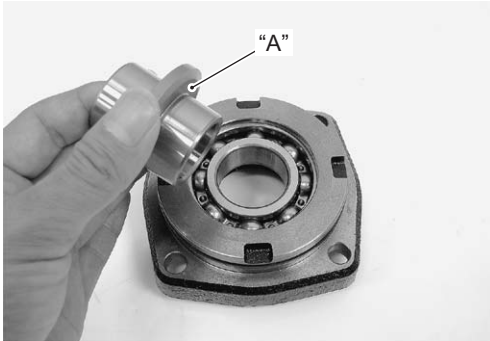
3) Install the driven gear stopper with the special tool.

Special tool

 (A): 09913-70210 (Bearing installer set)

NOTE

The chamfer side "A" of the driven gear stopper faces to the bearing.



I822H1310017-01




I822H1310018-01

4) Install the oil seal with the special tool.

CAUTION

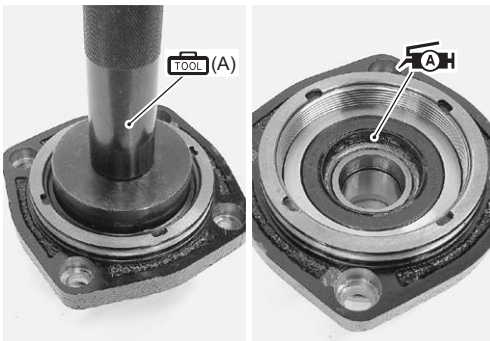
The removed oil seal must be replaced with a new one.

Special tool

 (A): 09913-70210 (Bearing installer set)

5) Apply grease to the lip of the oil seal.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

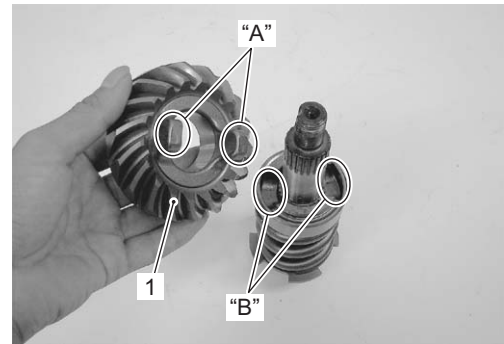


I822H1310019-02

6) Install the secondary bevel gear (1).

NOTE

When install the secondary driven gear, fit the convex parts "A" of the secondary driven gear onto the concave parts "B" of the output cam dog.



I822H1310023-01

7) Install the bearing housing (2) and tighten the bearing stopper (3) to the specified torque with the special tool.

CAUTION

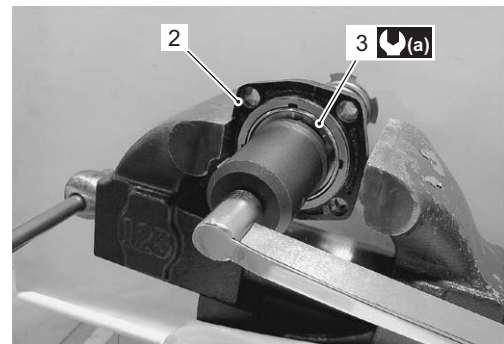
Replace the bearing stopper (3) with a new one.

Special tool

 (B): 09924-41830 (Bearing retainer wrench)

Tightening torque

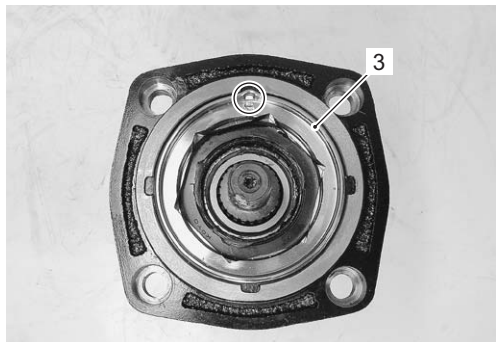
Secondary driven bevel gear bearing stopper (a): 105 N·m (10.5 kgf-m, 76.0 lb-ft)



I822H1310024-01

3A-8 Drive Chain / Drive Train / Drive Shaft:

- 8) Lock the bearing stopper (3) with a center punch.



I822H1310025-01


- 9) Install the coupling (4) and washer (5).

- 10) Tighten the coupling nut (6) to the specified torque with the special tool.

⚠ CAUTION

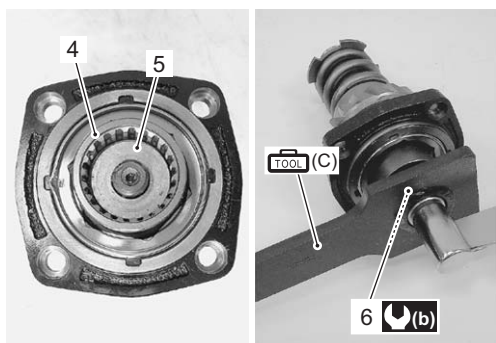
Replace the coupling nut (6) with a new one.

Special tool

 (C): 09924-64510 (Final driving gear coupling holder)

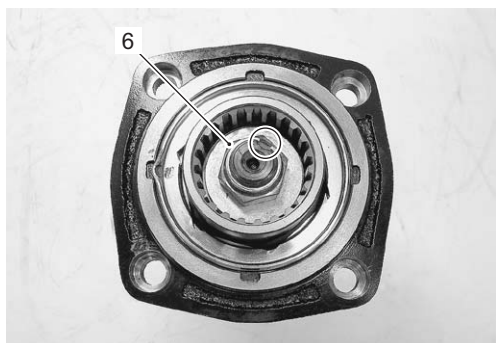
Tightening torque

Secondary bevel gear coupling nut (b): 95 N·m (9.5 kgf-m, 68.5 lb-ft)



I822H1310026-01

- 11) Lock the coupling nut (6) with a center punch.



I822H1310027-01

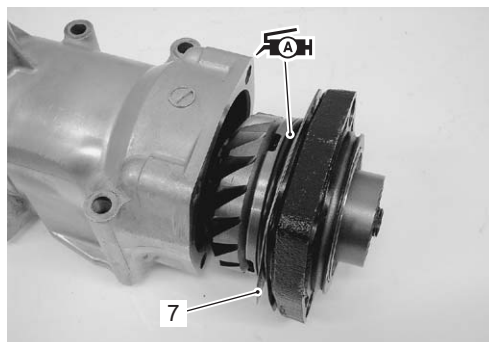
- 12) Install the shims (7).

- 13) Apply grease to the O-ring.

⚠ CAUTION

Replace the O-ring with a new one.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1310028-01

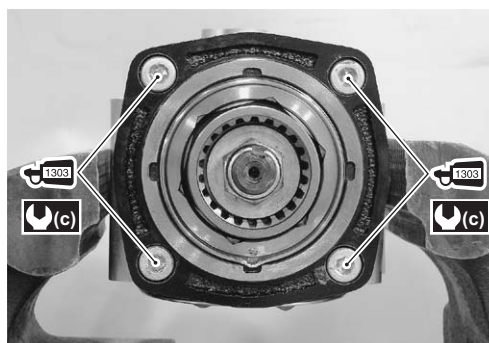
- 14) Install the secondary driven gear assembly to the case.

- 15) Apply a small quantity of the thread lock to the bearing housing bolts and tighten it to the specified torque.

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

Secondary driven gear bearing housing bolt (c): 50 N·m (5.0 kgf-m, 36.0 lb-ft)



I822H1310029-01

- 16) Install the secondary driven gear assembly to the engine assembly and check the backlash and tooth contact. Refer to "Secondary Driven Gear Assembly Removal and Installation (Page 3A-3)" and "Secondary Gear Shim Inspection and Adjustment (Page 3A-10)".

Secondary Driven Gear Related Parts Inspection

B822H13106011

Refer to “Secondary Driven Gear Disassembly and Assembly (Page 3A-4)”.

Driven Bevel Gear

Inspect the driven bevel gear for wear or damage. If any defects are found, replace the gear with a new one.



I822H1310030-01

Output Cam Dog

Inspect the output cam dog for wear or damage. If any defects are found, replace the out put cam dog with a new one.



I822H1310031-01

Driven Bevel Gear Shaft

Inspect the driven bevel gear shaft for wear or damage. If any defects are found, replace the driven bevel gear shaft with a new one.



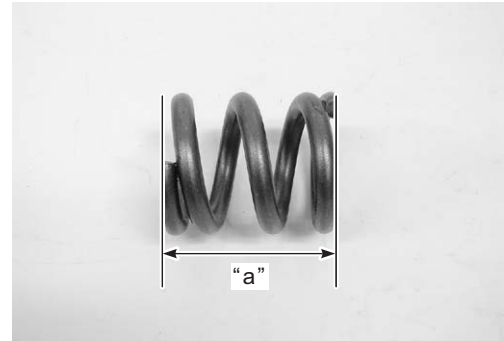
I822H1310032-01

Dumper Spring

Measure the free length of the damper spring. If the length is shorter than the service limit, replace the spring with a new one.

Dumper spring free length “a”

Limit: 64.6 mm (2.54 in)

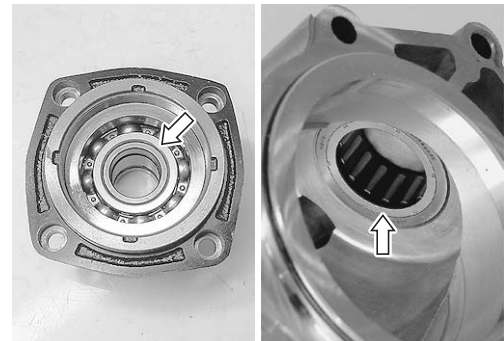


I822H1310033-01

Bearing

Inspect the secondary bevel gear bearings, left and right for abnormal noise and smooth rotation.

Replace the bearing if there is anything unusual. Refer to “Secondary Driven Gear Disassembly and Assembly (Page 3A-4)”.



I822H1310034-02

Oil Seal

Inspect the oil seal for wear or damage. If any defects are found, replace the oil seal with a new one.



I822H1310035-01

Secondary Gear Shim Inspection and Adjustment

B822H13106012

Backlash

Refer to “Secondary Driven Gear Assembly Removal and Installation (Page 3A-3)”.

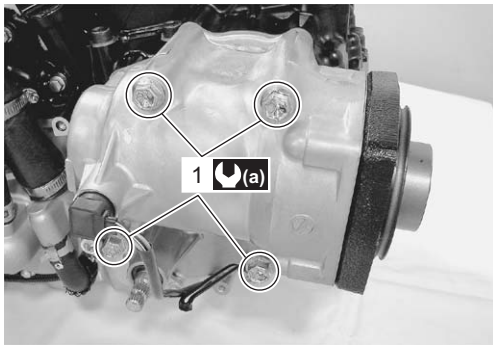
- 1) Tighten the secondary driven gear case bolts (1) to the specified torque.

NOTE

Do not install the O-ring on the driven gear housing at this stage. O-ring is installed after backlash and tooth contact are correct.

Tightening torque

Secondary bevel gear case bolt (a): 26 N·m (2.6 kgf-m, 19.0 lb-ft)



I822H1310036-02

- 2) Measure the backlash as follows:

- Install the backlash measuring tool on the driven bevel gear coupling, and set-up a dial gauge as shown in the figure.

Special tool

TOOL (A): 09924-34510 (Backlash measuring tool (φ27 – 50))

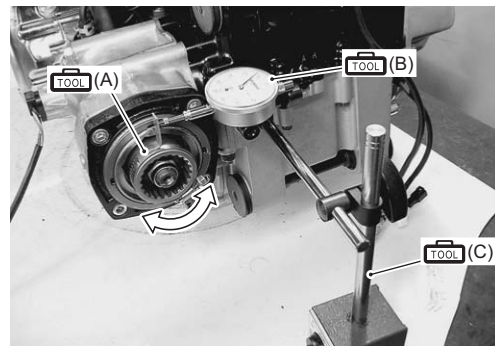
TOOL (B): 09900-20607 (Dial gauge (1/100 mm, 10 mm))

TOOL (C): 09900-20701 (Magnetic stand)

- Adjust the dial gauge so that it touches the backlash measuring tool arm at the mark; hold the secondary drive bevel gear securely, and turn the secondary driven bevel gear coupling slightly in each direction, reading the total backlash on the dial gauge.

Secondary bevel gear backlash

Standard: 0.03 – 0.15 mm (0.001 – 0.006 in)



I822H1310037-03

- If the backlash is not within specification, the shims (driven bevel gear side) must be changed and the backlash should be rechecked until correct. Refer to the chart for appropriate changes.

NOTE

When changing the shims (driven bevel gear side), measure the thickness of the old shims. Using the thickness of the old shims as a guide, adjust the backlash by referring to the chart.

Backlash	Shim adjustment
Under 0.03 mm (0.001 in)	Increase shim thickness
0.03 – 0.15 mm (0.001 – 0.006 in)	Correct
Over 0.15 mm (0.006 in)	Decrease shim thickness

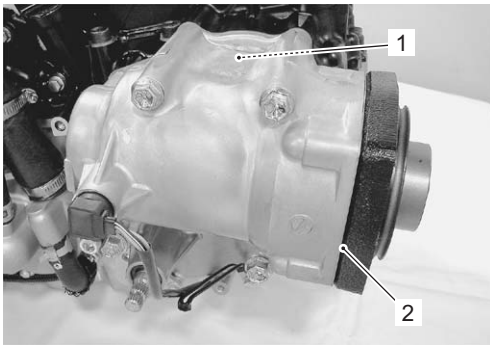
List of shims (For driven bevel gear side)

	Part number	Shim thickness
24945-48810 (Shim set: 5 pcs.)	24945-48G00-030	0.30 mm (0.012 in)
	24945-48G00-035	0.35 mm (0.014 in)
	24945-48G00-040	0.40 mm (0.016 in)
	24945-48G00-050	0.50 mm (0.020 in)
	24945-48G00-060	0.60 mm (0.024 in)

Tooth Contact

After bringing the backlash within specification by changing the secondary driven bevel gear shims, it will be necessary to check tooth contact.

- 1) Remove the secondary gear case.
- 2) Clean and degrease the secondary drive bevel gear teeth, and apply a coating of machinist's layout dye or paste to several teeth.
- 3) Reinstall the secondary gear case same as backlash measurement, with removed shims (1) and (2).



I822H1310038-01

1. Shim (Drive bevel gear side)
2. Shim (Driven bevel gear side)

- 4) Rotate the secondary driven bevel gear coupling several turns in both directions.
- 5) Remove the secondary gear case from the crankcase, and observe the tooth contact pattern made in the dye or paste.
- 6) Compare the tooth contact pattern to the examples as shown in [A], [B] and [C].
- 7) If tooth contact is found to be incorrect, the shims of the secondary drive bevel gear and secondary driven bevel gear must be changed, tooth contact should be rechecked until correct.

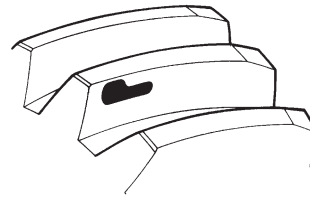
⚠ CAUTION

After the tooth contact adjustment is made, the backlash must be rechecked, as it may change. Refer to the backlash checking subsection, and readjust until both backlash and tooth contact are correct.

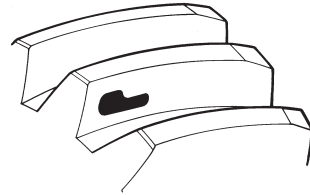
Backlash	Shim adjustment
Contact at tooth top [A]	Decrease thickness of shims (1) or (2)
Contact at tooth root [B]	Increase thickness of shims (1) or (2)

Contact Position

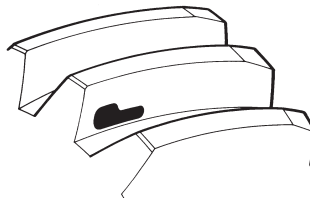
[A]



[B]



[C]



I822H1310109-03

[A]: Incorrect (Contact at tooth top)
[B]: Correct
[C]: Incorrect (Contact at tooth root)

List of shims (For drive bevel gear side) (1)

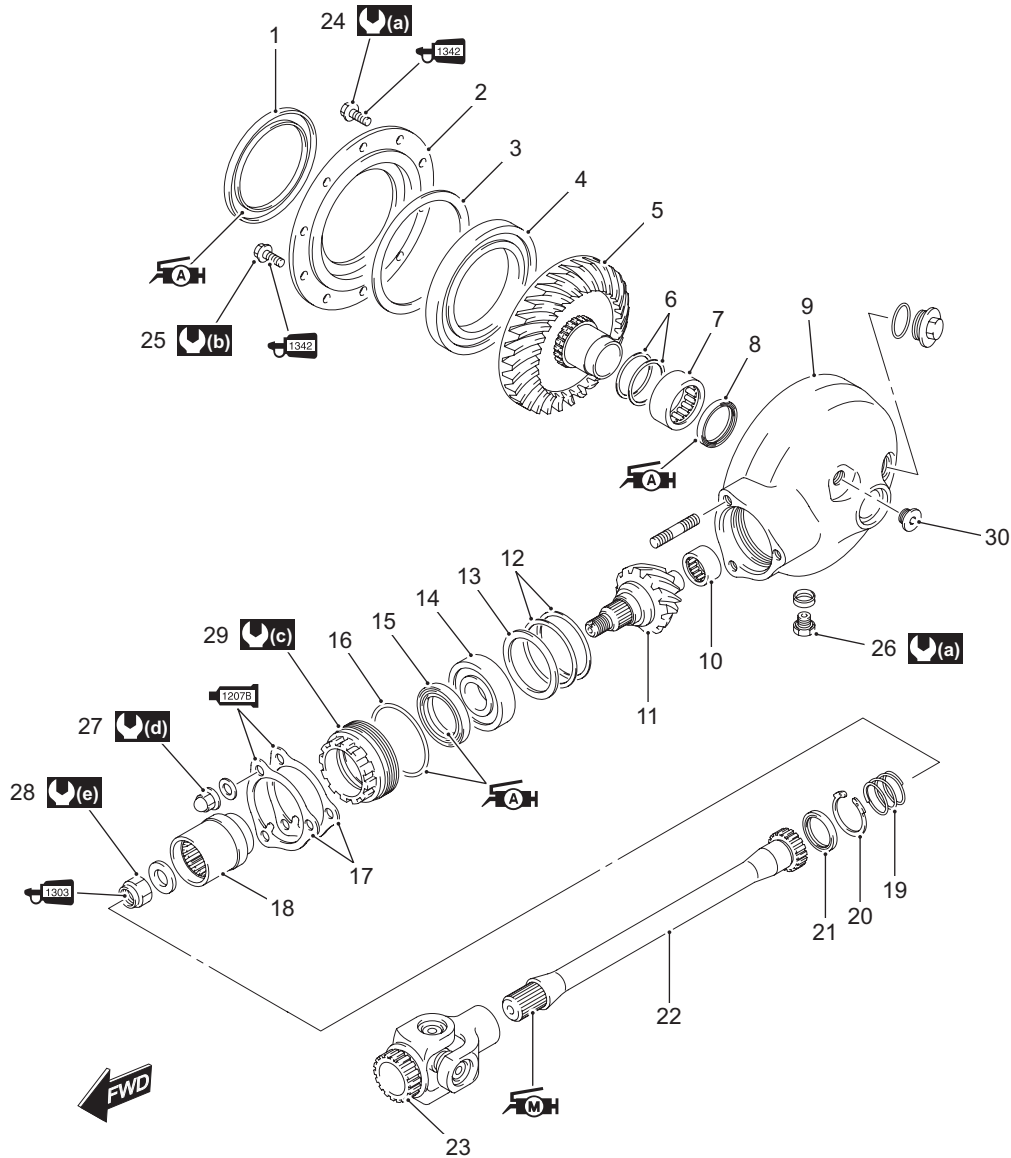
	Part number	Shim thickness
24935-48810 (Shim set: 9 pcs.)	24935-48G00-040	0.40 mm (0.016 in)
	24935-48G00-045	0.45 mm (0.018 in)
	24935-48G00-050	0.50 mm (0.020 in)
	24935-48G00-055	0.55 mm (0.022 in)
	24935-48G00-060	0.60 mm (0.024 in)
	24935-48G00-065	0.65 mm (0.026 in)
	24935-48G00-070	0.70 mm (0.028 in)
	24935-48G00-075	0.75 mm (0.030 in)
	24935-48G00-080	0.80 mm (0.031 in)

List of shims (For driven bevel gear side) (2)

	Part number	Shim thickness
24945-48810 (Shim set: 5 pcs.)	24945-48G00-030	0.30 mm (0.012 in)
	24945-48G00-035	0.35 mm (0.014 in)
	24945-48G00-040	0.40 mm (0.016 in)
	24945-48G00-050	0.50 mm (0.020 in)
	24945-48G00-060	0.60 mm (0.024 in)

Final Bevel Gear Components

B822H13106013

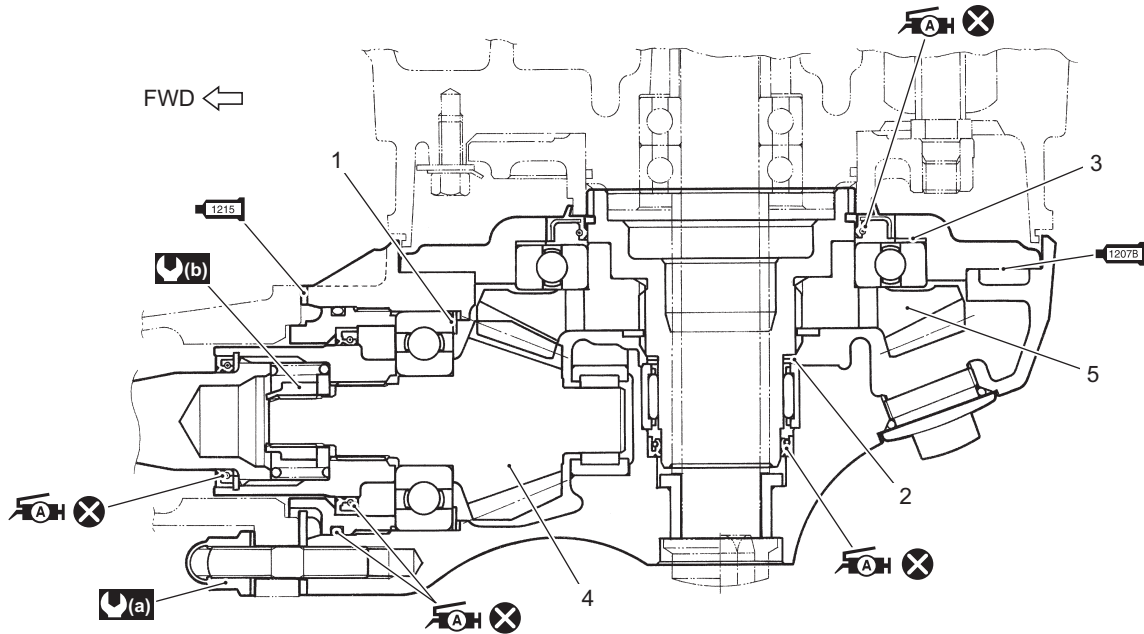


I822H1310040-09

1. Oil seal	14. Final drive bevel gear bearing	27. Final gear case nut
2. Final gear bearing case	15. Oil seal	28. Final driven gear coupling nut
3. Shims	16. O-ring	29. Drive bearing stopper
4. Final driven gear bearing	17. Stopper plate	30. Final gear case pivot bolt
5. Final driven bevel gear	18. Final drive gear coupling	: 23 N-m (2.3 kgf-m, 16.5 lb-ft)
6. Shims	19. Spring	: 50 N-m (5.0 kgf-m, 36.0 lb-ft)
7. Final driven gear bearing	20. Snap ring	: 110 N-m (11.0 kgf-m, 79.5 lb-ft)
8. Oil seal	21. Oil seal	: 40 N-m (4.0 kgf-m, 29.0 lb-ft)
9. Final gear case	22. Propeller shaft	: 100 N-m (10.0 kgf-m, 72.5 lb-ft)
10. Final drive gear bearing	23. Universal joint	: Apply grease.
11. Final drive bevel gear	24. Final gear case bolt (M8)	: Apply moly paste.
12. Shims	25. Final gear case bolt (M10)	: Apply thread lock to the thread part.
13. Washer	26. Oil drain plug	: Apply thread lock to the thread part.

Final Gear Construction

B822H13106014



I822H1310041-05

1. Shims	5. Final driven bevel gear	1207B : Apply bond to matching surface.
2. Shims	(a) : 40 N·m (4.0 kgf·m, 29.0 lb·ft)	1215 : Apply bond to matching surface.
3. Shims	(b) : 100 N·m (10.0 kgf·m, 72.5 lb·ft)	⊗ : Do not reuse.
4. Final drive bevel gear	AH : Apply grease.	

Final Gear Assembly Removal and Installation

B822H13106015

Removal

- 1) Drain final gear oil. Refer to "Final Gear Oil Replacement in Section 0B (Page 0B-14)".
- 2) Remove the rear wheel. Refer to "Rear Wheel Assembly Removal and Installation in Section 2D (Page 2D-11)".
- 3) Remove the final gear case pivot bolt (1).
- 4) Remove the final gear case nut and washer.
- 5) Remove the final gear case (2) backward.



I822H1310042-01

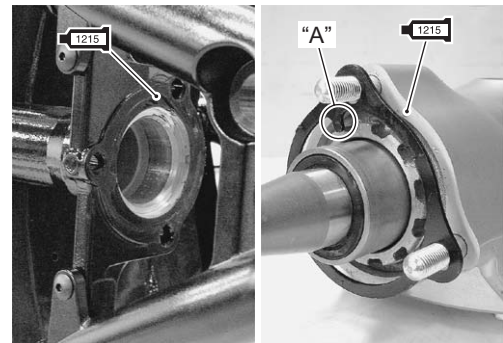
Installation

- 1) Apply bond to the mating surface of the final gear case and swingarm.

1215 : Sealant 99000-31110 (SUZUKI BOND No.1215 or equivalent)

CAUTION


When installing the stopper plate, fit the protrusion "A" of the plate to the one of the bearing stopper grooves.

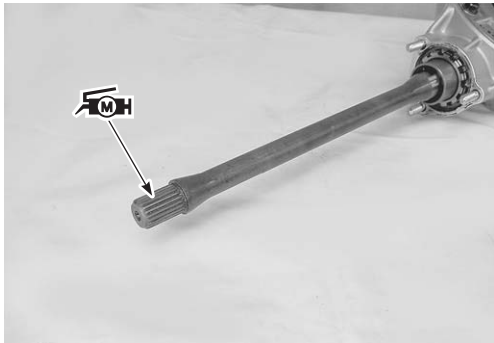


I822H1310043-02

3A-14 Drive Chain / Drive Train / Drive Shaft:

2) Apply moly paste to the propeller shaft spline.

 **Moly paste 99000-25140 (SUZUKI MOLY PASTE or equivalent)**



I822H1310044-02

3) Install the final gear case assembly.

NOTE

To install the final gear case easily, move the dust boot front and the universal joint turn into the propeller shaft.



I822H1310045-01

4) Install the washers (1) and tighten the final gear case nut (2) to the specified torque.

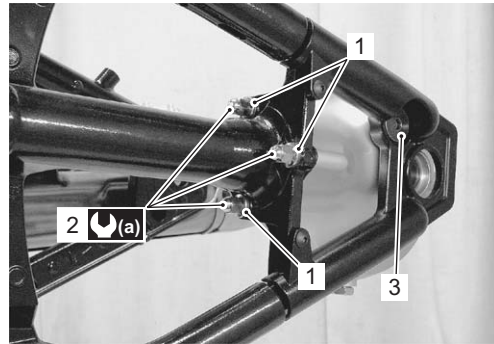
NOTE

The conical side of the washer (1) faces outside.

Tightening torque

Final gear case nut (a): 40 N·m (4.0 kgf-m, 29.0 lb-ft)

5) Tighten the final gear case pivot bolt (3).



I822H1310046-05

6) Install the rear wheel assembly. Refer to "Rear Wheel Assembly Removal and Installation in Section 2D (Page 2D-11)".

7) Pour final gear oil. Refer to "Final Gear Oil Replacement in Section 0B (Page 0B-14)".

Final Gear Disassembly and Assembly

B822H13106016

Refer to "Final Gear Assembly Removal and Installation (Page 3A-13)".

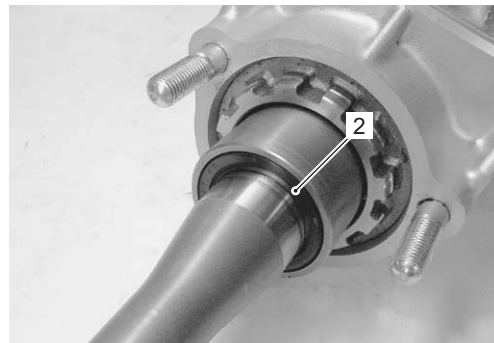
Disassembly

1) Remove the stopper plate (1).



I822H1310047-01

2) Remove the dust seal (2).

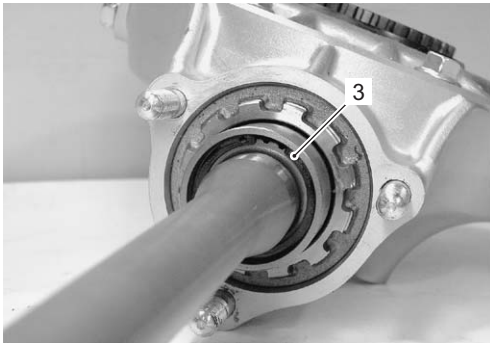


I822H1310048-01

3) Remove the snap ring (3) with the special tool.

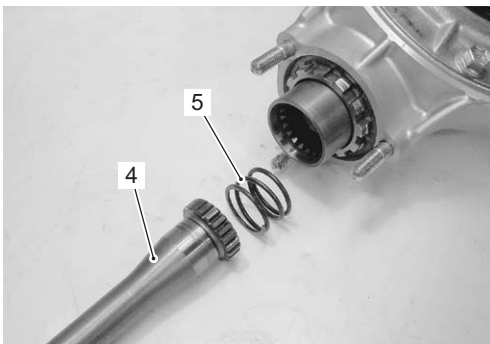
Special tool

 : 09900-06108 (Snap ring pliers)



I822H1310049-01

4) Remove the propeller shaft (4) and spring (5).




I822H1310050-01


5) Unlock the final drive gear coupling nut with a chisel.

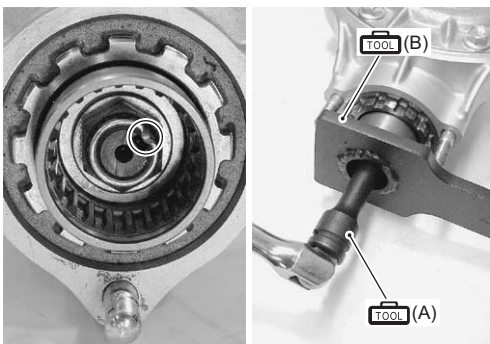
6) Remove the final drive gear coupling nut with the special tools.

Special tool

 (A): 09924-62430 (Long socket (22 mm))

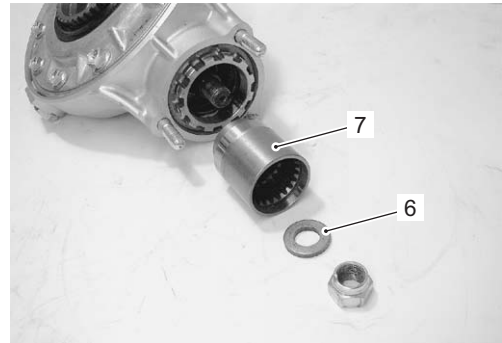
Special tool

 (B): 09924-64510 (Final driving gear coupling holder)



I822H1310051-01


7) Remove the washer (6) and final drive gear coupling (7).

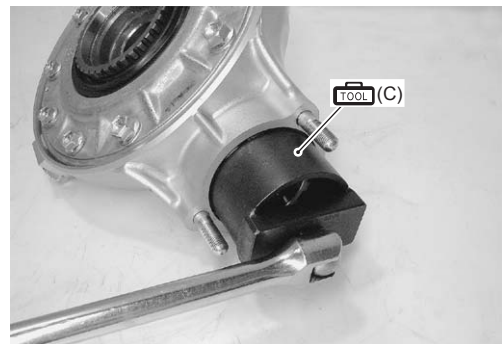


I822H1310052-01

8) Remove the bearing stopper with the special tool.

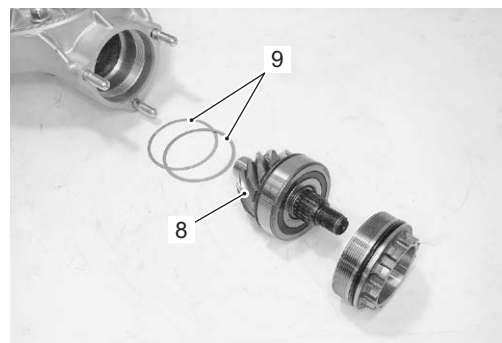
Special tool

 (C): 09924-62410 (Final drive gear bearing holder wrench)



I822H1310053-03


9) Remove the final drive gear (8) and shims (9).



I822H1310054-02

10) Remove the bearing with the inner race from the final drive bevel gear with the special tool.

Special tool

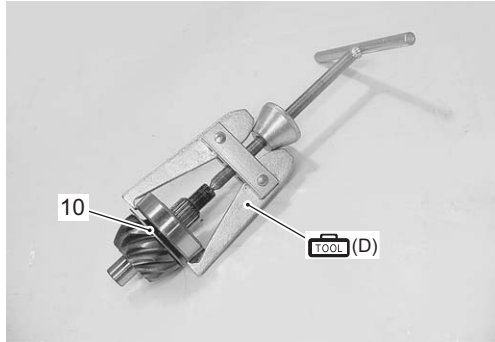
 (D): 09913-60910 (Bearing remover)

NOTE

If no abnormal noise, the bearing removal is not necessary.

3A-16 Drive Chain / Drive Train / Drive Shaft:

11) Remove the washer (10).



I822H1310055-01

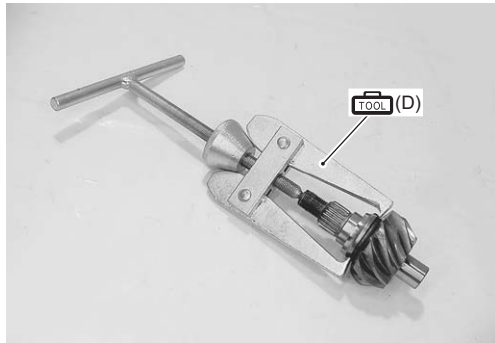
12) Remove the inner race with the special tool.

Special tool

Tool (D): 09913-60910 (Bearing remover)

⚠ CAUTION

When replacing the drive bevel gear, replace the driven bevel gear also, as they must be replaced together.



I822H1310056-01

13) Remove the final gear case bolts.



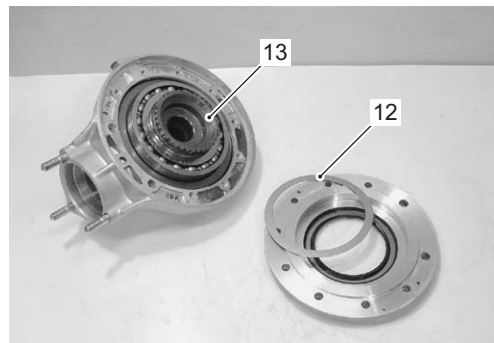
I822H1310057-01

14) Remove the final gear bearing case (11) from the final gear case by using two 5 mm screws.



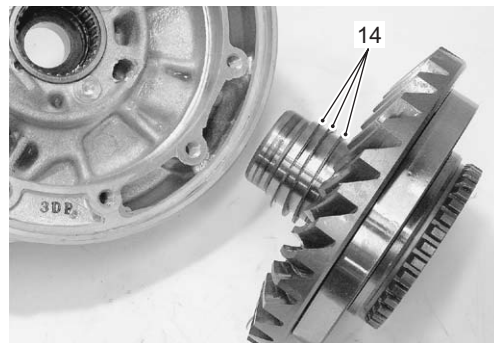
I822H1310058-01

15) Remove the shim (12) and final driven bevel gear (13).



I822H1310059-01

16) Remove the shims (14).

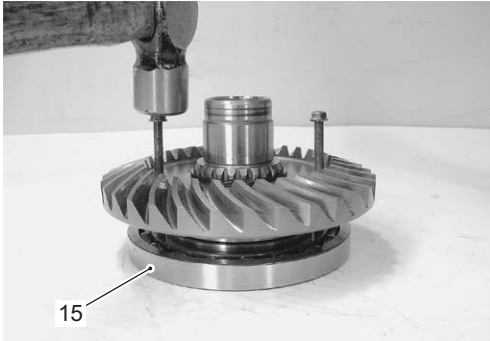


I822H1310060-01

- 17) Remove the final driven bevel gear bearing (15) from the bevel gear with two bolts or suitable bars.

NOTE


If no abnormal noise, the bearing removal is not necessary.

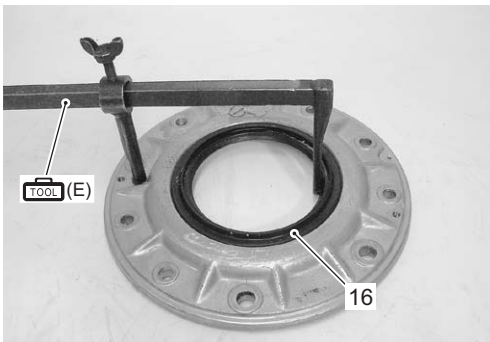


I822H1310061-01

- 18) Remove the oil seal (16) with the special tool.

Special tool



 (E): 09913-50121 (Oil seal remover)

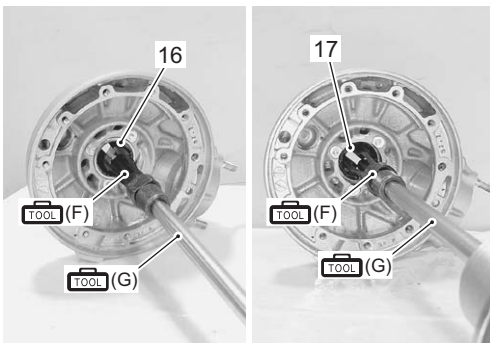


I822H1310062-01

- 19) Remove the final driven gear bearing (16) and oil seal (17) with the special tools.

Special tool



 (F): 09941-64511 (Bearing remover)
 (G): 09930-30104 (Rotor remover slide shaft)

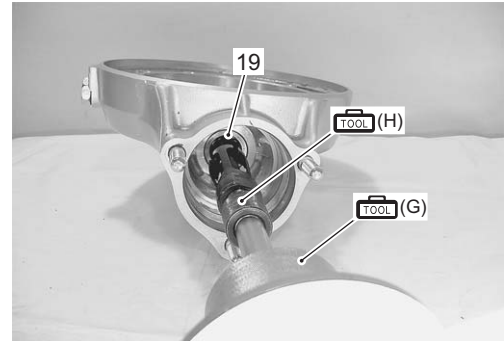


I822H1310063-01

- 20) Remove the final drive gear bearing (19) with the special tools.

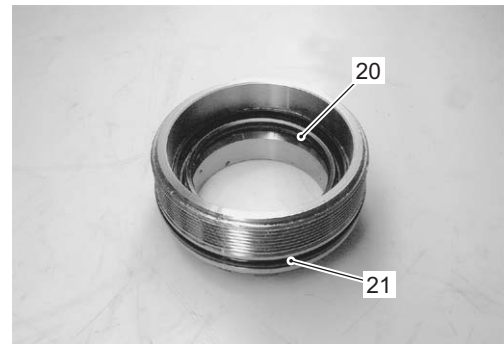
Special tool

 (H): 09923-74511 (Bearing remover)
 (G): 09930-30104 (Rotor remover slide shaft)



I822H1310064-01

- 21) Remove the oil seal (20) and O-ring (21) from the bearing stopper.



I822H1310065-01

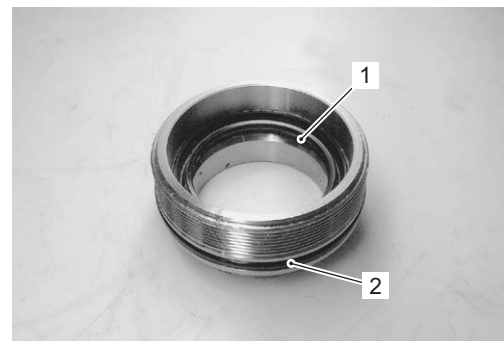
Assembly

Reassemble the final gear case in the reverse order of disassembly. Pay attention to the following points:

- Install a oil seal (1) and O-ring (2) to the bearing stopper.

NOTE

The removed oil seal (1) and O-ring (2) must be replaced with new ones.




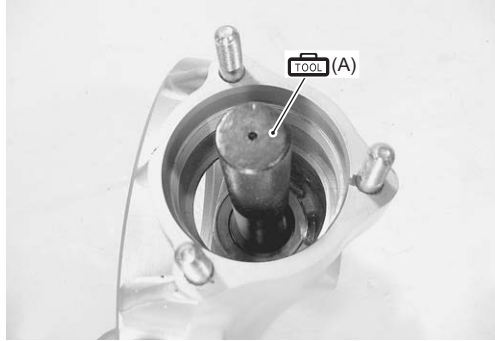
I822H1310066-01

3A-18 Drive Chain / Drive Train / Drive Shaft:

- Install the final drive gear bearing into the final gear case with the special tool.

Special tool


 (A): 09913-75821 (Bearing installer)



I822H1310089-02

- Install the oil seal into the final gear case with the special tool.

Special tool

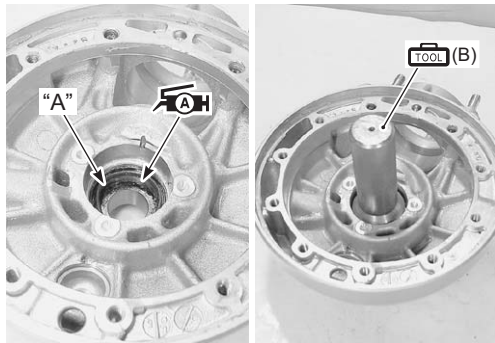
 (B): 09913-76010 (Bearing installer)

CAUTION

- Use a new oil seal to prevent oil leakage.
- The lip and spring of the oil seal “A” should face to the driven bevel gear side.

- Apply grease to the oil seal lip.


 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1310068-03

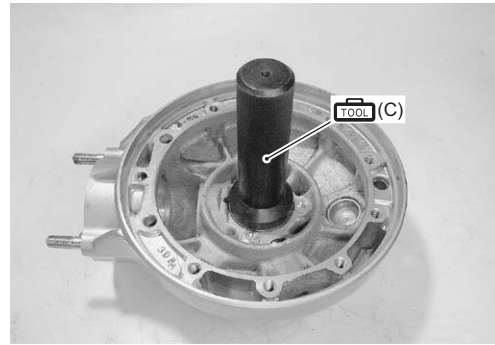
- Install the final driven gear bearing into the final gear case with the special tool.

Special tool

 (C): 09951-16080 (Bearing installer)

NOTE


The stamped mark side of bearing face to the driven bevel gear side.



I822H1310071-02

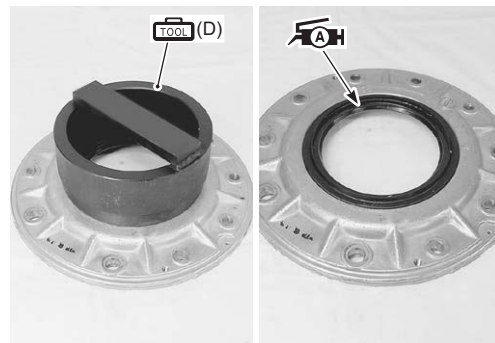
- Install a new oil seal to the final gear bearing case with the special tool.

Special tool

 (D): 09951-16310 (Bearing installer)

- Apply grease to the lip of the oil seal.


 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1310070-02

- Install the final driven bevel gear bearing to the bevel gear with the special tool.

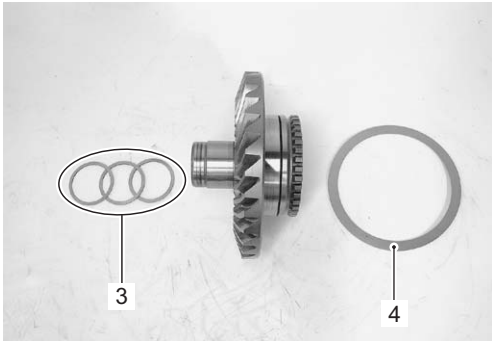
Special tool

 (E): 09951-17010 (Bearing installer)



I822H1310069-02

- Install the correct shims (3) and (4) to the both sides of the final driven bevel gear and install the gear to the final gear case.




I822H1310072-01

- Apply bond to the mating surface of the final gear case and final gear bearing case.

CAUTION

Do not block the breather passage when applying bond.

 : Sealant 99000-31140 (SUZUKI BOND No.1207B or equivalent)



I822H1310073-01

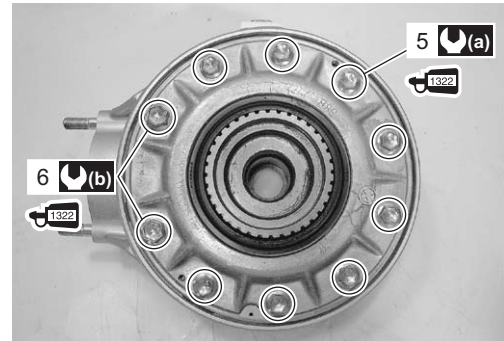
- Apply thread lock to the final gear case bolts (5) and (6), and tighten them to the specified torque.

 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

Tightening torque

Final gear case bolt (M8) (a): 23 N·m (2.3 kgf-m, 16.5 lb-ft)


Final gear case bolt (M10) (b): 50 N·m (5.0 kgf-m, 36.0 lb-ft)



I822H1310074-02

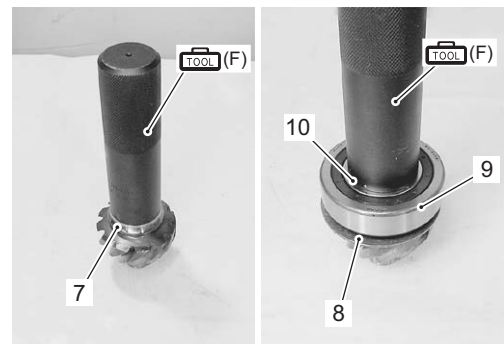
- Install the inner race (7), washer (8), bearing (9) and inner race (10) with the special tool.

Special tool

 (F): 09913-84510 (Bearing installer)

NOTE

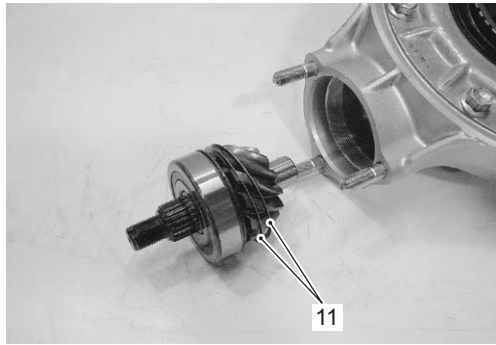
When installing the bearing, stamped mark on the bearing must face outside.



I822H1310075-03

3A-20 Drive Chain / Drive Train / Drive Shaft:

- Install the correct shims (11) to the final drive bevel gear, and install the bevel gear to the final gear case.



I822H1310076-01

- Apply grease to the O-ring and the lip of the oil seal.
- Install the bearing stopper (12).

⚠ CAUTION

Use a new oil seal and O-ring to prevent oil leakage.

⚙️ : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1310077-01

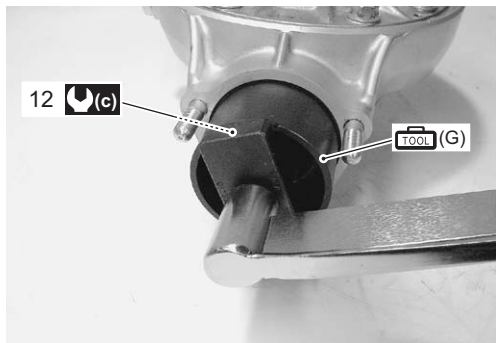
- Tighten the bearing stopper (12) to the specified torque with the special tool.

Special tool

🛠️ (G): 09924-62410 (Final drive gear bearing holder wrench)

Tightening torque

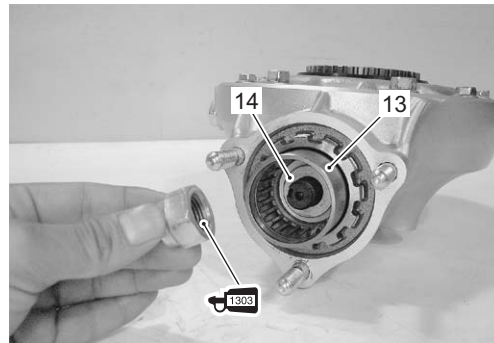
Final drive bevel gear bearing stopper (c): 110 N-m (11.0 kgf-m, 79.5 lb-ft)



I822H1310078-02

- Install the final drive gear coupling (13) and washer (14).
- Apply a small quantity of the thread lock to the final drive gear coupling nut.

🛠️ 1303 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)



I822H1310079-01

- Tighten the nut to the specified torque with the special tool.

⚠ CAUTION

Use a new nut.

Tightening torque

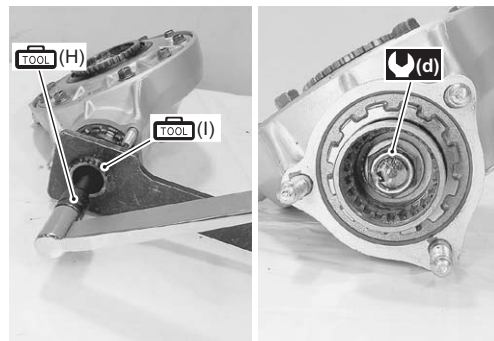
Final drive gear coupling nut (d): 100 N-m (10.0 kgf-m, 72.5 lb-ft)

Special tool

🛠️ (H): 09924-62430 (Long socket (22 mm))


🛠️ (I): 09924-64510 (Final driving gear coupling holder)

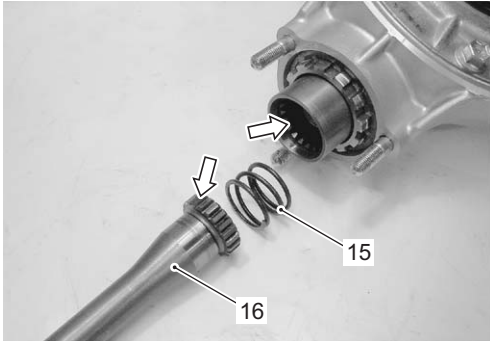
- Lock the final drive bevel gear coupling nut with a center punch.



I822H1310080-03

- Apply 5 – 7 cm³ Lithium Base Molybdenum grease (NLGI#2) to the propeller shaft splines and final drive bevel gear coupling.
- Install the spring (15) and propeller shaft (16).

 **Moly paste 99000-25140 (SUZUKI MOLY PASTE or equivalent)**

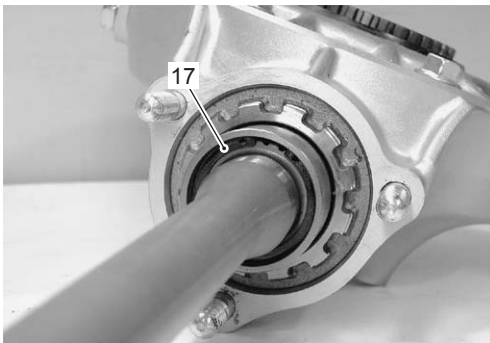


I822H1310081-02

- Install the snap ring (17).
- After installing the propeller shaft with a new snap ring, make sure that the propeller shaft turns smoothly without any hitch or bearing noise.

Special tool

 : 09900-06108 (Snap ring pliers)



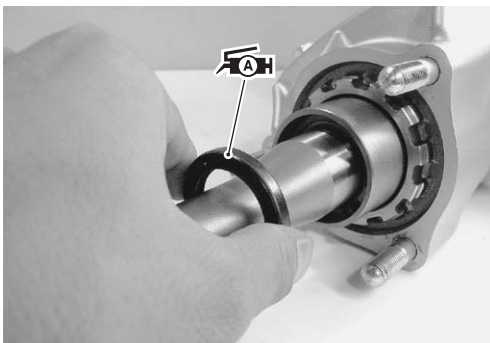
I822H1310082-03

- Apply grease to the lip of the dust seal.

CAUTION

Use a new dust seal to prevent oil leakage.


 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**



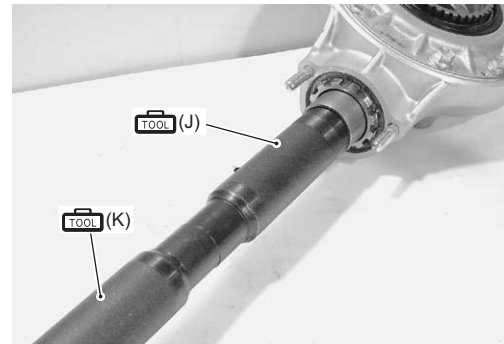
I822H1310083-02

- Install the dust seal with the special tools.

Special tool

 (J): 09940-51410 (Bearing installer)

 (K): 09925-18011 (Steering bearing installer)



I822H1310084-02

Final Gear Parts Inspection

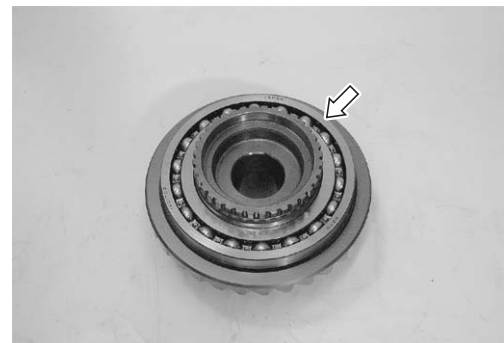
B822H13106017

Drive / Driven Bevel Gear

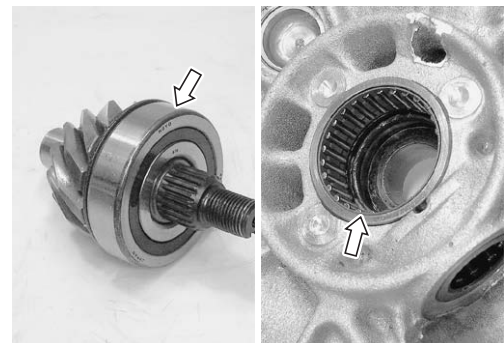
Inspect the drive and/or driven bevel gear wear or damage. If any defects are found, replace the drive and/or driven bevel gear with a new one.

Bearing

Inspect bearings, left and right for abnormal noise and smooth rotation. Replace the bearing, if there is anything unusual. Refer to "Final Gear Disassembly and Assembly (Page 3A-14)".



I822H1310085-01



I822H1310086-01

3A-22 Drive Chain / Drive Train / Drive Shaft:

Spring

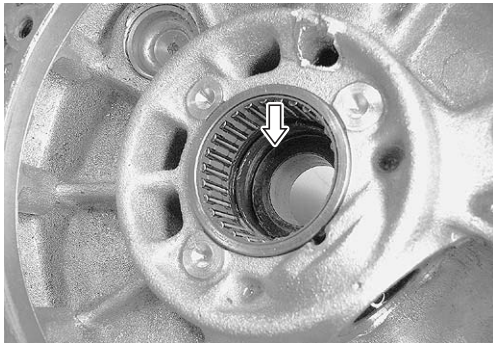
Inspect the spring damage or fatigue. If any defects are found, replace the spring with a new one.



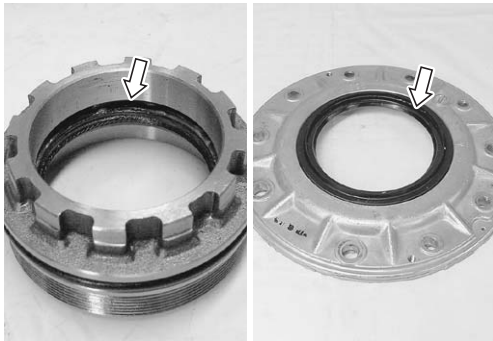
I822H1310087-01

Oil Seal

Inspect the oil seal for wear and damage. If any defects are found, replace the oil seal with a new one.



I822H1310110-01



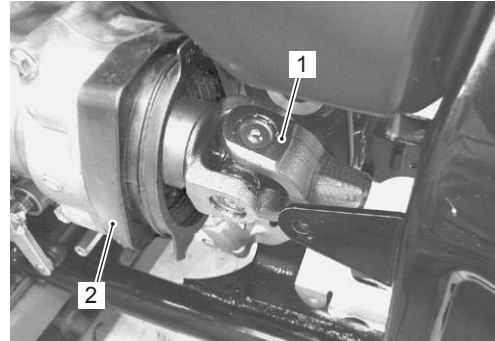
I822H1310090-02

Universal Joint Removal and Installation

B822H13106018

Removal

- 1) Remove the swingarm. Refer to "Swingarm / Cushion Lever Removal and Installation in Section 2C (Page 2C-5)".
- 2) Remove the universal joint (1) and boot (2).



I822H1310091-02

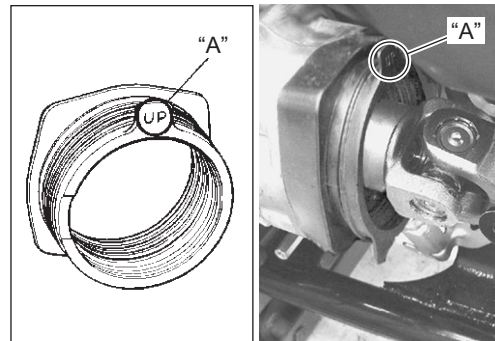
Installation

Install the universal joint in the reverse order of removal. Pay attention to the following point:

- Before installing the swingarm, install the boot and the universal joint.

NOTE

Make sure that the "UP" mark "A" on the boot faces to up.



I822H1310092-03

Universal Joint Inspection

B822H13106019

Inspect the play by turning the universal joint. If excessive play is noted, replace it with a new one.

⚠ CAUTION

Do not attempt to disassemble the universal joint.



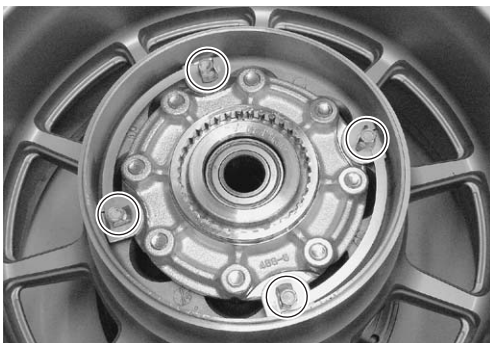
I822H1310093-01

Rear Wheel Dumper Removal and Installation

B822H13106020

Removal


- 1) Remove the rear wheel assembly. Refer to “Rear Wheel Assembly Removal and Installation in Section 2D (Page 2D-11)”.
- 2) Flatten the lock washers.
- 3) Remove the bolts, washers and plates.

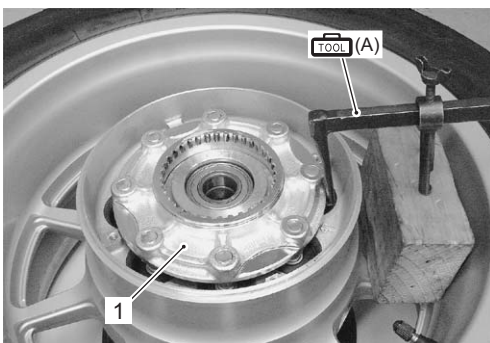


I822H1310094-01

- 4) Remove the driven hub joint (1) with the special tool and wooden block.

Special tool

 (A): 09913-50121 (Oil seal remover)



I822H1310108-02

- 5) Remove the O-ring (2).



I822H1310095-01

- 6) Remove the dumpers with a screw driver.



I822H1310097-01

Installation

Install the wheel damper in the reverse order of removal. Pay attention to the following points:

- Install the wheel dumpers.

NOTE

If soap water is applied around the dumper, it makes the job easier.



I822H1310098-01

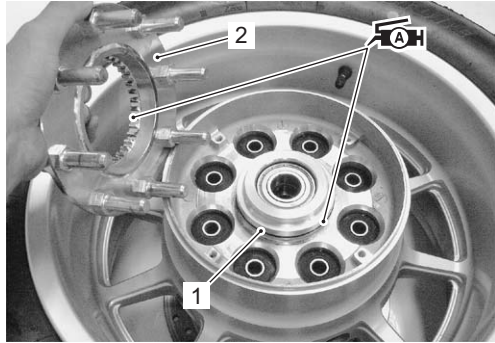
3A-24 Drive Chain / Drive Train / Drive Shaft:

- Apply grease to the O-ring (1) and the final gear spline (2).

CAUTION

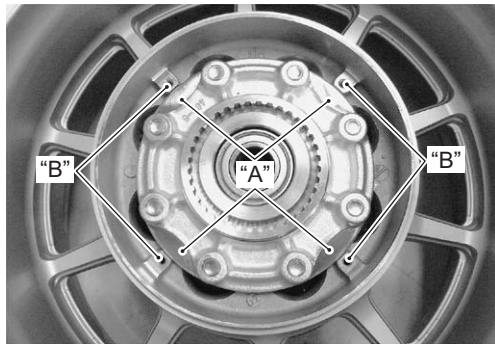
The removed O-ring must be replaced with a new one.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**



I822H1310099-01

- When install the driven hub joint, align the driven hub joint flat surface "A" with the screw holes "B" of the wheel.

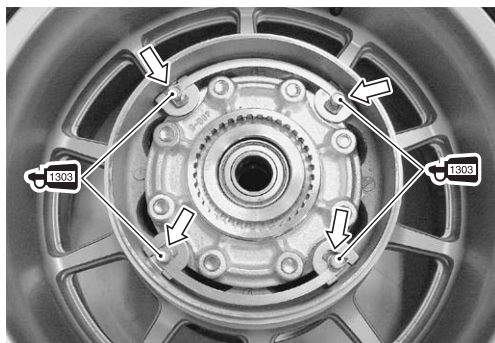


I822H1310100-01

- Apply thread lock to the driven hub joint bolts.

 **Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)**

- Tighten the driven hub joint bolts securely.
- Bend up washers to lock the bolts.



I822H1310101-01

Wheel Dumper Inspection

B822H13106021

Inspect the dumpers for wear and damage. Replace the dumper, if there is anything unusual.



I822H1310102-01

Final Gear Shim Inspection and Adjustment

B822H13106022

Refer to "Final Gear Disassembly and Assembly (Page 3A-14)".

Right Side Shim Adjustment

- 1) Install the shims and final gear bearing case and tighten the bolts to the specified torque.

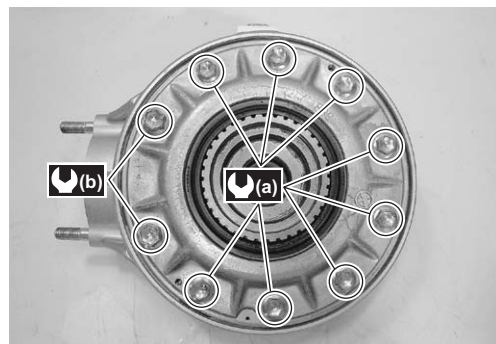
Tightening torque

Final gear case bolt (M8) (a): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

Final gear case bolt (M10) (b): 50 N·m (5.0 kgf-m, 36.0 lb-ft)

NOTE

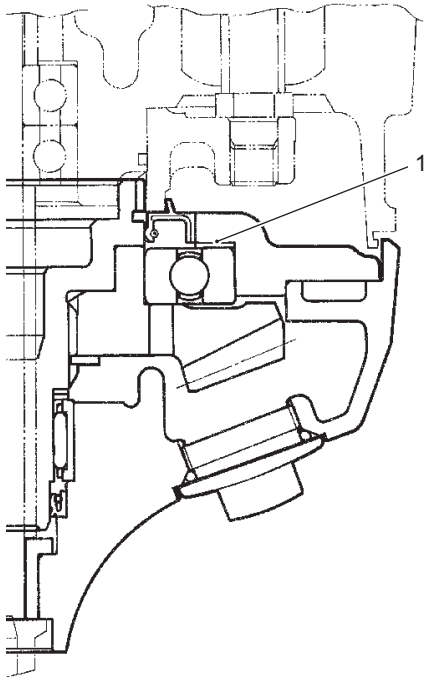
It is not necessary to apply bond and thread lock to the matching surface and bolts at this time.



I822H1310103-01

- 2) Measure the clearance between the shims and bearing. If it is not within the specification, the must be changed.

Final gear case shim clearance
Standard: 0.1 mm (0.04 in)



I822H1310096-01

List of shims (for final gear case side)

	Part number	Shim thickness
27327-38810 (Shim set: 4 pcs.)	27327-38B00-035	0.35 mm (0.014 in)
	27327-38B00-040	0.40 mm (0.016 in)
	27327-38B00-050	0.50 mm (0.020 in)
	27327-38B00-060	0.60 mm (0.024 in)

Backlash

After assembling the final gear case, measure the final bevel gear backlash as follows:

- Install the backlash measuring tool on the drive bevel gear coupling, and set-up a dial gauge as shown in the figure.

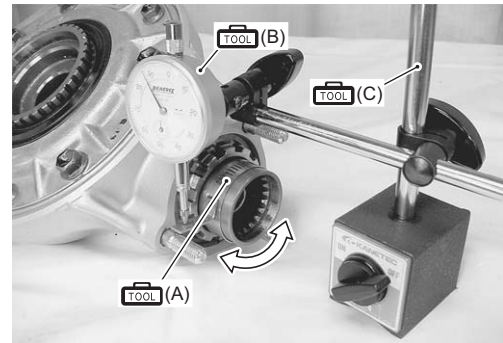
Special tool

- **TOOL (A): 09924-34510 (Backlash measuring tool (φ27 – 50))**
- **TOOL (B): 09900-20607 (Dial gauge (1/100 mm, 10 mm))**
- **TOOL (C): 09900-20701 (Magnetic stand)**

- Adjust the dial gauge so that it touches the backlash measuring tool arm at the mark; hold the final driven bevel gear securely, and turn the final drive bevel gear coupling slightly in each direction, reading the total backlash on the dial gauge.

Final bevel gear backlash

Standard: 0.08 – 0.16 mm (0.003 – 0.006 in)



I822H1310104-01

If the backlash is not within the specification, adjust the shim thickness as follows:

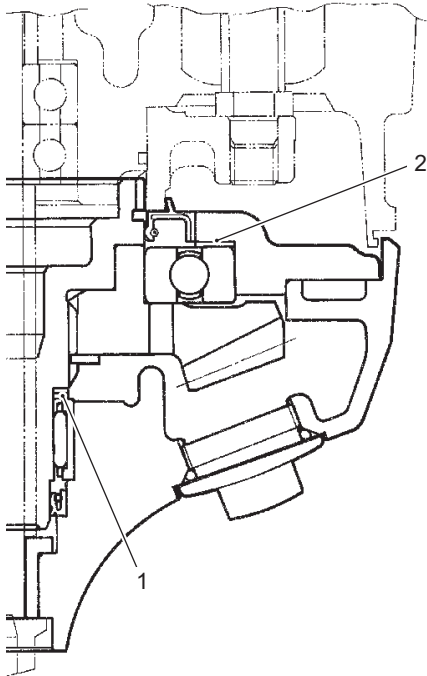
- Remove shims from final gear bearing case and final gear case, and measure total thickness.
- In order not to change the clearance between final driven bevel gear and bearing, the total thickness of the shims installed after a change is made must equal the original total thickness of the shims.

Backlash is too large

- Install a thinner shim pack (1) between the final driven bevel gear and final gear case.
- Increase thickness of the shims (2) between the final driven bevel gear bearing and bearing case by an amount equal to decrease above.

Backlash is too small

- Install a thicker shim pack (1) between the final driven bevel gear and final gear case.
- Decrease thickness of the shims (2) between the final driven gear bearing and bearing case by an amount equal to increase above.



I822H1310105-01

List of shims (1)

	Part number	Shim thickness
27326-48810 (Shim set: 9 pcs.)	09181-40011	0.95 mm (0.026 in)
	09181-40013	1.05 mm (0.041 in)
	09181-40014	1.10 mm (0.043 in)
	09181-40176	1.20 mm (0.047 in)
	09181-40182	1.40 mm (0.055 in)
	09181-40212	1.50 mm (0.059 in)
	27326-48G00-125	1.25 mm (0.049 in)
	27326-48G00-135	1.35 mm (0.053 in)
	27326-48G00-145	1.45 mm (0.057 in)

List of shims (2)

	Part number	Shim thickness
27327-38810 (Shim set: 4 pcs.)	27327-38B00-035	0.35 mm (0.014 in)
	27327-38B00-040	0.40 mm (0.016 in)
	27327-38B00-050	0.50 mm (0.020 in)
	27327-38B00-060	0.60 mm (0.024 in)

EXAMPLE:

Final gear to case shims (1);
 $1.45 \text{ mm} + 1.40 \text{ mm} = 2.85 \text{ mm}$
 Final gear bearing to bearing case shims (2),
 $0.35 \text{ mm} + 0.60 \text{ mm} = 0.95 \text{ mm}$
 Original total measurement (1) + (2) = 3.80 mm

Backlash too large:

Final gear to case shims (1);
 $1.35 \text{ mm} + 1.45 \text{ mm} = 2.80 \text{ mm}$
 Final gear bearing to bearing case shims (2),
 $0.60 \text{ mm} + 0.40 \text{ mm} = 1.00 \text{ mm}$
 Total thickness (1) + (2) = 3.80 mm

Backlash too small

Final gear to case shims (1);
 $1.50 \text{ mm} + 1.40 \text{ mm} = 2.90 \text{ mm}$
 Final gear bearing to bearing case shims (2);
 $0.50 \text{ mm} + 0.40 \text{ mm} = 0.90 \text{ mm}$
 Total thickness (1) + (2) = 3.80 mm

Tooth Contact

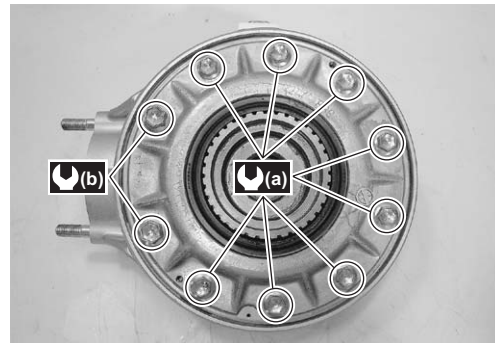
After backlash adjustment is carried out, the tooth contact must be checked.

- Remove the case. Do not misplace the shims. Remove the final driven bevel gear.
- Clean and degrease several teeth on the final driven bevel gear. Coat these teeth with machinist's dye or paste, preferably of a light color.
- Reinstall the final driven bevel gear with shims in place, positioning the coated teeth so that they are centered on the final drive bevel gear.
- Reinstall the final gear bearing case and bolts, and tighten to specification.

Tightening torque

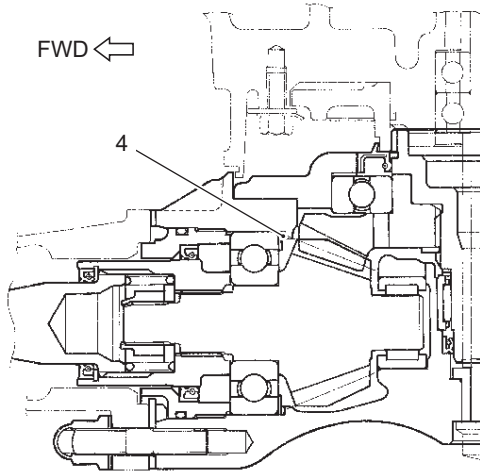
Final gear case bolt (M8) (a): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

Final gear case bolt (M10) (b): 50 N·m (5.0 kgf-m, 36.0 lb-ft)



I822H1310106-01

- Using a socket and handle on the final drive bevel gear coupling nut, rotate the final drive bevel gear several turns in each direction, while loading the final driven bevel gear. This will provide a contact pattern on the coated teeth of the driven bevel gear.
- Remove the final gear bearing case and final driven bevel gear, and inspect the coated teeth of the driven bevel gear. The contact patch should be as shown in the figure of contact position:
- If the tooth contact pattern is incorrect, as shown in [A], a thinner shim (4) is needed between the final drive bevel gear bearing and final gear case.



I822H1310107-03

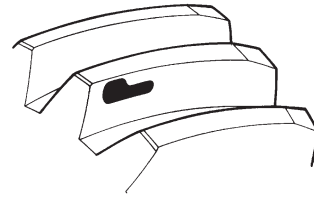
- If the tooth contact pattern is incorrect, as shown in [C], a thicker shim (4) is needed between the final drive bevel gear bearing and final gear case.
- If the tooth contact pattern is incorrect for either reason, the appropriate shim must be installed, and the tooth contact pattern rechecked by repeating the tooth coating procedure above.

NOTE

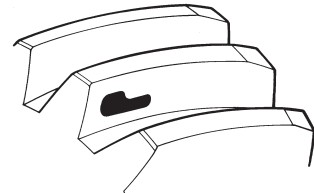
If it is necessary to adjust the shim (4) thickness between final drive bevel gear bearing and final gear case, the final gear backlash may change, and should be rechecked according to the procedure outlined under the Backlash Measurement sub-section. Both adjustments may be needed until both backlash and tooth contact are correct.

Contact Position

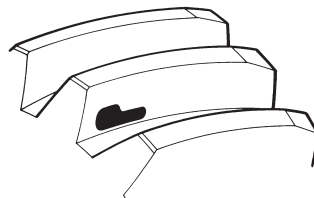
[A]



[B]



[C]



I822H1310039-06

[A]:	Incorrect (Contact at tooth top)
[B]:	Correct
[C]:	Incorrect (Contact at tooth root)

List of shims (4)

	Part number	Shim thickness
27445-24810 (Shim set: 5 pcs.)	27445-24A01-030	0.30 mm (0.012 in)
	27445-24A01-035	0.35 mm (0.014 in)
	27445-24A01-040	0.40 mm (0.016 in)
	27445-24A01-050	0.50 mm (0.020 in)
	27445-24A01-060	0.60 mm (0.024 in)

Specifications

Service Data

B822H13107001

Drive Train

Unit: mm (in) Except ratio

Item	Standard		Limit
Primary reduction ratio	E-03, 28, 33	1.757 (58/33)	—
	The others	1.647 (56/34)	—
Secondary reduction ratio	1.058 (18/17)		—
Final reduction ratio	2.823 (18/17 x 32/12)		—

Tightening Torque Specifications

B822H13107002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Secondary driven gear case bolt	26	2.6	19.0	☞ (Page 3A-4)
Secondary driven bevel gear bearing stopper	105	10.5	76.0	☞ (Page 3A-7)
Secondary bevel gear coupling nut	95	9.5	68.5	☞ (Page 3A-8)
Secondary driven gear bearing housing bolt	50	5.0	36.0	☞ (Page 3A-8)
Secondary bevel gear case bolt	26	2.6	19.0	☞ (Page 3A-10)
Final gear case nut	40	4.0	29.0	☞ (Page 3A-14)
Final gear case bolt (M8)	23	2.3	16.5	☞ (Page 3A-19) / ☞ (Page 3A-24) / ☞ (Page 3A-26)
Final gear case bolt (M10)	50	5.0	36.0	☞ (Page 3A-19) / ☞ (Page 3A-24) / ☞ (Page 3A-26)
Final drive bevel gear bearing stopper	110	11.0	79.5	☞ (Page 3A-20)
Final drive gear coupling nut	100	10.0	72.5	☞ (Page 3A-20)

NOTE

The specified tightening torque is also described in the following.

“Secondary Gear Components (Page 3A-2)”

“Secondary Gear Construction (Page 3A-3)”

“Final Bevel Gear Components (Page 3A-12)”

“Final Gear Construction (Page 3A-13)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H13108001

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 3A-4) / ☞ (Page 3A-7) / ☞ (Page 3A-8) / ☞ (Page 3A-18) / ☞ (Page 3A-18) / ☞ (Page 3A-20) / ☞ (Page 3A-21) / ☞ (Page 3A-24)
Moly paste	SUZUKI MOLY PASTE or equivalent	P/No.: 99000-25140	☞ (Page 3A-14) / ☞ (Page 3A-21)
Sealant	SUZUKI BOND No.1215 or equivalent	P/No.: 99000-31110	☞ (Page 3A-13)
	SUZUKI BOND No.1207B or equivalent	P/No.: 99000-31140	☞ (Page 3A-6) / ☞ (Page 3A-19)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞ (Page 3A-8) / ☞ (Page 3A-20) / ☞ (Page 3A-24)
	THREAD LOCK CEMENT SUPER 1322 or equivalent	P/No.: 99000-32110	☞ (Page 3A-19)

NOTE

Required service material is also described in the following.

“Secondary Gear Components (Page 3A-2)”

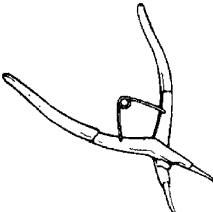
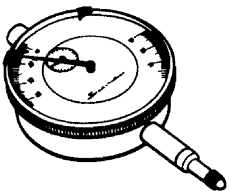
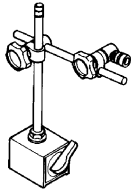
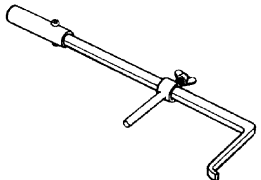
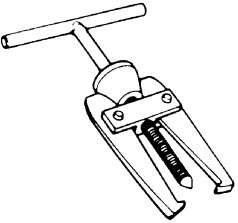
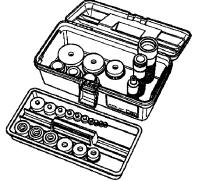
“Secondary Gear Construction (Page 3A-3)”

“Final Bevel Gear Components (Page 3A-12)”

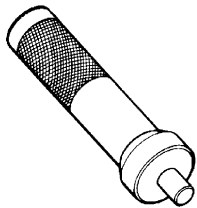
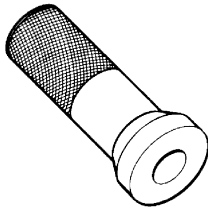
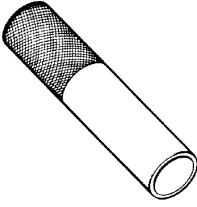
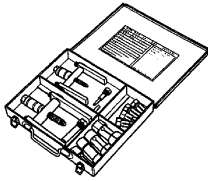
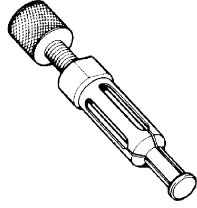
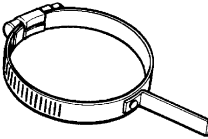
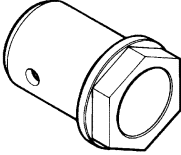
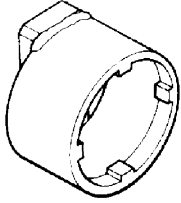
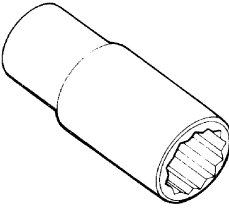
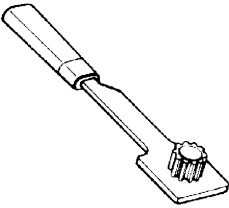
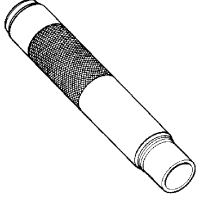
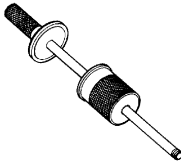
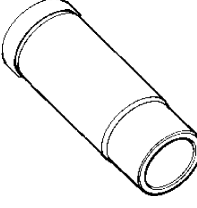

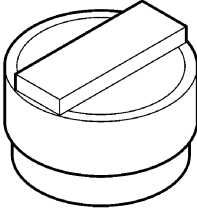
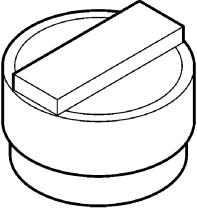
“Final Gear Construction (Page 3A-13)”

Special Tool

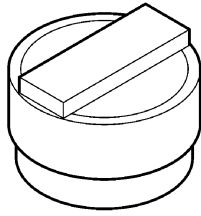
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09900-06108 Snap ring pliers ☞ (Page 3A-15) / ☞ (Page 3A-21)		09900-20607 Dial gauge (1/100 mm, 10 mm) ☞ (Page 3A-10) / ☞ (Page 3A-25)	
09900-20701 Magnetic stand ☞ (Page 3A-10) / ☞ (Page 3A-25)		09913-50121 Oil seal remover ☞ (Page 3A-5) / ☞ (Page 3A-17) / ☞ (Page 3A-23)	
09913-60910 Bearing remover ☞ (Page 3A-15) / ☞ (Page 3A-16)		09913-70210 Bearing installer set ☞ (Page 3A-6) / ☞ (Page 3A-7) / ☞ (Page 3A-7)	

3A-30 Drive Chain / Drive Train / Drive Shaft:

<p>09913-75821 Bearing installer ☞ (Page 3A-18)</p> 	<p>09913-76010 Bearing installer ☞ (Page 3A-18)</p> 
<p>09913-84510 Bearing installer ☞ (Page 3A-19)</p> 	<p>09921-20240 Bearing remover set ☞ (Page 3A-6) / ☞ (Page 3A-6)</p> 
<p>09923-74511 Bearing remover ☞ (Page 3A-17)</p> 	<p>09924-34510 Backlash measuring tool ($\phi 27 - 50$) ☞ (Page 3A-10) / ☞ (Page 3A-25)</p> 
<p>09924-41830 Bearing retainer wrench ☞ (Page 3A-5) / ☞ (Page 3A-7)</p> 	<p>09924-62410 Final drive gear bearing holder wrench ☞ (Page 3A-15) / ☞ (Page 3A-20)</p> 
<p>09924-62430 Long socket (22 mm) ☞ (Page 3A-15) / ☞ (Page 3A-20)</p> 	<p>09924-64510 Final driving gear coupling holder ☞ (Page 3A-5) / ☞ (Page 3A-8) / ☞ (Page 3A-15) / ☞ (Page 3A-20)</p> 
<p>09925-18011 Steering bearing installer ☞ (Page 3A-21)</p> 	<p>09930-30104 Rotor remover slide shaft ☞ (Page 3A-6) / ☞ (Page 3A-17) / ☞ (Page 3A-17)</p> 
<p>09940-51410 Bearing installer ☞ (Page 3A-21)</p> 	<p>09941-64511 Bearing remover ☞ (Page 3A-6) / ☞ (Page 3A-17)</p> 
<p>09951-16080 Bearing installer ☞ (Page 3A-18)</p> 	<p>09951-16310 Bearing installer ☞ (Page 3A-18)</p> 

09951-17010
Bearing installer
☞ (Page 3A-19)



Section 4

Brake

CONTENTS

Precautions	4-1	Special Tools and Equipment	4A-19
Precautions	4-1	Recommended Service Material	4A-19
Precautions for Brake System	4-1	Special Tool	4A-19
Brake Fluid Information	4-1	Front Brakes	4B-1
Brake Control System and Diagnosis ...	4A-1	Repair Instructions	4B-1
Schematic and Routing Diagram	4A-1	Front Brake Components	4B-1
Front Brake Hose Routing Diagram	4A-1	Front Brake Pad Inspection	4B-2
Rear Brake Hose Routing Diagram	4A-2	Front Brake Pad Replacement	4B-2
Diagnostic Information and Procedures	4A-3	Front Brake Caliper Removal and Installation	4B-3
Brake Symptom Diagnosis	4A-3	Front Brake Caliper Disassembly and	
Repair Instructions	4A-4	Assembly	4B-4
Brake Pedal Height Inspection and		Front Brake Caliper Parts Inspection	4B-7
Adjustment	4A-4	Front Brake Disc Removal and Installation	4B-8
Front Brake Light Switch Inspection	4A-4	Front Brake Disc Inspection	4B-8
Rear Brake Light Switch Inspection	4A-4	Specifications	4B-9
Rear Brake Light Switch Inspection and		Service Data	4B-9
Adjustment	4A-4	Tightening Torque Specifications	4B-9
Brake Fluid Level Check	4A-5	Special Tools and Equipment	4B-10
Brake Hose Inspection	4A-5	Recommended Service Material	4B-10
Air Bleeding from Brake Fluid Circuit	4A-5	Special Tool	4B-10
Brake Fluid Replacement	4A-6	Rear Brakes	4C-1
Front Brake Hose Removal and Installation	4A-8	Repair Instructions	4C-1
Rear Brake Hose Removal and Installation	4A-8	Rear Brake Components	4C-1
Front Brake Master Cylinder Components	4A-9	Rear Brake Pad Inspection	4C-2
Front Brake Master Cylinder Assembly		Rear Brake Pad Replacement	4C-2
Removal and Installation	4A-10	Rear Brake Caliper Removal and Installation	4C-3
Front Brake Master Cylinder / Brake Lever		Rear Brake Caliper Disassembly and	
Disassembly and Assembly	4A-11	Assembly	4C-4
Front Brake Master Cylinder Parts Inspection ..	4A-12	Rear Brake Caliper Parts Inspection	4C-5
Rear Brake Master Cylinder Components	4A-13	Rear Brake Disc Removal and Installation	4C-7
Rear Brake Master Cylinder Removal and		Rear Brake Disc Inspection	4C-7
Installation	4A-14	Specifications	4C-8
Rear Brake Master Cylinder Disassembly and		Service Data	4C-8
Assembly	4A-16	Tightening Torque Specifications	4C-8
Rear Brake Master Cylinder Parts Inspection ...	4A-17	Special Tools and Equipment	4C-9
Specifications	4A-18	Recommended Service Material	4C-9
Service Data	4A-18	Special Tool	4C-9
Tightening Torque Specifications	4A-18		

Precautions

Precautions

Precautions for Brake System

B822H1400001

Refer to "General Precautions in Section 00 (Page 00-1)".

Brake Fluid Information

B822H1400002

⚠ WARNING

- This brake system is filled with an ethylene glycol-based DOT 4 brake fluid. Do not use or mix different types of fluid, such as silicone-based or petroleum-based.
 - Do not use any brake fluid taken from old, used or unsealed containers. Never reuse brake fluid left over from the last servicing or which has been stored for a long period of time.
 - When storing brake fluid, seal the container completely and keep it away from children.
 - When replenishing brake fluid, take care not to get dust into the fluid.
 - When washing brake components, use new brake fluid. Never use cleaning solvent.
 - A contaminated brake disc or brake pad reduces braking performance. Discard contaminated pads and clean the disc with high quality brake cleaner or neutral detergent.
-

⚠ CAUTION

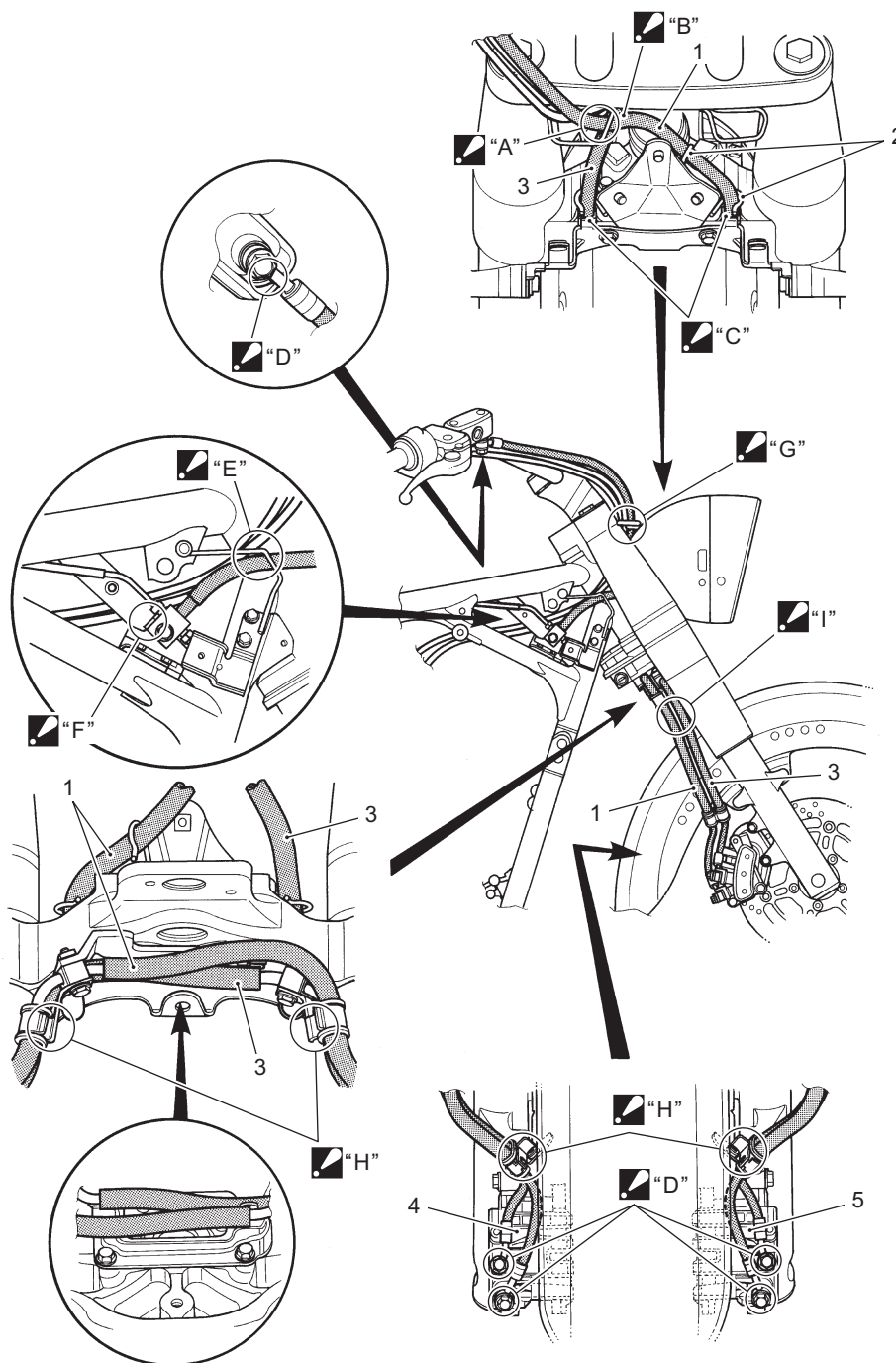
Immediately and completely wipe off any brake fluid contacting any part of the motorcycle. The brake fluid reacts chemically with paint, plastics and rubber materials, etc., and will damage them severely.

Brake Control System and Diagnosis

Schematic and Routing Diagram

Front Brake Hose Routing Diagram

B822H14102001

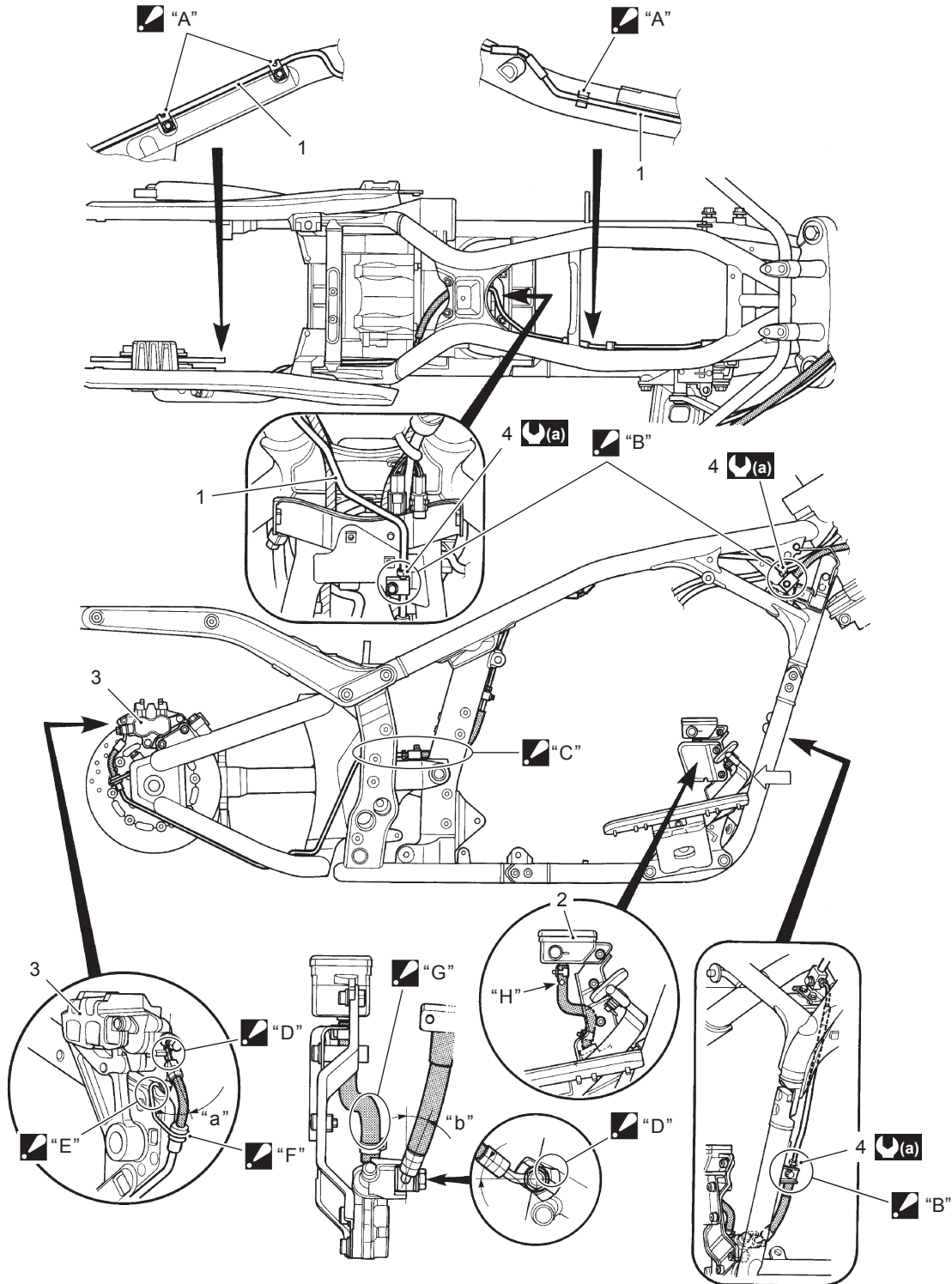


I822H1410048-04

1. Front brake hose	☑ "C": Fix the hose sleeve to the steering under bracket firmly.
2. Hose guide	☑ "D": After the brake hose union has contacted the stopper, tighten the union bolt to the specified torque.
3. Rear brake hose	☑ "E": Pass the rear brake hose into the hose guide, and pass the rear brake hose under the throttle cables.
4. Brake caliper (L)	☑ "F": After the brake hose connector has contacted the stopper, tighten the bolt.
5. Brake caliper (R)	☑ "G": Pass the brake hose inside the throttle cables.
☑ "A": Pass the brake hose into the hose guide.	☑ "H": Fix the hose sleeve to the clamp firmly.
☑ "B": Pass the front brake hose over the rear brake hose.	☑ "I": Do not intersect the hoses.

Rear Brake Hose Routing Diagram

B822H14102002



I822H1410049-05

1. Rear brake pipe	▣ "E": Position the brake hose guide firmly.
2. Reservoir	▣ "F": Fix the hose sleeve to the hose guide firmly.
3. Rear brake caliper	▣ "G": Set the reservoir hose as shown in the figure.
4. Brake pipe flare nut	"H": White mark
▣ "A": Fix the brake pipe with the clamp.	"a": 49°
▣ "B": After the brake hose connector has contacted the stopper, tighten the bolt.	"b": 21°
▣ "C": Pass the brake hose inside of the frame.	ⓐ : 16 N·m (1.6 kgf·m, 11.5 lb·ft)
▣ "D": After the brake hose union has contacted the stopper, tighten the union bolt to the specified torque.	

Diagnostic Information and Procedures

Brake Symptom Diagnosis

B822H14104001

Condition	Possible cause	Correction / Reference Item
Insufficient brake power	Leakage of brake fluid from hydraulic system.	<i>Repair or replace.</i>
	Worn pads and disc.	<i>Replace.</i>
	Oil adhesion on friction surface of pads.	<i>Clean disc and pads.</i>
	Air in hydraulic system.	<i>Bleed air.</i>
	Not enough brake fluid in the reservoir.	<i>Replenish.</i>
Brake squeaking	Carbon adhesion on pad surface.	<i>Repair surface with sandpaper.</i>
	Tilted pad.	<i>Correct pad fitting or replace.</i>
	Damaged wheel bearing.	<i>Replace.</i>
	Loose front-wheel axle or rear-wheel axle.	<i>Tighten to specified torque.</i>
	Worn pads and disc.	<i>Replace.</i>
	Foreign material in brake fluid.	<i>Replace brake fluid.</i>
	Clogged return port of master cylinder.	<i>Disassemble and clean master cylinder.</i>
Excessive brake lever stroke	Air in hydraulic system.	<i>Bleed air.</i>
	Insufficient brake fluid.	<i>Replenish fluid to specified level; bleed air.</i>
	Improper quality of brake fluid.	<i>Replace with correct fluid.</i>
Leakage of brake fluid	Insufficient tightening of connection joints.	<i>Tighten to specified torque.</i>
	Cracked hose.	<i>Replace.</i>
	Worn piston and/or cup.	<i>Replace piston and/or cup.</i>
	Worn piston seal and dust seal.	<i>Replace piston seal and dust seal.</i>
Brake drags	Rusty part.	<i>Clean and lubricate.</i>
	Insufficient brake lever or brake pedal pivot lubrication.	<i>Lubricate.</i>

Repair Instructions

Brake Pedal Height Inspection and Adjustment

B822H14106001

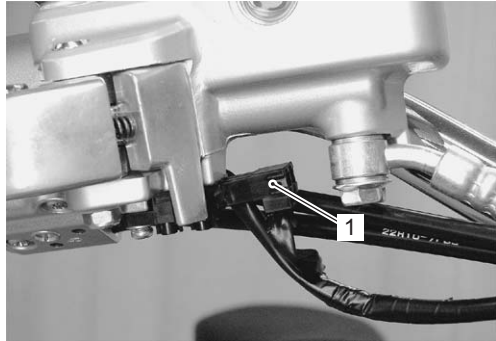
Refer to "Brake System Inspection in Section 0B (Page 0B-18)".

Front Brake Light Switch Inspection

B822H14106002

Inspect the front brake light switch in the following procedures:

- 1) Disconnect the front brake light switch lead coupler (1).



I822H1410001-01

- 2) Inspect the switch for continuity with a tester. If any abnormality is found, replace the front brake light switch with a new one. Refer to "Front Brake Master Cylinder / Brake Lever Disassembly and Assembly (Page 4A-11)".

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•)))

Color Position	Terminal (Bl)	Terminal (Y/G)
OFF		
ON	○ —————	○ —————

I822H1410046-01

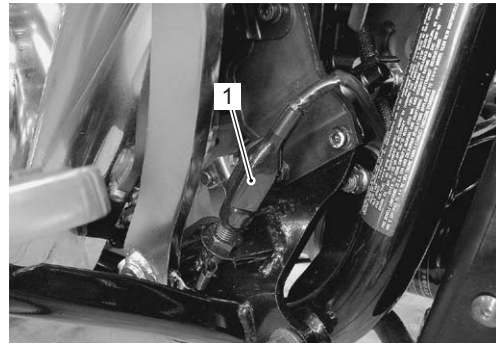
- 3) Connect the front brake light switch lead coupler.

Rear Brake Light Switch Inspection

B822H14106003

Inspect the rear brake light switch in the following procedures:

- 1) Disconnect the rear brake light switch lead coupler (1).



I822H1410002-01

- 2) Inspect the switch for continuity with a tester. If any abnormality is found, replace the rear brake light switch with a new one.

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•)))

Rear brake light switch

Color Position	Terminal (O/G)	Terminal (W/B)
OFF		
ON	○ —————	○ —————

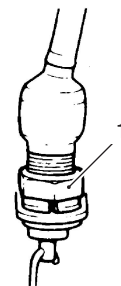
I822H1410054-01

- 3) Connect the rear brake light switch lead coupler.

Rear Brake Light Switch Inspection and Adjustment

B822H14106004

Check the rear brake light switch so that the brake light will come on just before pressure is felt when the brake pedal is depressed. If the brake light switch adjustment is necessary, turn the adjuster nut (1) in or out while holding the brake pedal.



I822H1410003-01

Brake Fluid Level Check

B822H14106005

Refer to "Brake System Inspection in Section 0B (Page 0B-18)".

Brake Hose Inspection

B822H14106006

Refer to "Brake System Inspection in Section 0B (Page 0B-18)".

Air Bleeding from Brake Fluid Circuit

B822H14106007

Air trapped in the brake fluid circuit acts like a cushion to absorb a large proportion of the pressure developed by the master cylinder and thus interferes with the full braking performance of the brake caliper. The presence of air is indicated by "sponginess" of the brake lever and also by lack of braking force. Considering the danger to which such trapped air exposes the machine and rider, it is essential that after remounting the brake and restoring the brake system to the normal condition, the brake fluid circuit be purged of air in the following manner:

⚠ CAUTION

Handle brake fluid with care: the fluid reacts chemically with paint, plastic, rubber materials, etc.

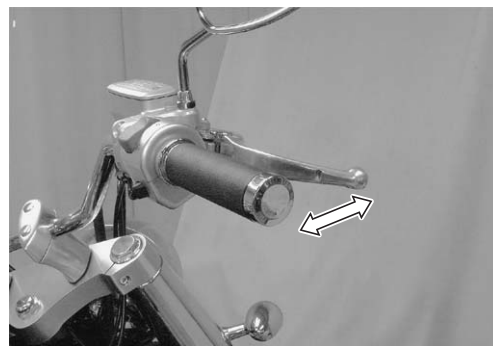
Front Brake

- 1) Fill the master cylinder reservoir to the top of the inspection window. Place the reservoir cap to prevent dirt from entering.



I822H1410004-01

- 2) Attach a clear hose to the air bleeder valve, and insert the free end of the hose into a receptacle.
- 3) Squeeze and release the brake lever several times in rapid succession and squeeze the lever fully without releasing it.



I822H1410005-01

- 4) Loosen the air bleeder valve by turning it a quarter of a turn so that the brake fluid runs into the receptacle, this will remove the tension of the brake lever causing it to touch the handlebar grip.



I822H1410006-01

- 5) Close the air bleeder valve, pump and squeeze the lever, and open the valve.
- 6) Repeat this process until the fluid flowing into the receptacle no longer contains air bubbles.

NOTE

While bleeding the brake system, replenish the brake fluid in the reservoir as necessary. Make sure that there is always some fluid visible in the reservoir.

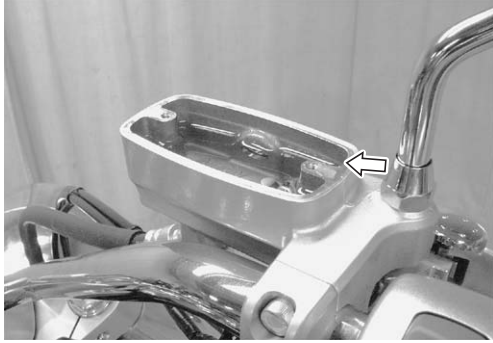
- 7) Close the air bleeder valve and disconnect the hose.

Tightening torque

Front brake caliper air bleeder valve: 6 N·m (0.6 kgf-m, 4.5 lb-ft)

4A-6 Brake Control System and Diagnosis:

- 8) Fill the reservoir with brake fluid to the upper mark of the reservoir.



I822H1410007-01

- 9) Install the reservoir cap.

Rear Brake (Combination Brake)

Bleed air from the rear brake (combination brake) system as the same manner of front brake.

- Bleed air from the rear side (1) first and then the front side (2).

NOTE

The only difference of bleeding operation from the front brake is that the rear master cylinder is actuated by a pedal.

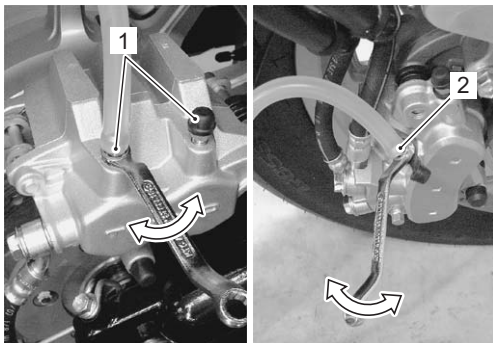
Tightening torque

Front brake caliper air bleeder valve: 6 N·m (0.6 kgf-m, 4.5 lb-ft)

Rear brake caliper air bleeder valve: 7.5 N·m (0.75 kgf-m, 5.5 lb-ft)



I822H1410008-01



I822H1410009-01

- Fill the reservoir with brake fluid to the upper mark of the reservoir.



I822H1410010-01

Brake Fluid Replacement

B822H14106008

⚠ CAUTION

Handle brake fluid with care: the fluid reacts chemically with paint, plastic, rubber materials, etc.

Front Brake

- 1) Place the motorcycle on a level surface and keep the brake fluid reservoir on a level surface.
- 2) Remove the brake fluid reservoir cap and diaphragm.
- 3) Suck up the old brake fluid as much as possible.

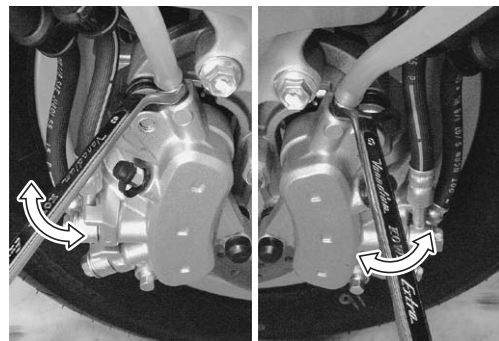


I822H1410011-01

- 4) Fill the reservoir with new brake fluid.

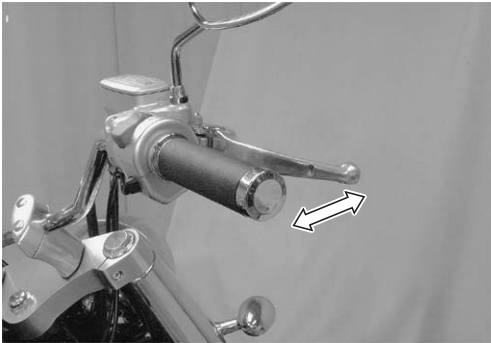
BF: Brake fluid (DOT 4)

- 5) Connect a clear hose to the air bleeder valve and insert the other end of the hose into a receptacle.



I822H1410012-01

- Loosen the air bleeder valve and pump the brake lever until the old brake fluid flows out of the brake system.

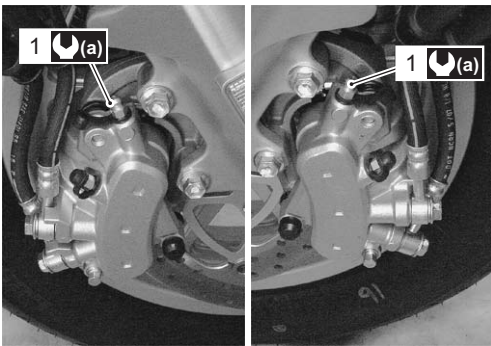


I822H1410013-01

- Close the air bleeder valve (1) and disconnect the clear hose.

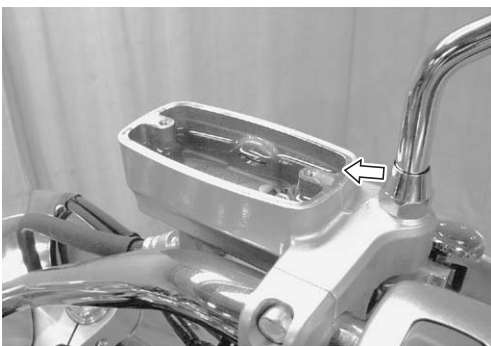
Tightening torque

Front brake caliper air bleeder valve (a): 6 N·m (0.6 kgf-m, 4.5 lb-ft)



I822H1410014-02

- Fill the reservoir with brake fluid to the upper mark of the reservoir.



I822H1410015-01

- Install the reservoir cap.

Rear Brake (Combination Brake)

- Place the motorcycle on a level surface.
- Move the right air cleaner box. Refer to "Air Cleaner Chamber Removal and Installation in Section 1D (Page 1D-6)".
- Remove the brake fluid reservoir cap and diaphragm.
- Suck up the old brake fluid as much as possible.

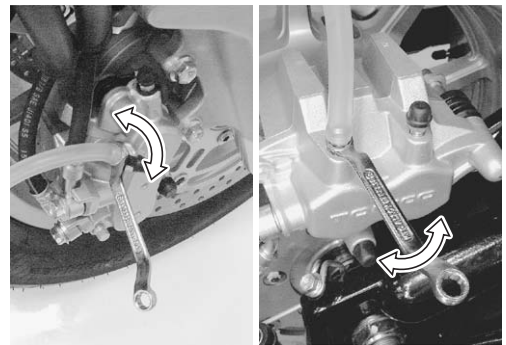


I822H1410016-01

- Fill the reservoir with new brake fluid.

BF: Brake fluid (DOT 4)

- Connect a clear hose to the air bleeder valve and insert the other end of the hose into a receptacle.
- Loosen the air bleeder valve and pump the brake pedal until the old brake fluid flows out of the brake system.



I822H1410017-03



I822H1410018-01

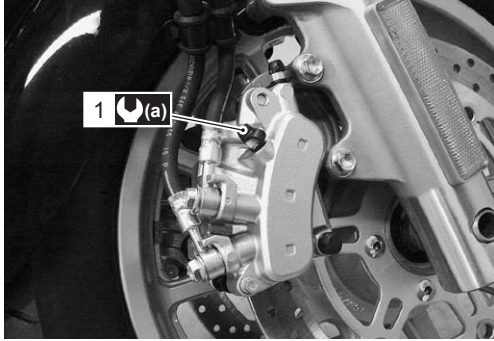
4A-8 Brake Control System and Diagnosis:

- Close the air bleeder valve (1) and disconnect the clear hose.

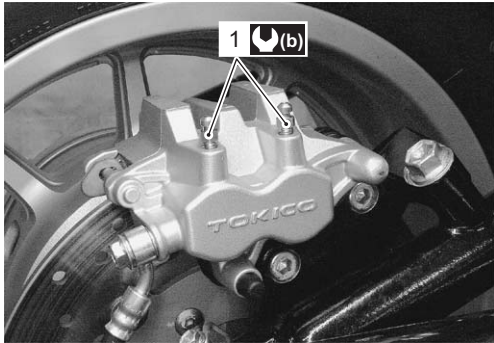
Tightening torque

Front brake caliper air bleeder valve (a): 6 N·m (0.6 kgf-m, 4.5 lb-ft)

Rear brake caliper air bleeder valve (b): 7.5 N·m (0.75 kgf-m, 5.5 lb-ft)



I822H1410019-05



I822H1410020-02

- Fill the reservoir with brake fluid to the upper mark of the reservoir.



I822H1410021-02

Front Brake Hose Removal and Installation

B822H14106009

Removal

- Drain brake fluid. Refer to "Brake Fluid Replacement (Page 4A-6)".
- Remove the front brake hoses as shown in the front brake hose routing diagram. Refer to "Front Brake Hose Routing Diagram (Page 4A-1)".

Installation

⚠ CAUTION

The seal washers should be replaced with the new ones to prevent fluid leakage.

- Install the front brake hose as shown in the front brake hose routing diagram. Refer to "Front Brake Hose Routing Diagram (Page 4A-1)".
- Bleed air from the front brake system. Refer to "Air Bleeding from Brake Fluid Circuit (Page 4A-5)".

Rear Brake Hose Removal and Installation

B822H14106010

Removal

- Remove the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- Remove the frame head cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- Drain brake fluid. Refer to "Brake Fluid Replacement (Page 4A-6)".
- Remove the rear brake hoses as shown in the rear brake hose routing diagram. Refer to "Rear Brake Hose Routing Diagram (Page 4A-2)".

Installation

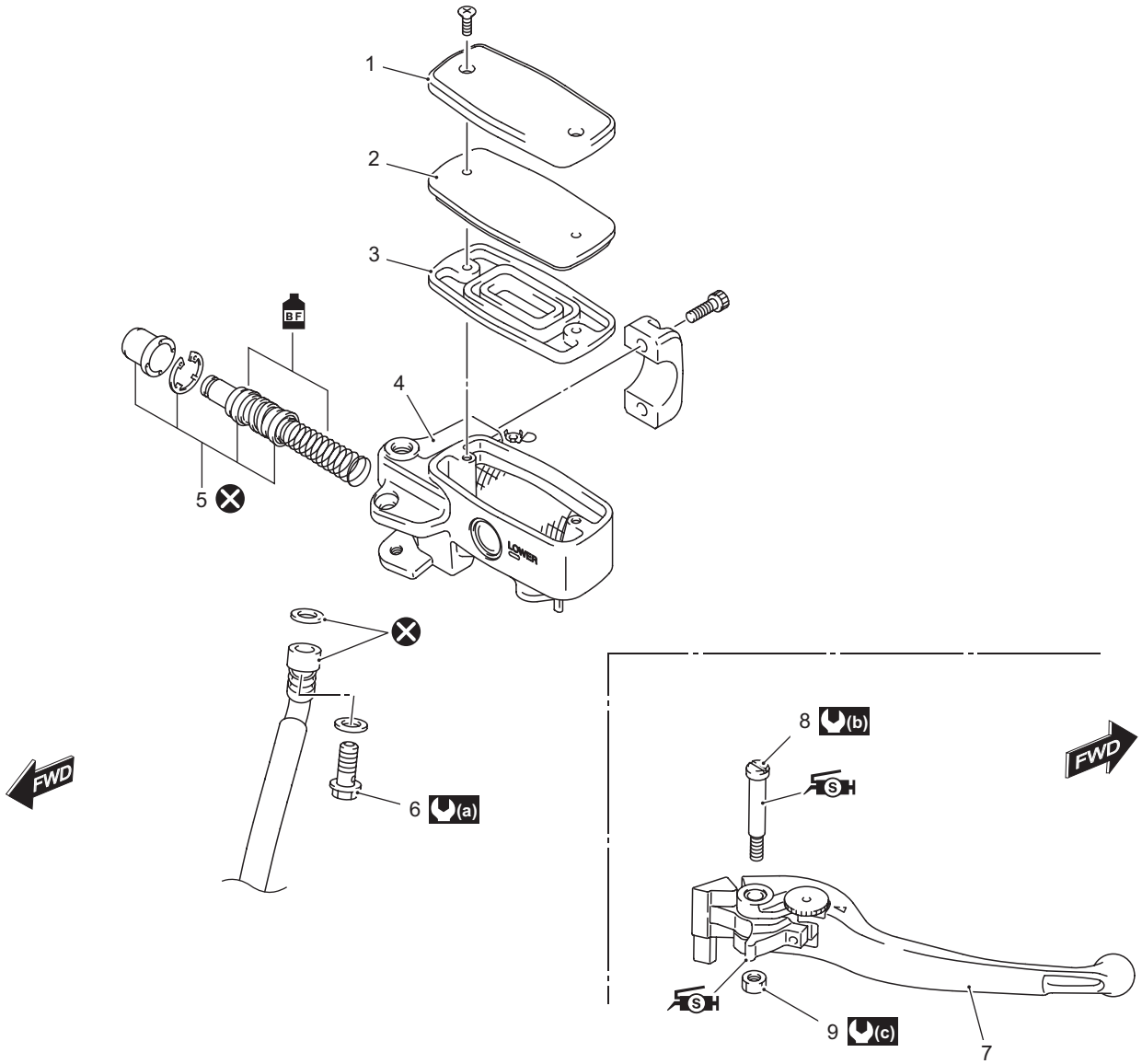
⚠ CAUTION

The seal washers should be replaced with the new ones to prevent fluid leakage.

- Install the rear brake hose as shown in the rear brake hose routing diagram. Refer to "Rear Brake Hose Routing Diagram (Page 4A-2)".
- Bleed air from the rear brake system. Refer to "Air Bleeding from Brake Fluid Circuit (Page 4A-5)".
- Reinstall the removed parts.

Front Brake Master Cylinder Components

B822H14106011



I822H1410055-01

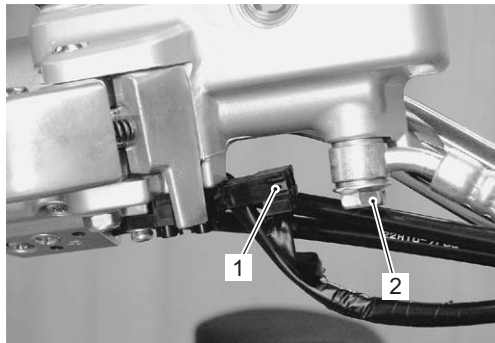
1. Reservoir cap	6. Brake hose union bolt	(b) : 1 N·m (0.1 kgf·m, 0.7 lb·ft)
2. Plate	7. Brake lever	(c) : 6 N·m (0.6 kgf·m, 4.5 lb·ft)
3. Diaphragm	8. Brake lever pivot bolt	BF : Apply brake fluid.
4. Master cylinder	9. Brake lever pivot bolt lock-nut	SH : Apply silicone grease.
5. Piston/Cup set	(a) : 23 N·m (2.3 kgf·m, 16.5 lb·ft)	X : Do not reuse.

Front Brake Master Cylinder Assembly Removal and Installation

B822H14106012

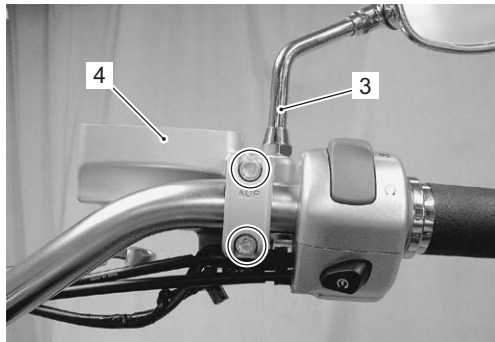
Removal

- 1) Drain brake fluid. Refer to "Brake Fluid Replacement (Page 4A-6)".
- 2) Disconnect the front brake light switch lead coupler (1).
- 3) Place a rag underneath the brake hose union bolt (2) on the master cylinder to catch any spilt brake fluid.
- 4) Remove the brake hose union bolt (2) and disconnect the brake hose.



I822H1410022-01

- 5) Remove the right rear view mirror (3).
- 6) Remove the master cylinder assembly (4).



I822H1410023-01

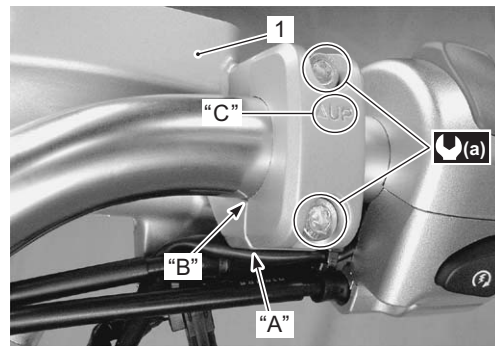
Installation

Install the front brake master cylinder in the reverse order of removal. Pay attention to the following points:

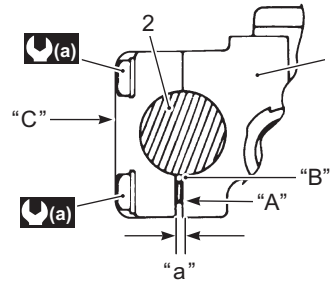
- When installing the master cylinder (1) onto the handlebars (2), align the master cylinder holder's mating surface "A" with the punch mark "B" on the handlebars (2) and tighten the upper holder bolt first.

Tightening torque

Front brake master cylinder holder bolt (Upper and Lower) (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1410024-01



I822H1410025-02

"C": Up mark	"a": Clearance
--------------	----------------

- After setting the brake hose union to the stopper, tighten the union bolt (3) to the specified torque.

⚠ CAUTION

The seal washers should be replaced with the new ones to prevent fluid leakage.

Tightening torque

Brake hose union bolt (b): 23 N·m (2.3 kgf-m, 16.5 lb-ft)



I822H1410026-02

- Bleed air from the brake system. Refer to "Air Bleeding from Brake Fluid Circuit (Page 4A-5)".

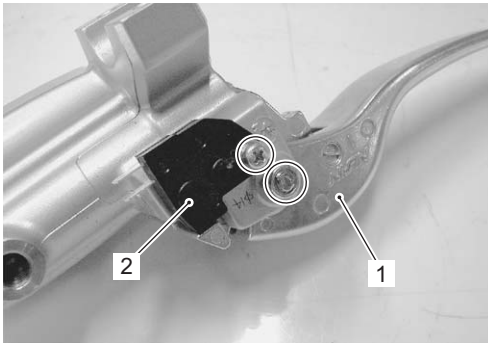
Front Brake Master Cylinder / Brake Lever Disassembly and Assembly

B822H14106013

Refer to "Front Brake Master Cylinder Assembly Removal and Installation (Page 4A-10)".

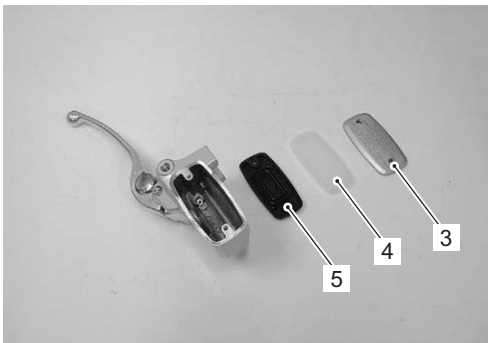
Disassembly

- 1) Remove the brake lever (1) and brake light switch (2).



I822H1410027-01

- 2) Remove the reservoir cap (3), plate (4) and diaphragm (5).

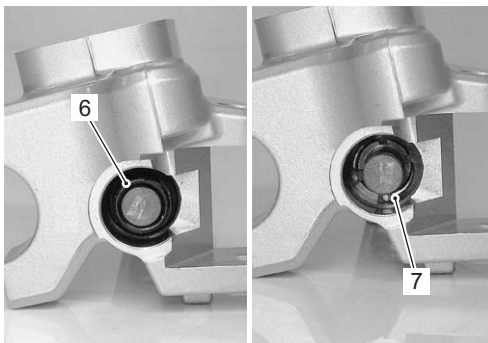


I822H1410028-01

- 3) Pull out the dust boot (6) and remove the snap ring (7).

Special tool

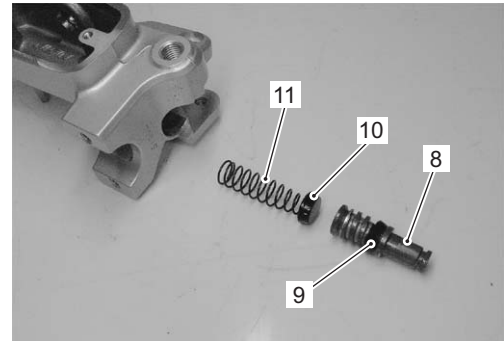
 : 09900-06108 (Snap ring pliers)



I822H1410029-03

- 4) Remove the following parts from the master cylinder.

- Piston (8)
- Secondary cup (9)
- Primary cup (10)
- Spring (11)



I822H1410030-01

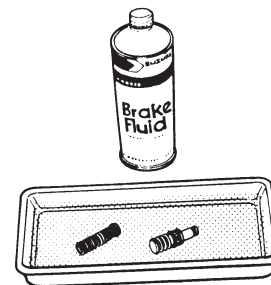
Assembly

Assemble the master cylinder in the reverse order of disassembly. Pay attention to the following points:

CAUTION

- Wash the master cylinder components with new brake fluid before reassembly.
- Do not wipe the brake fluid off after washing the components.
- When washing the components, use the specified brake fluid. Never use different types of fluid or cleaning solvents such as gasoline, kerosine, etc.
- Apply brake fluid to the master cylinder bore and all of the master cylinder component to be inserted into the bore.

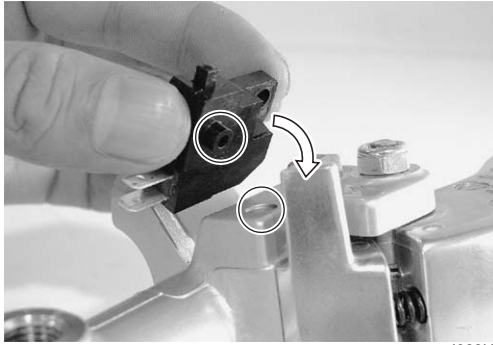
BF: Brake fluid (DOT 4)



I649G1410024-02

4A-12 Brake Control System and Diagnosis:

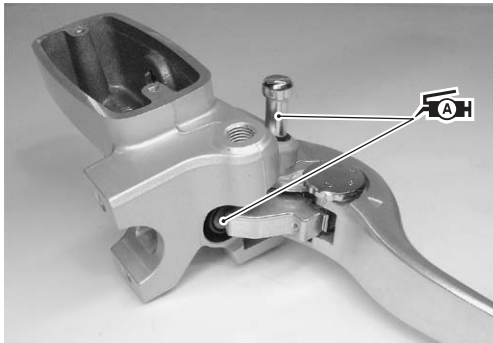
- When installing the brake light switch, align the projection on the switch with the hole in the master cylinder.



I822H1410031-01

- Apply grease to the brake lever pivot bolt.
- Apply grease to the contact point between piston and brake lever.

 **Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)**



I822H1410032-03

- Tighten the pivot bolt and lock-nut to the specified torque.

Tightening torque

Brake lever pivot bolt: 1 N·m (0.1 kgf-m, 0.7 lb-ft)

Brake lever pivot bolt lock-nut: 6 N·m (0.6 kgf-m, 4.5 lb-ft)

Front Brake Master Cylinder Parts Inspection

B822H14106014

Refer to "Front Brake Master Cylinder / Brake Lever Disassembly and Assembly (Page 4A-11)".

Master Cylinder

Inspect the master cylinder bore for any scratches or other damage.



I822H1410033-02

Piston

Inspect the piston surface for any scratches or other damage.

Rubber Parts

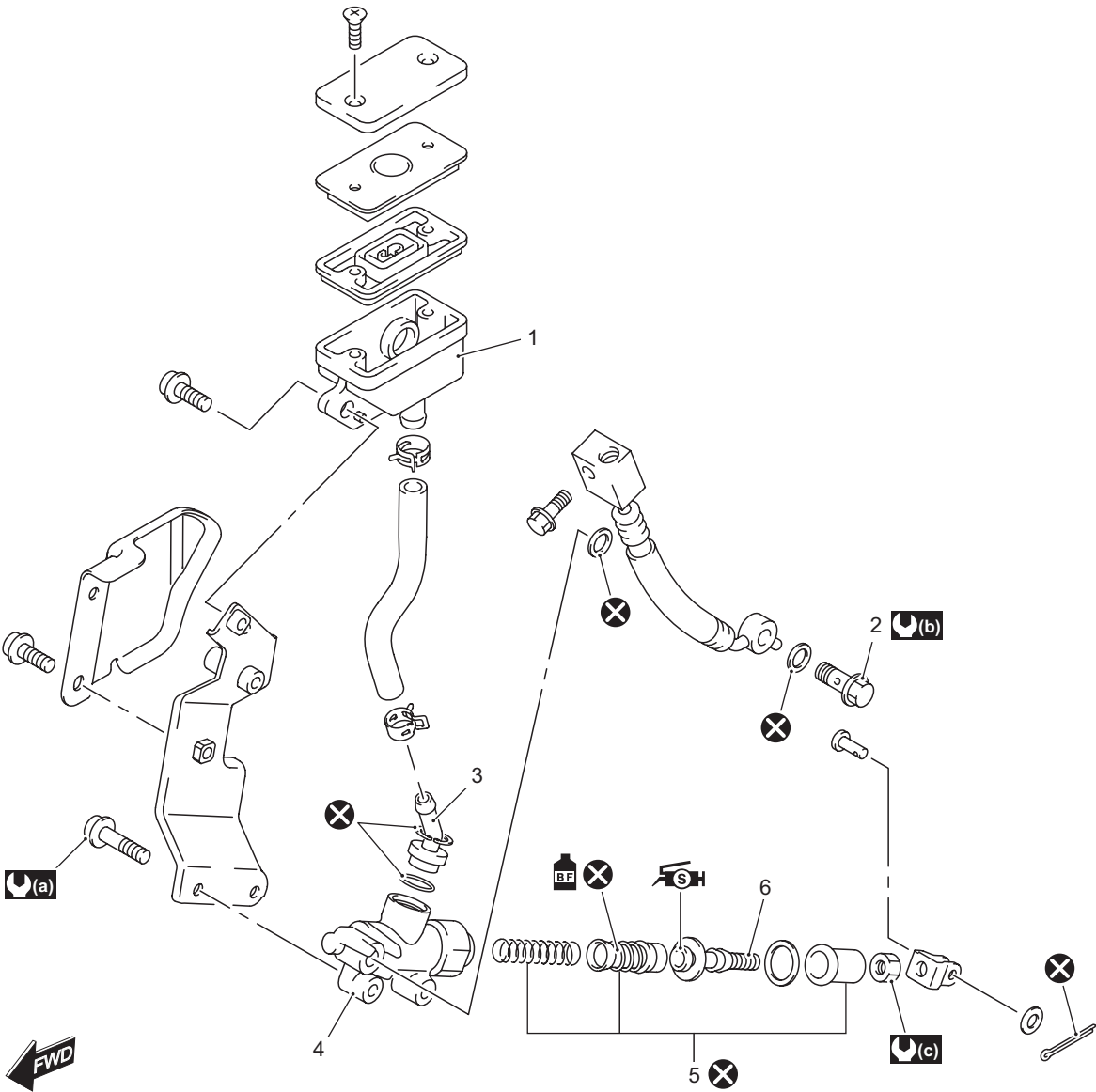
Inspect the primary cup, secondary cup and dust boot for wear or damage.



I649G1410028-02

Rear Brake Master Cylinder Components

B822H14106015



I822H1410056-01

1. Reservoir tank	4. Master cylinder	: 10 N·m (1.0 kgf·m, 7.0 lb·ft)	: Apply silicone grease.
2. Brake hose union bolt	5. Piston/Cup set	: 23 N·m (2.3 kgf·m, 16.5 lb·ft)	: Apply brake fluid.
3. Brake hose connector	6. Push rod	: 18 N·m (1.8 kgf·m, 13.0 lb·ft)	: Do not reuse.

4A-14 Brake Control System and Diagnosis:

Rear Brake Master Cylinder Removal and Installation

B822H14106016

Removal

- 1) Remove the radiator heat shield (1).



I822H1410047-02

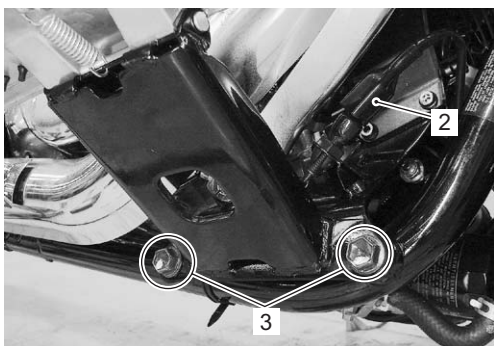
- 2) Drain brake fluid. Refer to "Brake Fluid Replacement (Page 4A-6)".

- 3) Remove the union bolt (1).



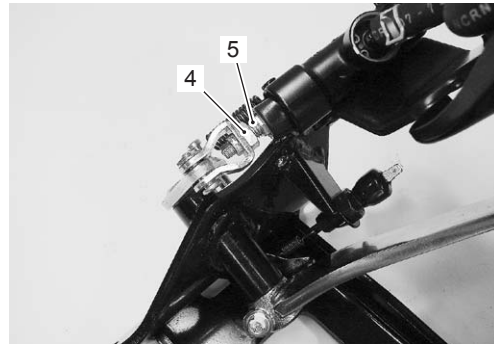
I822H1410050-01

- 4) Disconnect the rear brake light switch coupler (2) and remove the footrest bracket bolts (3).



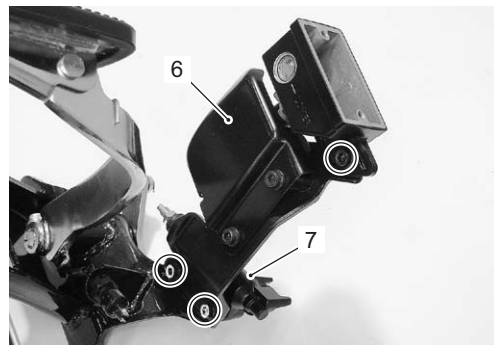
I822H1410034-03

- 5) Loosen the lock-nut (4) and remove the push rod (5).



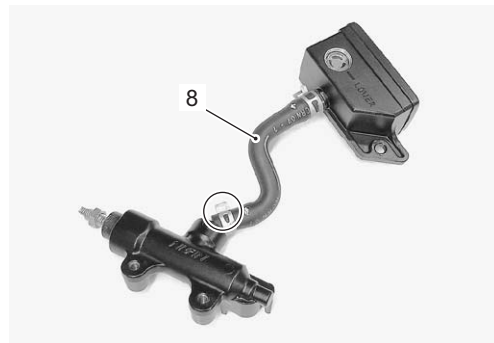
I822H1410035-04

- 6) Remove the reservoir hose cover (6) and master cylinder assembly (7).



I822H1410036-04

- 7) Disconnect the reservoir hose (8).



I822H1410051-01

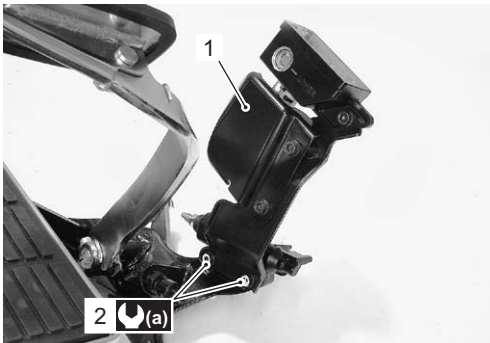
Installation

Install the rear brake master cylinder in the reverse order of removal. Pay attention to the following points:

- Connect the reservoir hose to the master cylinder.
- Install the master cylinder cover (1) and tighten the master cylinder mounting bolts (2) to the specified torque.

Tightening torque

Rear brake master cylinder mounting bolt (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)

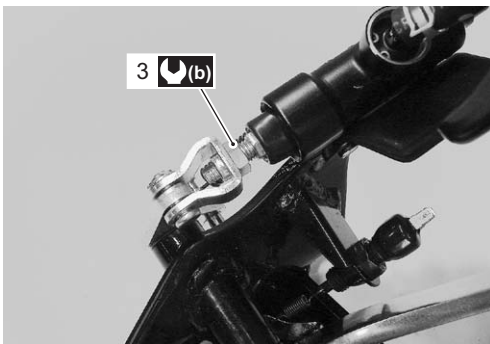


I822H1410038-04

- Adjust the rear brake height. Refer to “Brake System Inspection in Section 0B (Page 0B-18)”.
- Tighten the lock-nut (3) to the specified torque.

Tightening torque

Rear brake master cylinder rod lock-nut (b): 18 N·m (1.8 kgf-m, 13.0 lb-ft)



I822H1410052-02

- Tighten the footrest bracket bolts (4) to the specified torque.

Tightening torque

Front footrest bracket bolt (c): 85 N·m (8.5 kgf-m, 61.5 lb-ft)

- Connect the rear brake light switch (5).



I822H1410053-02

- Tighten the brake hose union bolt (6) to the specified torque.

⚠ CAUTION

The seal washers should be replaced with the new ones to prevent fluid leakage.

Tightening torque

Brake hose union bolt (d): 23 N·m (2.3 kgf-m, 16.5 lb-ft)



I822H1410037-03

- Bleed air from the system after reassembling the master cylinder. Refer to “Air Bleeding from Brake Fluid Circuit (Page 4A-5)”.

Rear Brake Master Cylinder Disassembly and Assembly

B822H14106017

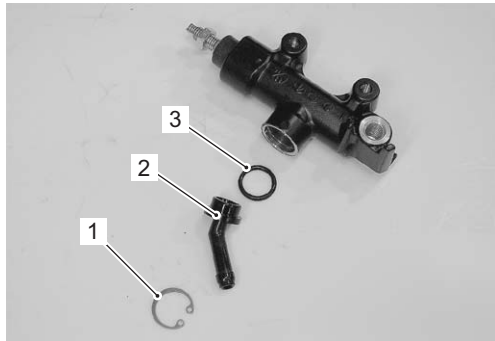
Refer to "Rear Brake Master Cylinder Removal and Installation (Page 4A-14)".

Disassembly

- 1) Remove the snap ring (1), brake hose connector (2) and O-ring (3).

Special tool

 : 09900-06108 (Snap ring pliers)

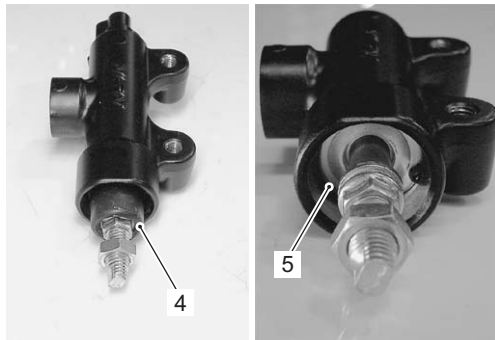


I822H1410039-01

- 2) Pull out the dust boot (4) and remove the snap ring (5).

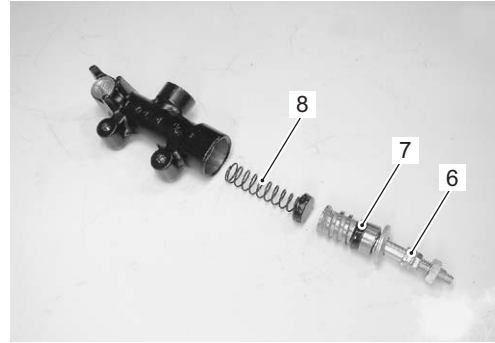
Special tool

 : 09900-06108 (Snap ring pliers)



I822H1410040-01

- 3) Remove the push rod (6), piston/cup set (7) and spring (8).



I822H1410041-01

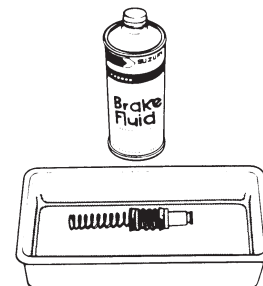
Assembly

Assemble the master cylinder in the reverse order of disassembly. Pay attention to the following points:

CAUTION


- Wash the master cylinder components with new brake fluid before reassembly.
- Do not wipe the brake fluid off after washing the components.
- When washing the components, use the specified brake fluid. Never use different types of fluid or cleaning solvents such as gasoline, kerosine, etc.
- Apply brake fluid to the master cylinder bore and all of the master cylinder component to be inserted into the bore.

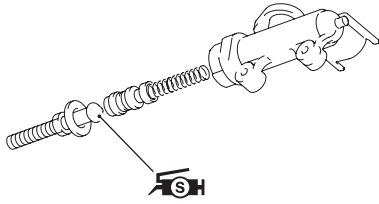
BF: Brake fluid (DOT 4)



I649G1410036-02

- Apply grease to the push rod end.

 **Grease 99000-25100 (SUZUKI Silicone Grease or equivalent)**



I822H1410042-01

- Install the O-ring (1) and brake hose connector (2).

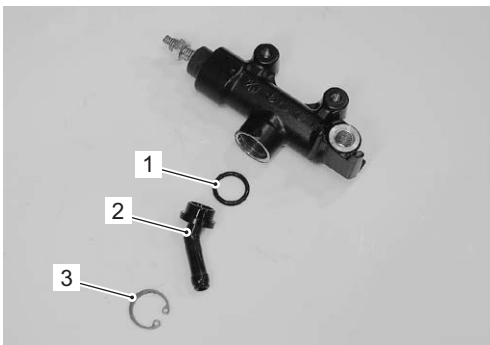
CAUTION

Replace the O-ring (1) with a new one.

- Install the snap ring (3).

CAUTION

Do not reuse the snap ring (3).



I822H1410043-03

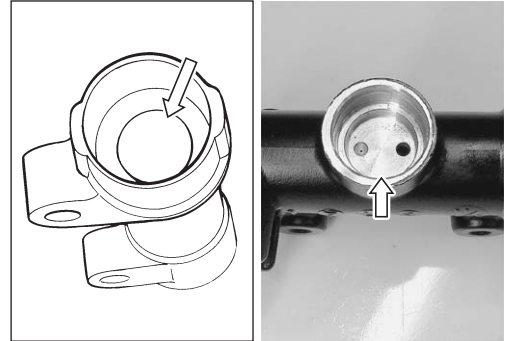
Rear Brake Master Cylinder Parts Inspection

B822H14106018

Refer to "Rear Brake Master Cylinder Disassembly and Assembly (Page 4A-16)".

Master Cylinder

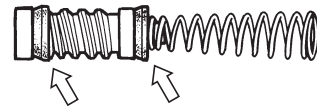
Inspect the master cylinder bore for any scratches or other damage.



I822H1410044-02

Cup Set

Inspect the cup set for other damage.



I822H1410045-01

Piston

Inspect the piston surface for any scratches or other damage.

Rubber Parts

Inspect the primary cup, secondary cup and dust boot for wear or damage.



I649G1410039-02

Specifications

Service Data

B822H14107001

Brake

Unit: mm (in)

Item	Standard		Limit	
Rear brake pedal height	105 – 115 (4.1 – 4.5)		—	
Brake disc thickness	Front	4.8 – 5.2 (0.189 – 0.205)	4.5 (0.18)	
	Rear	6.6 – 7.0 (0.260 – 0.276)	6.3 (0.25)	
Brake disc runout	Front & Rear	—	0.30 (0.012)	
Master cylinder bore	Front	14.000 – 14.043 (0.5512 – 0.5529)	—	
	Rear	17.460 – 17.503 (0.6874 – 0.6891)	—	
Master cylinder piston diam.	Front	13.957 – 13.984 (0.5495 – 0.5506)	—	
	Rear	17.417 – 17.444 (0.6857 – 0.6868)	—	
Brake caliper cylinder bore	Front	Center	22.650 – 22.700 (0.8917 – 0.8937)	—
		Both side	25.400 – 25.450 (1.0000 – 1.0020)	—
	Rear	30.230 – 30.306 (1.1902 – 1.1931)	—	
Brake caliper piston diam.	Front	Center	22.585 – 22.618 (0.8892 – 0.8905)	—
		Both side	25.318 – 25.368 (0.9968 – 0.9987)	—
	Rear	30.150 – 30.200 (1.1870 – 1.1890)	—	
Brake fluid type	DOT 4		—	

Tightening Torque Specifications

B822H14107002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Front brake caliper air bleeder valve	6	0.6	4.5	☞ (Page 4A-5) / ☞ (Page 4A-6) / ☞ (Page 4A-7) / ☞ (Page 4A-8)
Rear brake caliper air bleeder valve	7.5	0.75	5.5	☞ (Page 4A-6) / ☞ (Page 4A-8)
Front brake master cylinder holder bolt (Upper and Lower)	10	1.0	7.0	☞ (Page 4A-10)
Brake hose union bolt	23	2.3	16.5	☞ (Page 4A-10) / ☞ (Page 4A-15)
Brake lever pivot bolt	1	0.1	0.7	☞ (Page 4A-12)
Brake lever pivot bolt lock-nut	6	0.6	4.5	☞ (Page 4A-12)
Rear brake master cylinder mounting bolt	10	1.0	7.0	☞ (Page 4A-15)
Rear brake master cylinder rod lock-nut	18	1.8	13.0	☞ (Page 4A-15)
Front footrest bracket bolt	85	8.5	61.5	☞ (Page 4A-15)

NOTE

The specified tightening torque is also described in the following.

“Rear Brake Hose Routing Diagram (Page 4A-2)”

“Front Brake Master Cylinder Components (Page 4A-9)”

“Rear Brake Master Cylinder Components (Page 4A-13)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H14108001

Material	SUZUKI recommended product or Specification		Note
Brake fluid	DOT 4	—	☞ (Page 4A-6) / ☞ (Page 4A-7) / ☞ (Page 4A-11) / ☞ (Page 4A-16)
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 4A-12)
	SUZUKI Silicone Grease or equivalent	P/No.: 99000-25100	☞ (Page 4A-17)

NOTE

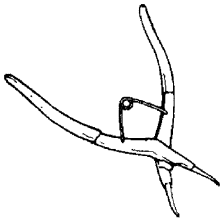
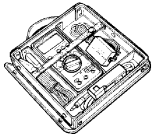
Required service material is also described in the following.

“Front Brake Master Cylinder Components (Page 4A-9)”

“Rear Brake Master Cylinder Components (Page 4A-13)”

Special Tool

B822H14108002

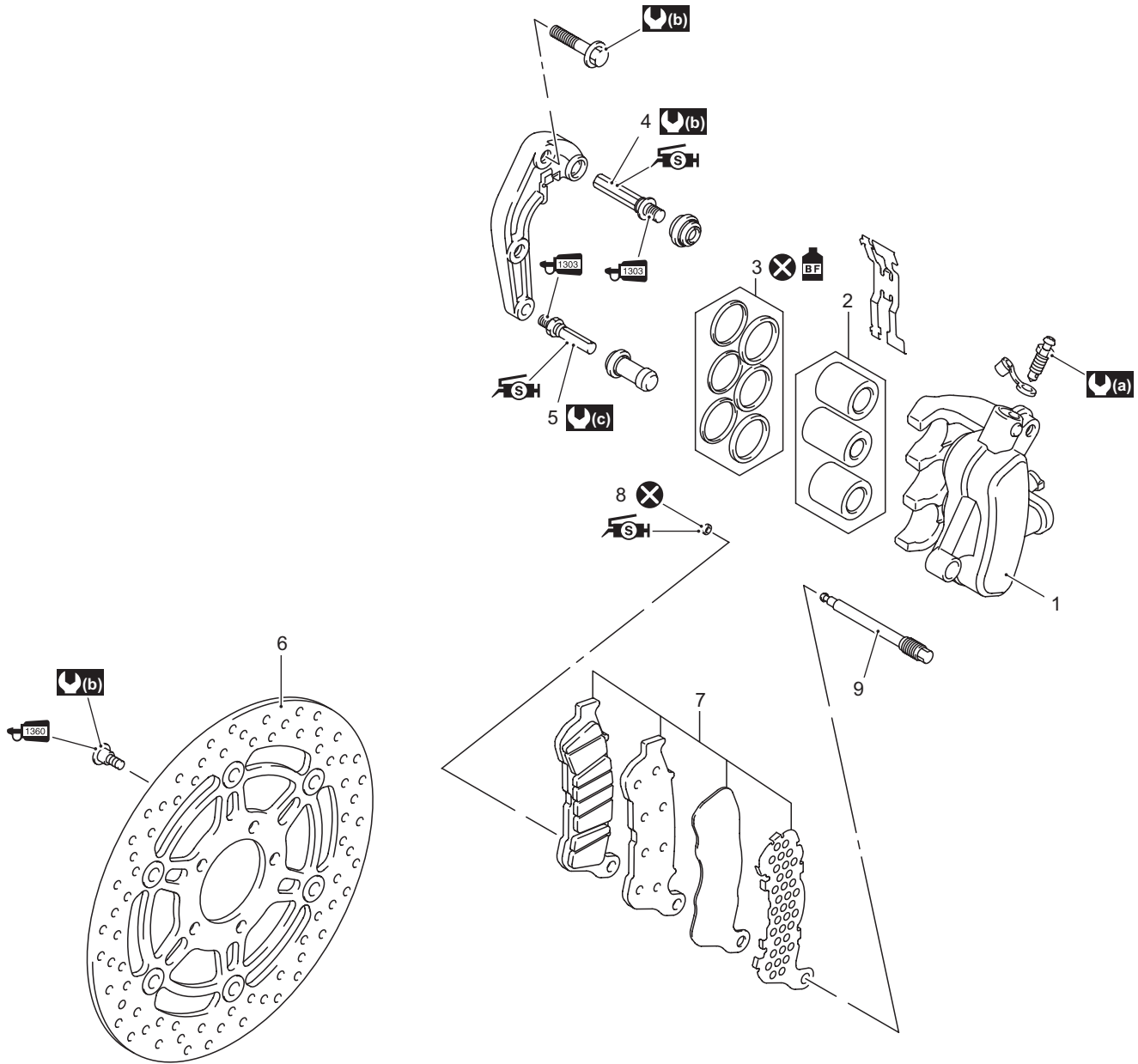
<p>09900-06108 Snap ring pliers ☞ (Page 4A-11) / ☞ (Page 4A-16) / ☞ (Page 4A-16)</p>		<p>09900-25008 Multi-circuit tester set ☞ (Page 4A-4) / ☞ (Page 4A-4)</p>	
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Front Brakes

Repair Instructions

Front Brake Components

B822H14206001



I822H1420031-01

1. Front brake caliper	7. Front brake pad set	: Apply silicone grease.
2. Piston	8. Stopper ring	: Apply thread lock to the thread part.
3. Oil seal/Dust seal	9. Pad mounting pin	: Apply thread lock to the thread part.
4. Caliper housing slide pin	: 6 N-m (0.6 kgf-m, 4.5 lb-ft)	: Apply brake fluid.
5. Caliper holder slide pin	: 23 N-m (2.3 kgf-m, 16.5 lb-ft)	: Do not reuse.
6. Brake disc	: 13 N-m (1.3 kgf-m, 9.5 lb-ft)	

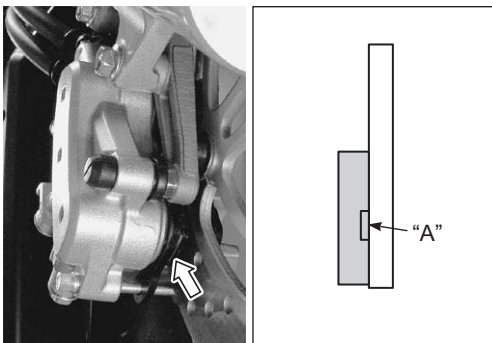
Front Brake Pad Inspection

B822H14206002

The extent of brake pads wear can be checked by observing the grooved limit line "A" on the pads. When the wear exceeds the grooved limit line, replace the pads with new ones. Refer to "Front Brake Pad Replacement (Page 4B-2)".

⚠ CAUTION

Replace the brake pad as a set, otherwise braking performance will be adversely affected.

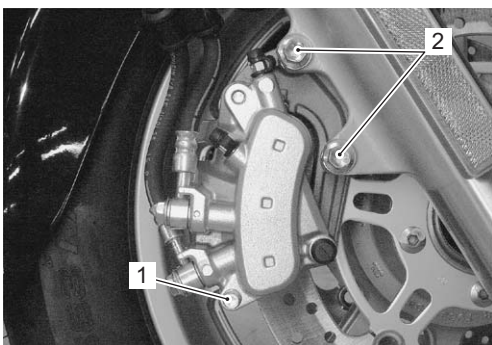


I822H1420001-04

Front Brake Pad Replacement

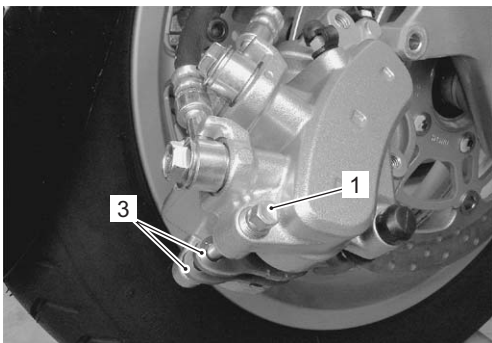
B822H14206003

- 1) Loosen the pad mounting pin (1).
- 2) Remove the brake caliper by removing the caliper mounting bolts (2).



I822H1420002-01

- 3) Remove the pads (3) by removing the pad mounting pin (1).



I822H1420003-02

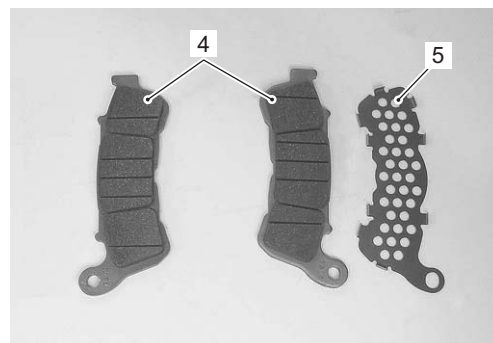
⚠ CAUTION

Do not operate the brake lever and brake pedal while dismantling the pads.

- 4) Clean up the caliper especially around the caliper piston.
- 5) Assemble the new brake pads (4) and shim (5).


⚠ CAUTION

Replace the brake pads as a set, otherwise braking performance will be adversely affected.



I822H1420004-03

- 6) Install the new brake pads.
- 7) Apply grease to the stopper ring and insert the pad mounting pin (1).

 Grease 99000-25100 (SUZUKI SILICONE GREASE or equivalent)



I822H1420005-02

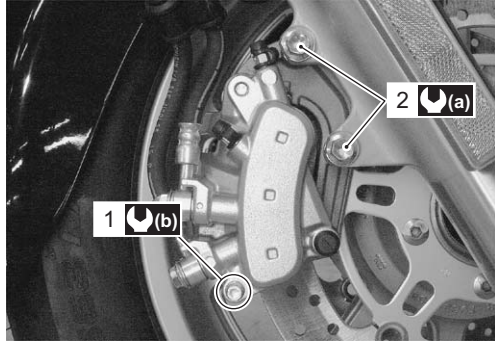
4B-3 Front Brakes:

- 8) Tighten the brake caliper mounting bolts (2) and pad mounting pin (1) to the specified torque.

Tightening torque

Front brake caliper mounting bolt (a): 26 N·m (2.6 kgf-m, 19.0 lb-ft)

Pad mounting pin (b): 18 N·m (1.8 kgf-m, 13.0 lb-ft)



1822H1420006-03

NOTE

After replacing the brake pads, pump the brake lever several times to check for proper brake operation and then check the brake fluid level.

Front Brake Caliper Removal and Installation

B822H14206004

NOTE

The right and left calipers are installed symmetrically and therefore the removal procedure for one side is the same as that for the other side.

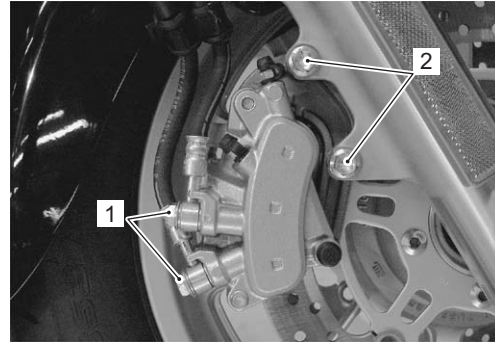
Removal

- 1) Drain brake fluid. Refer to "Brake Fluid Replacement in Section 4A (Page 4A-6)".
- 2) Remove the brake hose from the caliper by removing the union bolts (1) and catch the brake fluid in a suitable receptacle.

NOTE

Place a rag underneath the union bolt on the brake caliper to catch any spilt brake fluid.

- 3) Remove the caliper by removing the caliper bracket mounting bolts (2).



1822H1420007-02

Installation

Install the brake caliper in the reverse order of removal. Pay attention to the following points:

- Tighten each bolt to the specified torque.

Tightening torque

Front brake caliper mounting bolt (a): 26 N·m (2.6 kgf-m, 19.0 lb-ft)

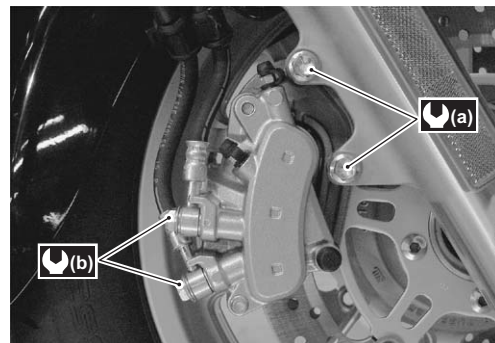
- After setting the brake hose union to the stopper, tighten the union bolts to the specified torque.

⚠ CAUTION

The seal washers should be replaced with new ones to prevent fluid leakage.

Tightening torque

Brake hose union bolt (b): 23 N·m (2.3 kgf-m, 16.5 lb-ft)



1822H1420008-03

- Bleed air from the brake system after installing the caliper. Refer to “Air Bleeding from Brake Fluid Circuit in Section 4A (Page 4A-5)”.
- Check the brake fluid leakage and brake operation.

⚠ WARNING

Brake fluid, if it leaks, will interfere with safe running and discolor painted surfaces. Check the brake hose and hose joints for cracks and fluid leakage.

Front Brake Caliper Disassembly and Assembly

B822H14206005

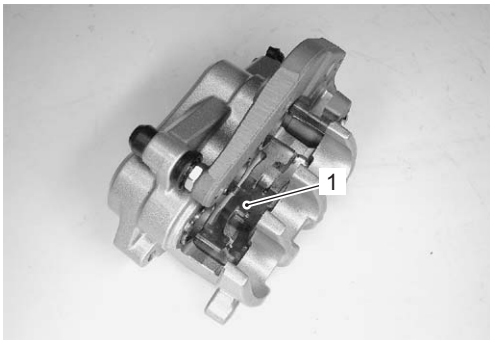
Refer to “Front Brake Caliper Removal and Installation (Page 4B-3)”.

NOTE

The right and left calipers are installed symmetrically and therefore the disassembly procedure for one side is the same as that for the other side.

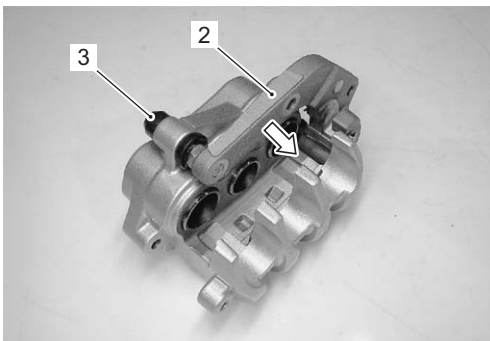
**Disassembly
Brake caliper**

- 1) Remove the brake pads. Refer to “Front Brake Pad Replacement (Page 4B-2)”.
- 2) Remove the pad spring (1).



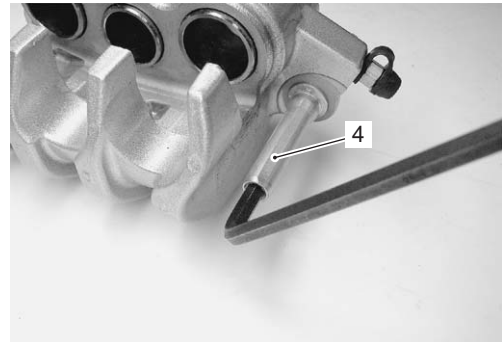
I822H1420009-01

- 3) Remove the caliper holder (2) and boot (3).



I822H1420010-01

- 4) Remove the pin bolt (4) from the caliper.



I822H1420011-01

- 5) Place a rag over the pistons to prevent it from popping out and then force out the piston No. 1 (5) and No. 2 (6) using compressed air.

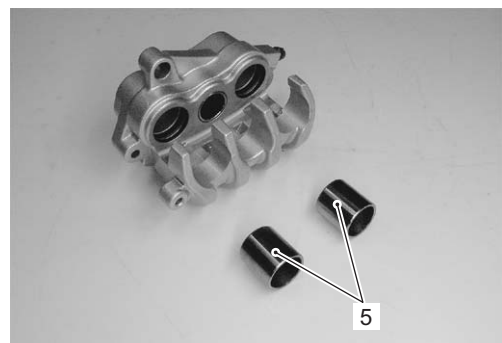
⚠ CAUTION

Do not use high pressure air to prevent piston damage.

Piston No. 1



I822H1420012-01

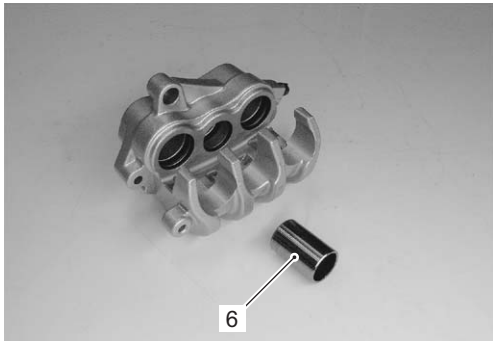


I822H1420013-01

Piston No. 2

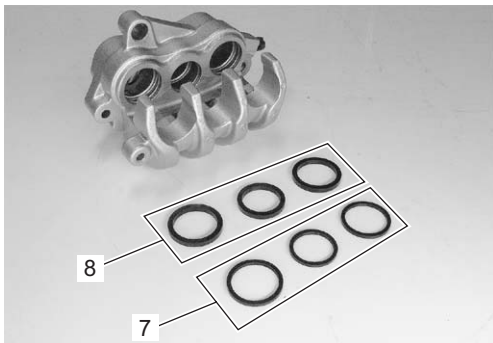


I822H1420014-01



I822H1420015-01

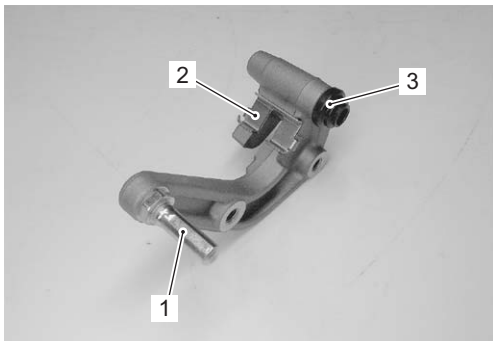
6) Remove the dust seals (7) and piston seals (8).



I822H1420016-01

Brake caliper holder

- Remove the pin bolt (1), pad spring (2) and boots (3).



I822H1420017-02

Assembly

Assemble the caliper in the reverse order of disassembly. Pay attention to the following points:

Brake caliper holder

- Apply thread lock to the caliper holder slide pin (1).

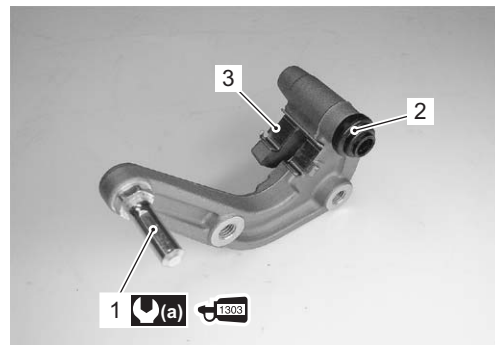
 : **Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)**

- Tighten the caliper holder slide pin (1) to the specified torque.

Tightening torque

Caliper holder slide pin (a): 13 N·m (1.3 kgf-m, 9.5 lb-ft)

- Install the rubber boot (2) and pad spring (3).



I822H1420018-02

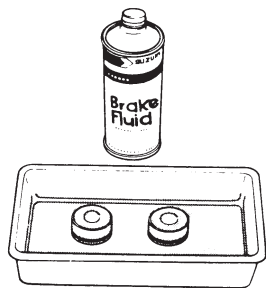
Brake caliper

- Wash the caliper bores and pistons with specified brake fluid. Particularly wash the dust seal grooves and piston seal grooves.

BF: Brake fluid (DOT 4)

⚠ CAUTION

- **Wash the caliper components with fresh brake fluid before reassembly. Never use cleaning solvent or gasoline to wash them.**
- **Do not wipe the brake fluid off after washing the components.**
- **When washing the components, use the specified brake fluid. Never use different types of fluid or cleaning solvent such as gasoline, kerosine or the others.**



I649G1420012-02

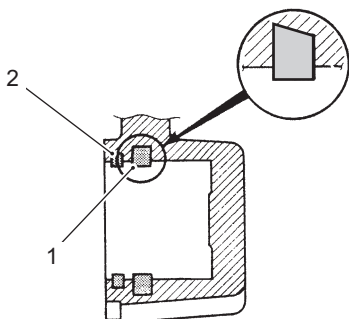
- Apply the brake fluid to piston seal (1) and dust seal (2).

CAUTION

Replace the piston seals (1) and dust seals (2) with new ones.

BF: Brake fluid (DOT 4)

- Install the piston seals as shown in the figure.



I822H1420030-01

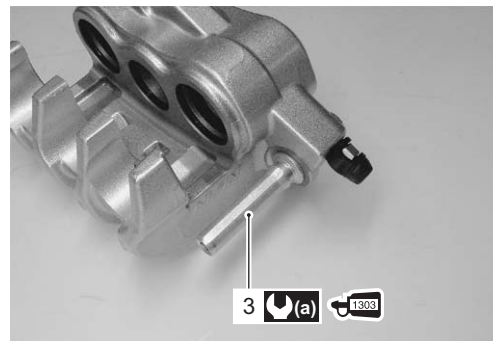
- Apply thread lock to the pin bolt (3).

1303 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

- Tighten the pin bolt (3) to the specified torque.

Tightening torque

Caliper housing slide pin (a): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

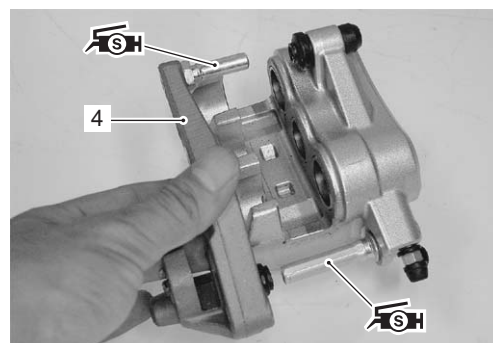


I822H1420019-01

- Apply grease to the two pins.

SH : Grease 99000-25100 (SUZUKI SILICONE GREASE or equivalent)

- Install the brake caliper holder (4) to the brake caliper.



I822H1420020-03

- Install the brake pads. Refer to "Front Brake Pad Replacement (Page 4B-2)".
- Install the brake caliper and brake hose. Refer to "Front Brake Caliper Removal and Installation (Page 4B-3)" and "Front Brake Hose Routing Diagram in Section 4A (Page 4A-1)".

4B-7 Front Brakes:

Front Brake Caliper Parts Inspection

B822H14206006

Refer to "Front Brake Caliper Disassembly and Assembly (Page 4B-4)".

Brake Caliper Cylinder

Inspect the brake caliper cylinder wall for nicks, scratches or other damage. If any damage is found, replace the caliper with a new one.



I822H1420021-01

Brake Caliper Piston

Inspect the brake caliper piston surface for any scratches or other damage. If any damage is found, replace the piston with a new one.



I822H1420022-01

Brake Pad Mounting Pin

Inspect the brake Pad mounting pin for wear and other damage. If any damage is found, replace the mounting pin with a new one.



I822H1420023-01

Brake Pad Spring

Inspect the brake pad springs for damage and excessive bend. If any defects are found, replace them with new ones.



I822H1420024-01



I822H1420025-01

Boots

Inspect the boots for damage or wear. If defects are found, replace them new ones.



I822H1420026-01

Caliper holder

Inspect the caliper holder for damage. If any damages are found, replace the caliper holder with new ones.



I822H1420027-01

Front Brake Disc Removal and Installation

B822H14206007

Removal

- 1) Remove the front wheel assembly. Refer to “Front Wheel Assembly Removal and Installation in Section 2D (Page 2D-4)”.
- 2) Remove the front brake disc.



I822H1420028-01

Installation

Install the front brake disc in the reverse order of removal. Pay attention to the following points:

- Make sure that the brake discs are clean and free of any grease.
- Apply thread lock to the brake disc bolts (1) and tighten them to the specified torque.

 **1360** : Thread lock cement 99000–32130 (Thread Lock Cement Super 1360 or equivalent)

Tightening torque

Brake disc bolt (a): 23 N·m (2.3 kgf·m, 16.5 lb·ft)



I822H1420029-01

Front Brake Disc Inspection

B822H14206008

Brake Disc Thickness

Check the brake disc for damage or cracks and measure the thickness using the micrometer.

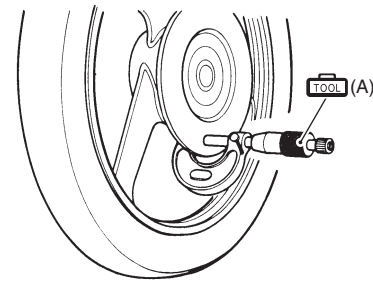
Replace the brake disc if the thickness is less than the service limit or if defect is found.

Special tool

 (A): 09900–20205 (Micrometer (0 – 25 mm))

Brake disc thickness

Service limit (Front): 4.5 mm (0.18 in)




I649G1420019-03

Brake Disc Runout

- 1) Dismount the front brake caliper. Refer to “Front Brake Caliper Removal and Installation (Page 4B-3)”.
- 2) Measure the runout using the dial gauge. Replace the disc if the runout exceeds the service limit.

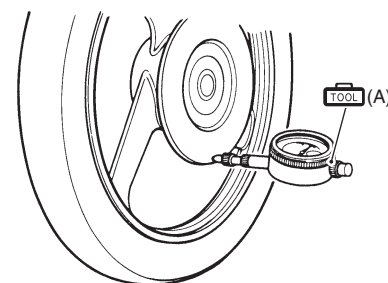
Special tool

 (A): 09900–20607 (Dial gauge (1/100 mm, 10 mm))

 : 09900–20701 (Magnetic stand)

Brake disc runout

Service limit: 0.30 mm (0.012 in)



I649G1420020-03

- 3) Remount the front brake caliper. Refer to “Front Brake Caliper Removal and Installation (Page 4B-3)”.

Specifications

Service Data

B822H14207001

Brake

Unit: mm (in)

Item	Standard		Limit
Brake disc thickness	Front	4.8 – 5.2 (0.189 – 0.205)	4.5 (0.18)
Brake disc runout	Front & Rear	—	0.30 (0.012)
Brake caliper cylinder bore	Front	Center 22.650 – 22.70 (0.8917 – 0.8937)	—
		Both side 25.400 – 25.450 (1.0000 – 1.0020)	—
Brake caliper piston diam.	Front	Center 22.585 – 22.618 (0.8892 – 0.8905)	—
		Both side 25.318 – 25.368 (0.9968 – 0.9987)	—
Brake fluid type	DOT 4		—

Tightening Torque Specifications

B822H14207002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Front brake caliper mounting bolt	26	2.6	19.0	☞ (Page 4B-3) / ☞ (Page 4B-3)
Pad mounting pin	18	1.8	13.0	☞ (Page 4B-3)
Brake hose union bolt	23	2.3	16.5	☞ (Page 4B-3)
Caliper holder slide pin	13	1.3	9.5	☞ (Page 4B-5)
Caliper housing slide pin	23	2.3	16.5	☞ (Page 4B-6)
Brake disc bolt	23	2.3	16.5	☞ (Page 4B-8)

NOTE

The specified tightening torque is also described in the following.
 “Front Brake Components (Page 4B-1)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H14208001


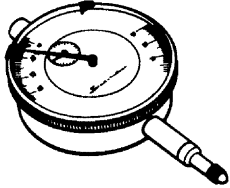
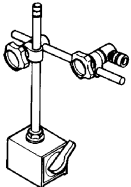
Material	SUZUKI recommended product or Specification		Note
Brake fluid	DOT 4	—	☞ (Page 4B-5) / ☞ (Page 4B-6)
Grease	SUZUKI SILICONE GREASE or equivalent	P/No.: 99000-25100	☞ (Page 4B-2) / ☞ (Page 4B-6)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞ (Page 4B-5) / ☞ (Page 4B-6)
	Thread Lock Cement Super 1360 or equivalent	P/No.: 99000-32130	☞ (Page 4B-8)

NOTE

Required service material is also described in the following.
 “Front Brake Components (Page 4B-1)”

Special Tool

B822H14208002

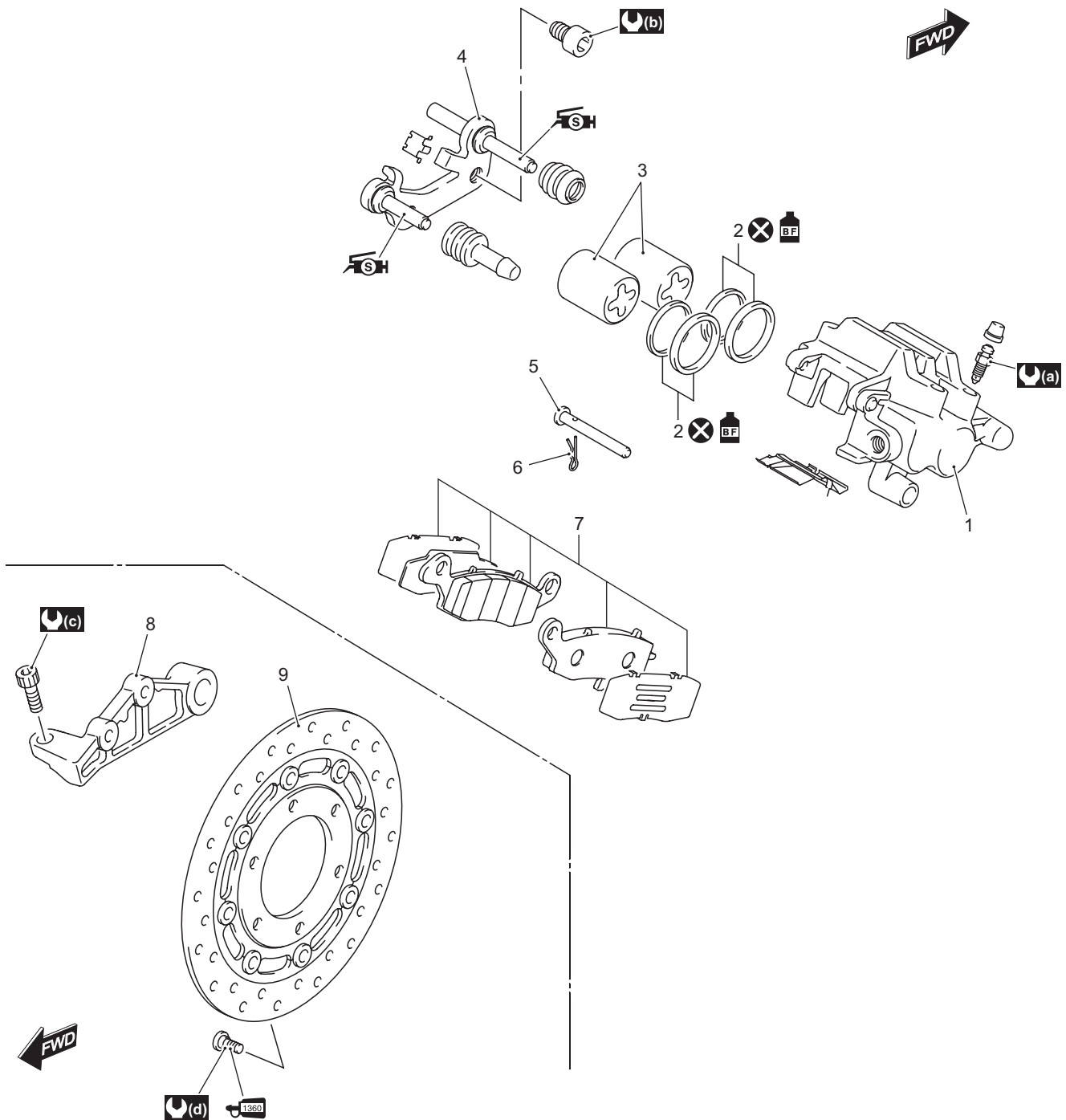
09900-20205 Micrometer (0 – 25 mm) ☞ (Page 4B-8) 	09900-20607 Dial gauge (1/100 mm, 10 mm) ☞ (Page 4B-8) 
09900-20701 Magnetic stand ☞ (Page 4B-8) 	

Rear Brakes

Repair Instructions

Rear Brake Components

B822H14306001



I822H1430025-02

1. Rear brake caliper	7. Rear brake pad set	SH : Apply silicone grease to sliding surface.
2. Piston seal/Dust seal	8. Brake caliper bracket	BF : Apply brake fluid.
3. Piston	9. Brake disc	⊗ : Do not reuse.
4. Caliper holder	(a) : 7.5 N·m (0.75 kgf·m, 5.5 lb-ft)	
5. Pad mounting pin	(b) : 54 N·m (5.4 kgf·m, 39.0 lb-ft)	
6. Clip	(c) : 85 N·m (8.5 kgf·m, 61.5 lb-ft)	

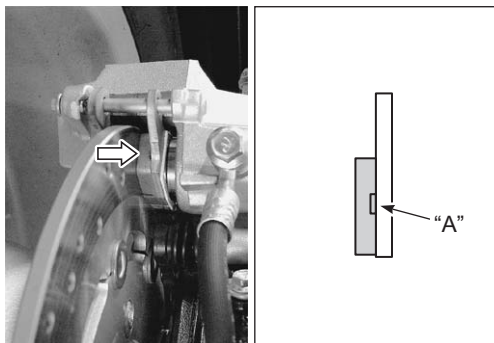
Rear Brake Pad Inspection

B822H14306002

The extent of brake pads wear can be checked by observing the grooved limit line "A" on the pads. When the wear exceeds the grooved limit line, replace the pads with new ones. Refer to "Rear Brake Pad Replacement (Page 4C-2)".

⚠ CAUTION

Replace the brake pad as a set, otherwise braking performance will be adversely affected.



I822H1430001-05

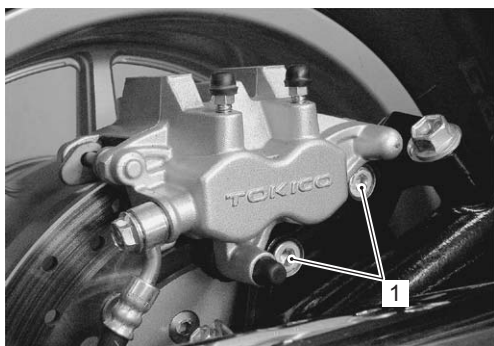
Rear Brake Pad Replacement

B822H14306003

- 1) Remove the caliper bracket mounting bolt (1).

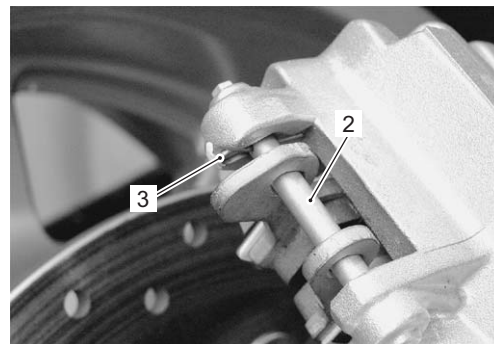
⚠ CAUTION

Do not operate the brake pedal while dismantling the pads.



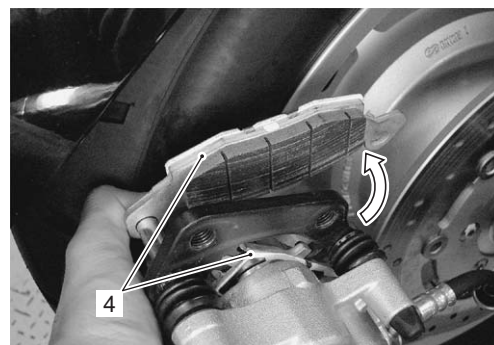
I822H1430002-01

- 2) Remove the pads mounting pin (2) by removing the clip (3).



I822H1430003-01

- 3) Remove the brake pads (4).

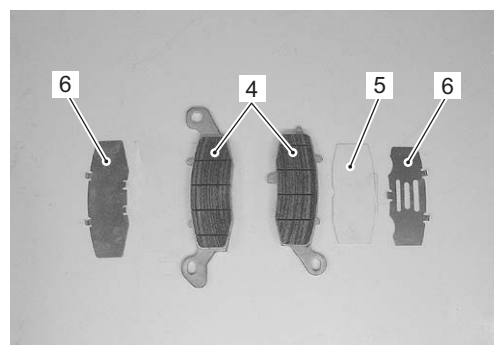


I822H1430004-01

- 4) Clean up the caliper, especially around the caliper piston.
- 5) Assemble the new brake pads (4), insulator (5) and shim (6).

⚠ CAUTION

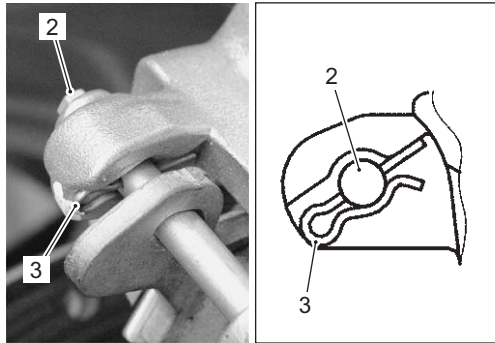
Replace the brake pads as a set, otherwise braking performance will be adversely affected.



I822H1430005-02

4C-3 Rear Brakes:

- 6) Install the new brake pads.
- 7) Insert the pad mounting pin (2) and install the clip (3) as shown in the figure.



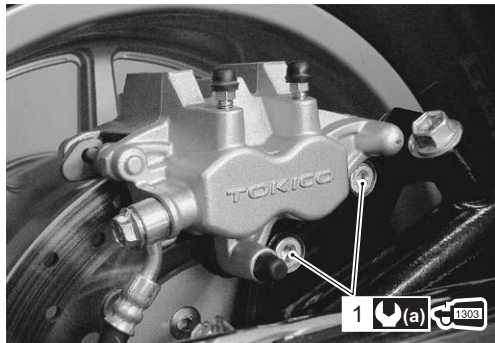
1822H1430006-03

- 8) Apply thread lock to the caliper mounting bolt (1) and tighten them to the specified torque.

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

Rear brake caliper mounting bolt (a): 54 N·m (5.4 kgf-m, 39.0 lb-ft)



1822H1430007-02

NOTE

After replacing the brake pads, pump the brake pedal several times to check for proper brake operation and then check the brake fluid level.

Rear Brake Caliper Removal and Installation

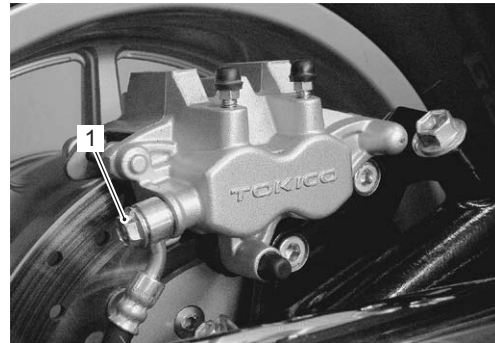
B822H14306004

Removal

- 1) Drain brake fluid. Refer to "Brake Fluid Replacement in Section 4A (Page 4A-6)".
- 2) Remove the brake hose from the caliper by removing the union bolt (1) and catch the brake fluid in a suitable receptacle.

NOTE

Place a rag underneath the union bolt on the brake caliper to catch any spilt brake fluid.



1822H1430008-01

- 3) Remove the brake caliper and brake pads. Refer to "Rear Brake Pad Replacement (Page 4C-2)".

Installation

Install the brake caliper in the reverse order of removal. Pay attention to the following points:

- Install the brake pad and remount the brake caliper. Refer to "Rear Brake Pad Replacement (Page 4C-2)".
- After setting the brake hose union to the stopper, tighten the union bolt (1) to the specified torque.

⚠ CAUTION

The seal washers should be replaced with the new ones to prevent fluid leakage.

Tightening torque

Brake hose union bolt (a): 23 N·m (2.3 kgf-m, 16.5 lb-ft)



1822H1430009-01

- Bleed air from the brake system after installing the caliper. Refer to "Air Bleeding from Brake Fluid Circuit in Section 4A (Page 4A-5)".
- Check the brake fluid leakage and brake operation.

⚠ WARNING

Brake fluid, if it leaks, will interfere with safe running and discolor painted surfaces. Check the brake hose and hose joints for cracks and fluid leakage.

Rear Brake Caliper Disassembly and Assembly

B822H14306005

Refer to "Rear Brake Caliper Removal and Installation (Page 4C-3)".

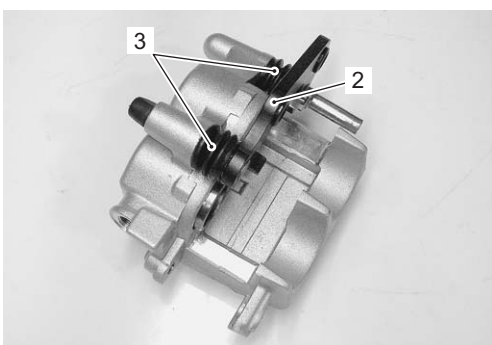
Disassembly

- 1) Remove the pad spring (1).



I822H1430011-01

- 2) Remove the caliper holder (2) and rubber boots (3).



I822H1430010-01

- 3) Place a rag over the piston to prevent it from popping out and then force out the piston using compressed air.

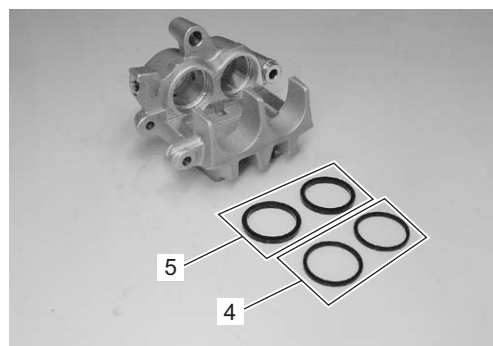
⚠ CAUTION

Do not use high pressure air to prevent piston damage.



I822H1430012-01

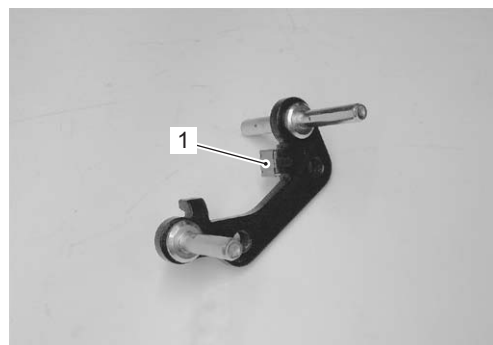
- 4) Remove the dust seals (4) and piston seals (5).



I822H1430013-01

Brake pad carrier

- Remove the pad spring (1).



I822H1430014-01

4C-5 Rear Brakes:

Assembly

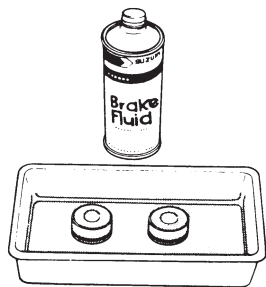
Assemble the caliper in the reverse order of disassembly. Pay attention to the following points:

- Wash the caliper bore and piston with specified brake fluid. Particularly wash the dust seal grooves and piston seal grooves.

BF: Brake fluid (DOT 4)

⚠ CAUTION

- Wash the caliper components with fresh brake fluid before reassembly. Never use cleaning solvent or gasoline to wash them.
- Do not wipe the brake fluid off after washing the components.
- When washing the components, use the specified brake fluid. Never use different types of fluid or cleaning solvent such as gasoline, kerosine or the others.



I649G1420012-02

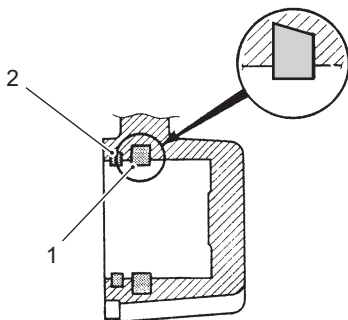
- Apply the brake fluid to piston seal (1) and dust seal (2).

⚠ CAUTION

Replace the piston seal (1) and dust seal (2) with new ones.

BF: Brake fluid (DOT 4)

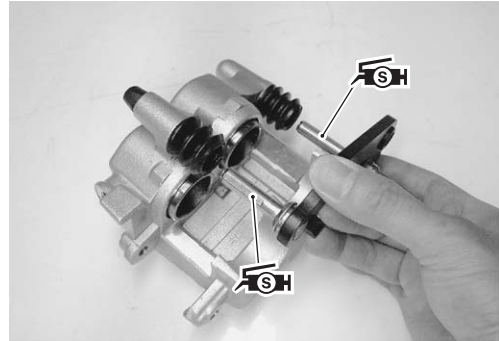
- Install the piston seals as shown in the figure.



I822H1420030-01

- Apply grease to the two pins.

🔧 : Grease 99000-25100 (SUZUKI Silicone Grease or equivalent)



I822H1430015-02

- Install the brake pads. Refer to "Rear Brake Pad Replacement (Page 4C-2)".
- Install the brake caliper and brake hose. Refer to "Rear Brake Caliper Removal and Installation (Page 4C-3)" and "Rear Brake Hose Routing Diagram in Section 4A (Page 4A-2)".

Rear Brake Caliper Parts Inspection

B822H14306006

Refer to "Rear Brake Caliper Disassembly and Assembly (Page 4C-4)".

Brake Caliper Cylinder

Inspect the brake caliper cylinder wall for nicks, scratches or other damage. If any damage is found, replace the caliper with a new one.



I822H1430016-01

Brake Caliper Piston

Inspect the brake caliper piston surface for any scratches or other damage. If any damage is found, replace the piston with new ones.



I822H1430017-01

Brake Pad Spring

Inspect the brake pad springs for damage and excessive bend. If any defects are found, replace them with new ones.



I822H1430020-01

Brake Pad Mounting Pin / Clip

Inspect the brake pad mounting pin and clip for wear and other damage. If any damage is found, replace the mounting clip or pin with a new one.



I822H1430018-01



I822H1430021-01

Boot

Inspect the boots for damage and wear. If any defects are found, replace them with new ones.



I822H1430019-01

Caliper Holder

Inspect the caliper holder for damage. If any damages are found, replace the caliper holder with new one.



I822H1430024-01

Rear Brake Disc Removal and Installation

B822H14306007

Removal

- 1) Remove the rear wheel assembly. Refer to "Rear Wheel Assembly Removal and Installation in Section 2D (Page 2D-11)".
- 2) Remove the rear brake disc.



I822H1430022-01

Installation

Install the rear brake disc in the reverse order of removal. Pay attention to the following points:

- Make sure that the brake discs are clean and free of any grease.
- Apply thread lock to the brake disc bolts (1) and tighten them to the specified torque.

 **1360** : Thread lock cement 99000–32130 (Thread Lock Cement Super 1360 or equivalent)

Tightening torque

Brake disc bolt (a): 23 N·m (2.3 kgf·m, 16.5 lb·ft)



I822H1430023-01

Rear Brake Disc Inspection

B822H14306008

Brake Disc Thickness

Check the brake disc for damage or cracks and measure the thickness using the micrometer.

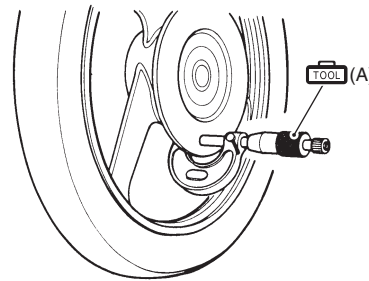
Replace the brake disc if the thickness is less than the service limit or if defect is found.

Special tool

 (A): 09900–20205 (Micrometer (0 – 25 mm))

Brake disc thickness

Service limit (Rear): 6.3 mm (0.25 in)



I649G1430027-03


Brake Disc Runout

- 1) Dismount the rear brake caliper. Refer to "Rear Brake Caliper Removal and Installation (Page 4C-3)".

- 2) Measure the runout using the dial gauge. Replace the disc if the runout exceeds the service limit.

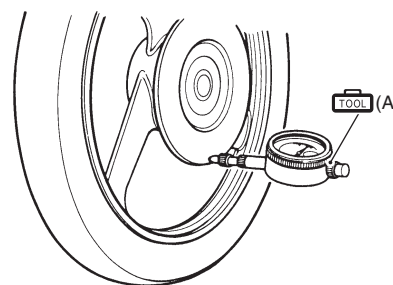
Special tool

 (A): 09900–20607 (Dial gauge (1/100 mm, 10 mm))

 : 09900–20701 (Magnetic stand)

Brake disc runout

Service limit: 0.30 mm (0.012 in)



I649G1430028-03

- 3) Remount the rear brake caliper. Refer to "Rear Brake Caliper Removal and Installation (Page 4C-3)".

Specifications

Service Data

B822H14307001

Brake

Unit: mm (in)

Item	Standard		Limit
Rear brake pedal height	105 – 115 (4.1 – 4.5)		—
Brake disc thickness	Rear	6.6 – 7.0 (0.260 – 0.276)	6.3 (0.25)
Brake disc runout	Front & Rear	—	0.30 (0.012)
Brake caliper cylinder bore	Rear	30.230 – 30.306 (1.1902 – 1.1931)	—
Brake caliper piston diam.	Rear	30.150 – 30.200 (1.1870 – 1.1890)	—
Brake fluid type	DOT 4		—

Tightening Torque Specifications

B822H14307002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Rear brake caliper mounting bolt	54	5.4	39.0	☞ (Page 4C-3)
Brake hose union bolt	23	2.3	16.5	☞ (Page 4C-3)
Brake disc bolt	23	2.3	16.5	☞ (Page 4C-7)

NOTE

The specified tightening torque is also described in the following.

“Rear Brake Components (Page 4C-1)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H14308001


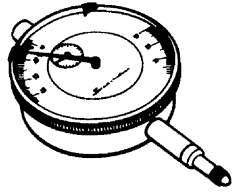
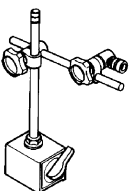
Material	SUZUKI recommended product or Specification		Note
Brake fluid	DOT 4	—	☞(Page 4C-5) / ☞(Page 4C-5)
Grease	SUZUKI Silicone Grease or equivalent	P/No.: 99000-25100	☞(Page 4C-5)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞(Page 4C-3)
	Thread Lock Cement Super 1360 or equivalent	P/No.: 99000-32130	☞(Page 4C-7)

NOTE

Required service material is also described in the following.
 “Rear Brake Components (Page 4C-1)”

Special Tool

B822H14308002

09900-20205 Micrometer (0 – 25 mm) ☞(Page 4C-7) 	09900-20607 Dial gauge (1/100 mm, 10 mm) ☞(Page 4C-7) 
09900-20701 Magnetic stand ☞(Page 4C-7) 	

Section 5

Transmission / Transaxle

CONTENTS

Precautions	5-1	Specifications	5B-20
Precautions	5-1	Service Data	5B-20
Precautions for Transmission / Transaxle	5-1	Tightening Torque Specifications	5B-20
Manual Transmission	5B-1	Special Tools and Equipment	5B-21
Diagnostic Information and Procedures	5B-1	Recommended Service Material	5B-21
Manual Transmission Symptom Diagnosis	5B-1	Special Tool	5B-21
Repair Instructions	5B-2	Clutch	5C-1
Transmission Components	5B-2	Precautions	5C-1
Transmission Removal	5B-3	Precautions for Clutch System	5C-1
Transmission Installation	5B-4	Schematic and Routing Diagram	5C-1
Transmission Construction	5B-7	Clutch Cable Routing Diagram	5C-1
Countershaft Gear / Driveshaft Gear		Diagnostic Information and Procedures	5C-1
Disassembly and Assembly	5B-8	Clutch System Symptom Diagnosis	5C-1
Transmission Related Parts Inspection	5B-11	Repair Instructions	5C-2
Gear Position (GP) Switch Inspection	5B-12	Clutch Lever Position Switch Inspection	5C-2
Gear Position (GP) Switch Removal and		Clutch Cable Removal and Installation	5C-2
Installation	5B-12	Clutch Components	5C-3
Gearshift Lever Construction	5B-13	Clutch Removal	5C-4
Gearshift Lever Removal and Installation	5B-14	Clutch Installation	5C-6
Gearshift Lever Height Inspection and		Primary Driven Gear Removal and Installation	5C-9
Adjustment	5B-14	Clutch Parts Inspection	5C-10
Gearshift Shaft / Gearshift Cam Plate		Specifications	5C-12
Components	5B-15	Service Data	5C-12
Gearshift Shaft / Gearshift Cam Plate		Tightening Torque Specifications	5C-12
Removal and Installation	5B-15	Special Tools and Equipment	5C-13
Gearshift Linkage Inspection	5B-18	Recommended Service Material	5C-13
Gearshift Shaft Oil Seal / Bearing Removal		Special Tool	5C-13
and Installation	5B-19		

Precautions

Precautions

Precautions for Transmission / Transaxle

Refer to "General Precautions in Section 00 (Page 00-1)".

B822H1500001

Manual Transmission

Diagnostic Information and Procedures

Manual Transmission Symptom Diagnosis

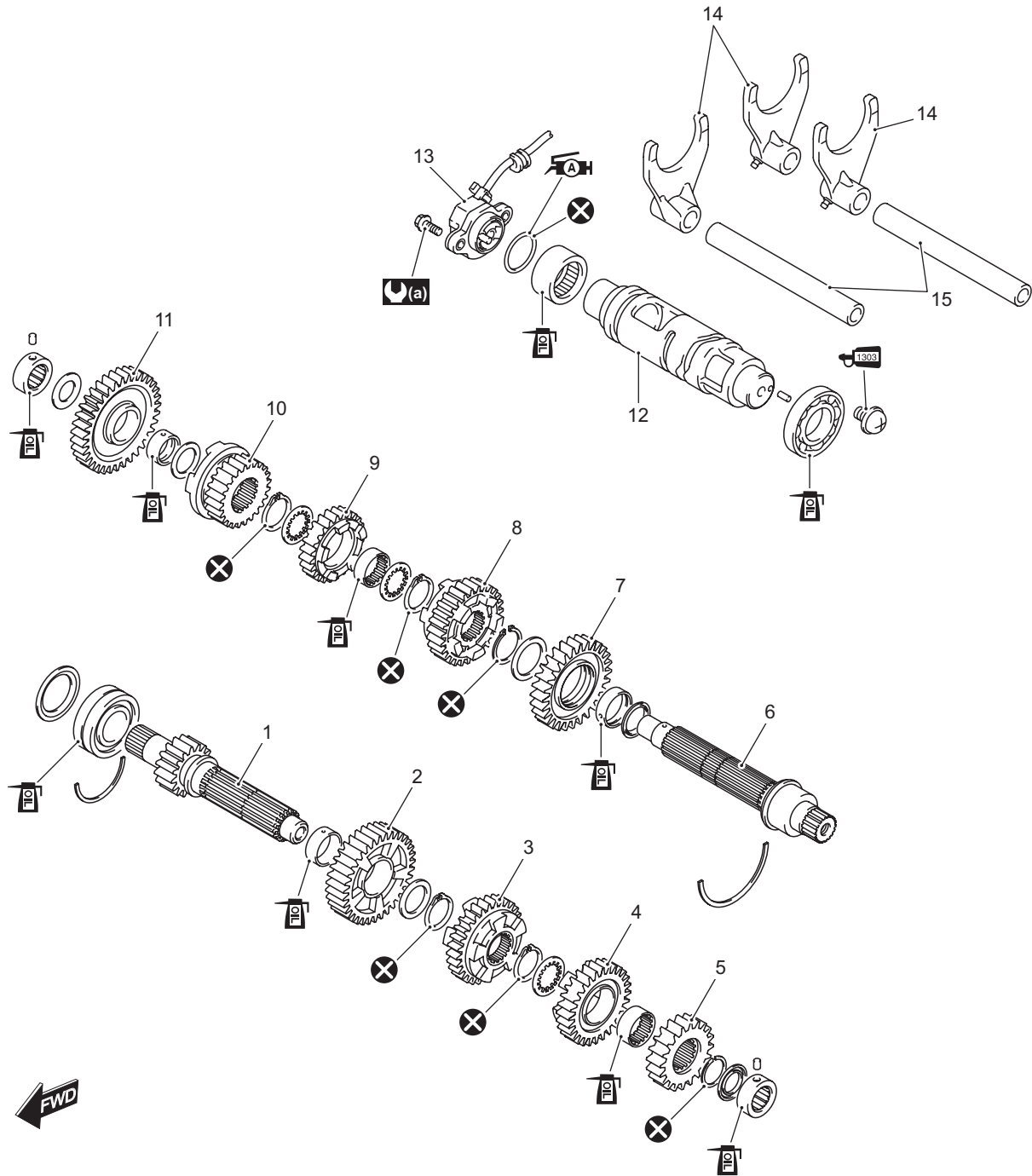
B822H15204001

Condition	Possible cause	Correction / Reference Item
Engine is noisy (Noise seems to come from the transmission)	Worn or rubbing gear.	<i>Replace.</i>
	Worn countershaft spline.	<i>Replace countershaft.</i>
	Worn driveshaft spline.	<i>Replace driveshaft.</i>
	Worn or rubbing primary gear.	<i>Replace.</i>
	Worn bearing.	<i>Replace.</i>
Transmission will not shift	Broken gearshift cam.	<i>Replace.</i>
	Distorted gearshift fork.	<i>Replace.</i>
	Worn gearshift pawl.	<i>Replace.</i>
Transmission will not shift back	Broken gearshift shaft return spring.	<i>Replace.</i>
	Rubbing or stuck gearshift shaft.	<i>Repair or replace.</i>
	Worn or distorted gearshift fork.	<i>Replace.</i>
Transmission jumps out of gear	Worn shifting gears on driveshaft or countershaft.	<i>Replace.</i>
	Worn or distorted gearshift fork.	<i>Replace.</i>
	Weakened gearshift stopper spring.	<i>Replace.</i>
	Worn gearshift cam plate.	<i>Replace.</i>

Repair Instructions

Transmission Components

B822H15206001



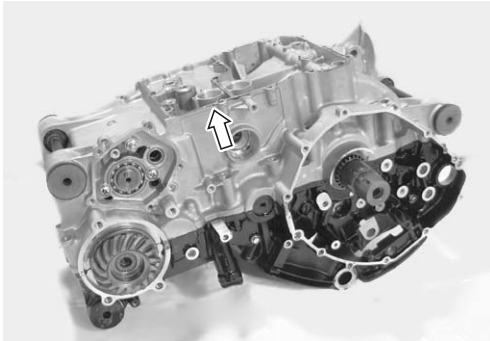
I822H1520078-01

1. Countershaft/1st drive gear	6. Driveshaft	11. 1st driven gear	(a) : 6.5 N·m (0.65 kgf-m, 4.5 lb-ft)
2. 5th drive gear	7. 2nd driven gear	12. Gearshift cam	Oil : Apply oil.
3. 4th drive gear	8. 3rd driven gear	13. Gear position switch	Grease : Apply grease.
4. 3rd drive gear	9. 4th driven gear	14. Gearshift fork	1303 : Apply thread lock to the thread part.
5. 2nd drive gear	10. 5th driven gear	15. Gearshift fork shaft	⊗ : Do not reuse.

Transmission Removal

B822H15206002

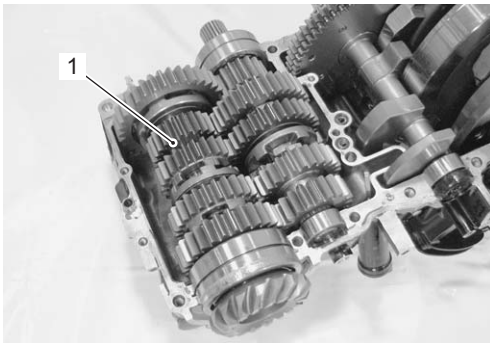
- 1) Remove the engine assembly from the frame. Refer to "Engine Assembly Removal in Section 1D (Page 1D-18)".
- 2) Disassemble the engine top side (1). Refer to "Engine Top Side Disassembly in Section 1D (Page 1D-25)".
- 3) Separate the upper and lower crankcases. Refer to "Engine Bottom Side Disassembly in Section 1D (Page 1D-59)".



I822H1520001-01

Driveshaft Assembly

- 1) Remove the driveshaft assembly (1).

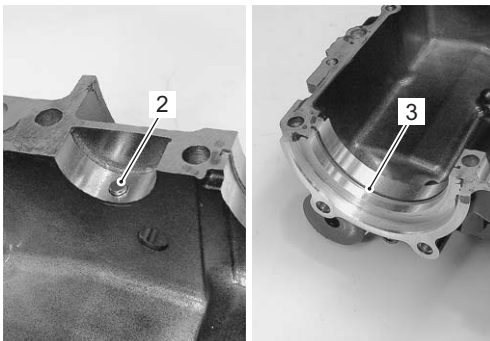


I822H1520002-01

- 2) Remove the bearing pin (2) and C-ring (3).

NOTE

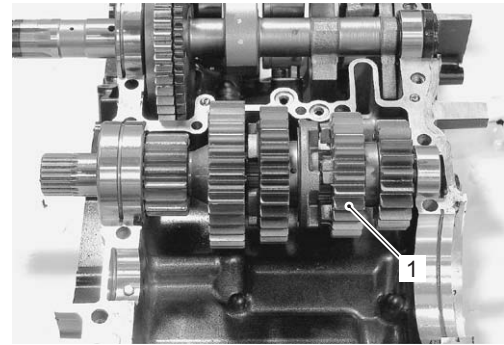
Do not lose the bearing pin (2).



I822H1520003-01

Countershaft Assembly

- 1) Remove the countershaft assembly (1).

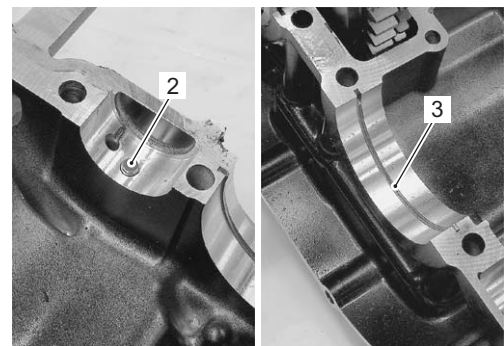


I822H1520005-01

- 2) Remove the bearing pin (2) and C-ring (3).

NOTE

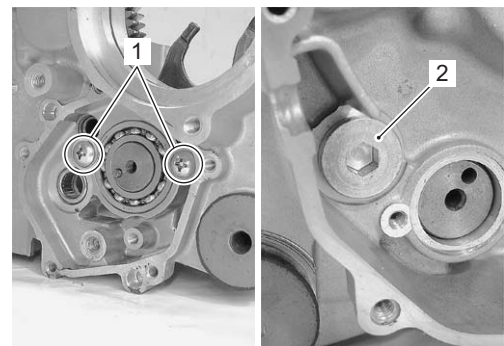
Do not lose the bearing pin (2).



I822H1520006-01

Gearshift Cam / Gearshift Fork

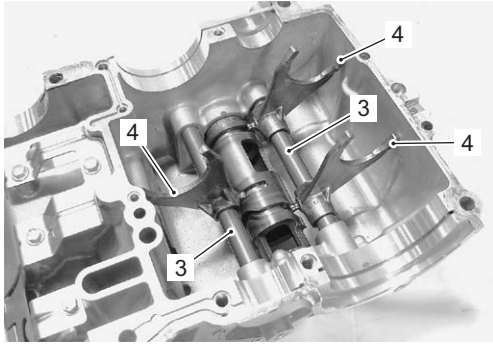
- 1) Remove the retainer screws (1) and gearshift fork retainer plug (2).



I822H1520004-01

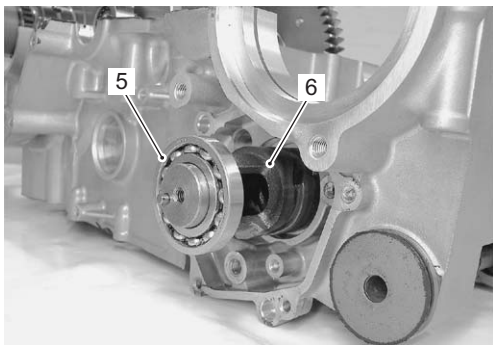
5B-4 Manual Transmission:

- 2) Remove the gearshift fork shafts (3) and gearshift forks (4).



I822H1520007-02

- 3) Remove the gearshift cam bearing (5) and gearshift cam (6).




I822H1520008-01

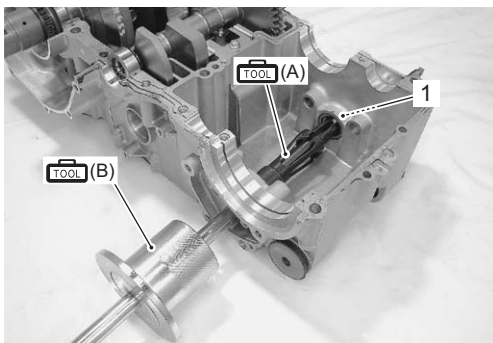
Bearing

Remove the gearshift cam bearing (1) with the special tools.

Special tool

 (A): 09923-74511 (Bearing puller)

 (B): 09930-30104 (Rotor remover slide shaft)



I822H1520009-01

Transmission Installation

B822H15206003

Install the transmission in the reverse order of removal. Pay attention to the following points:

Bearing

CAUTION


Replace the removed bearing with a new one.

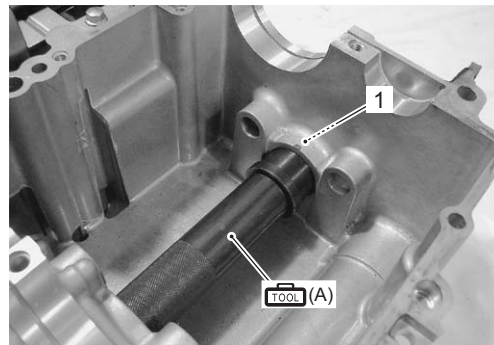
Install the bearing (1) with the special tool.

NOTE

The stamped mark side of the gearshift cam bearing (1) faces outside.

Special tool

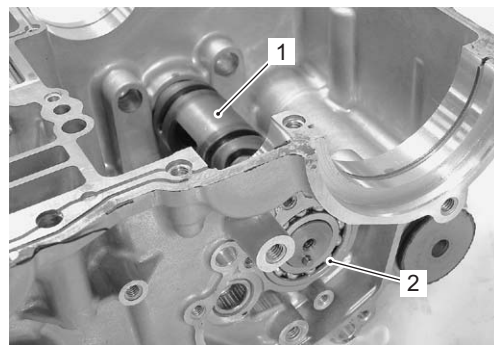
 (A): 09913-70210 (Bearing installer set)



I822H1520010-02

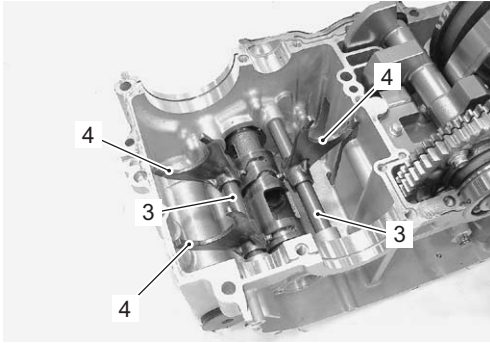
Gearshift Cam / Gearshift Fork

- Install the gearshift cam (1) and bearing (2).



I822H1520011-01

- Install the gearshift fork shafts (3) and gearshift forks (4).



I822H1520012-01

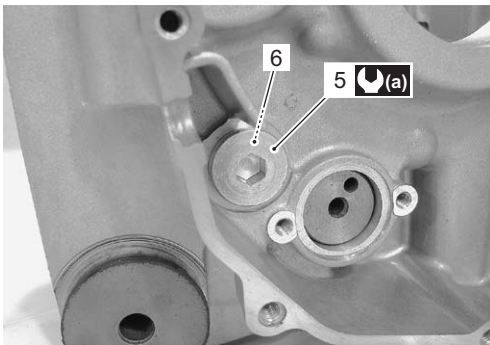
- Tighten the shift fork retainer plug (5) to the specified torque.

⚠ CAUTION

Replace the gasket (6) with a new one.

Tightening torque

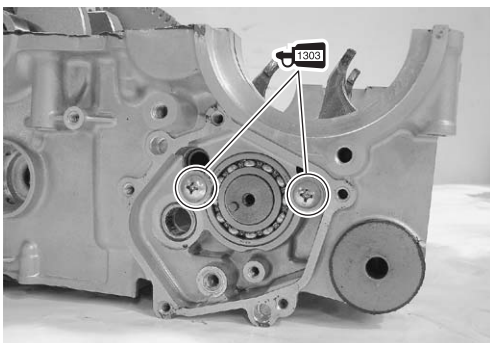
Gearshift fork retainer plug (a): 35 N·m (3.5 kgf·m, 25.5 lb-ft)



I822H1520013-01

- Apply thread lock to the screws and tighten them.

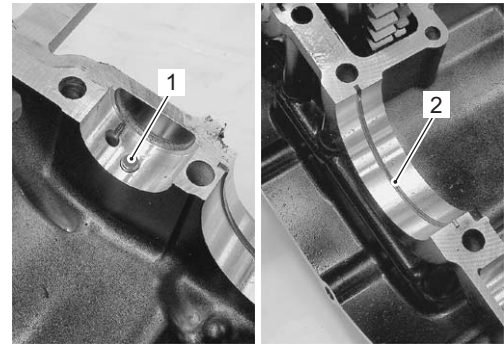
1303 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)



I822H1520014-01

Countershaft Assembly

- Install the bearing pin (1) and C-ring (2).

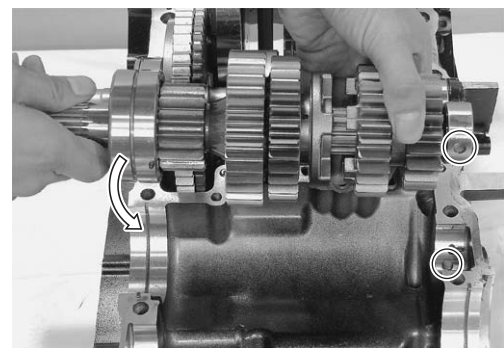


I822H1520015-01

- Install the countershaft on the upper crankcase.

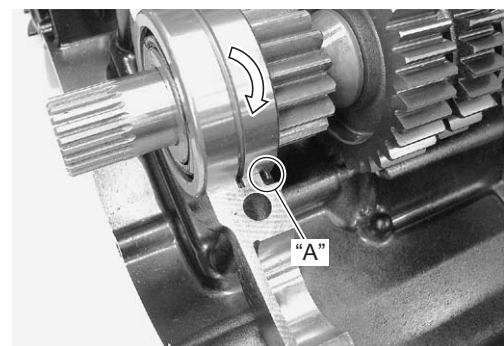
NOTE

Align the C-ring with the groove of the bearing and bearing pin with the indent on the bearing.



I822H1520016-02

- Turn the bearing to install the bearing dowel pin "A" in the respective position.

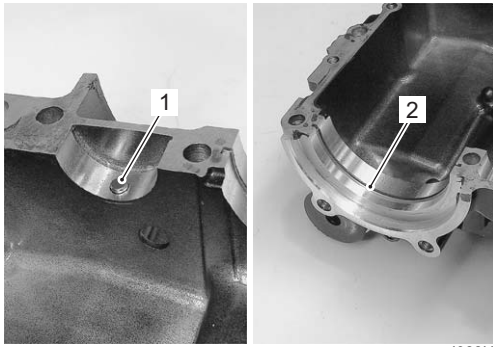


I822H1520017-01

5B-6 Manual Transmission:

Driveshaft Assembly

- Install the bearing pin (1) and C-ring (2).

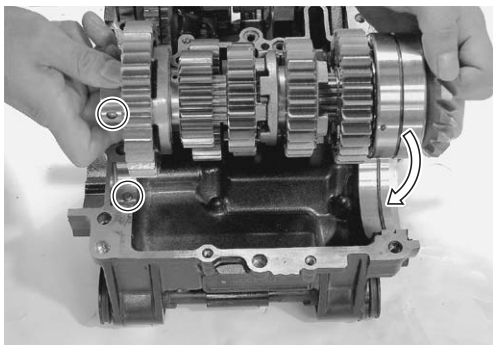


I822H1520018-01

- Install the driveshaft assembly on the upper crankcase.

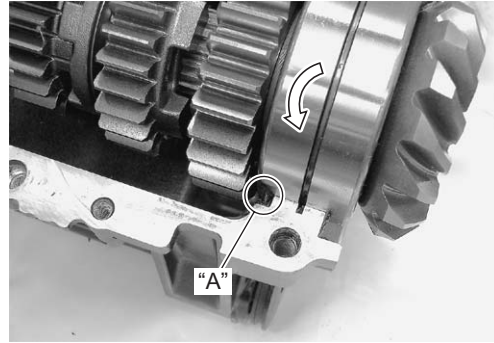
NOTE

Align the C-ring with the groove of the bearing and the bearing pin with the indent on the bearing.



I822H1520019-02

- Turn the bearing to fit the bearing dowel pin in the position "A".

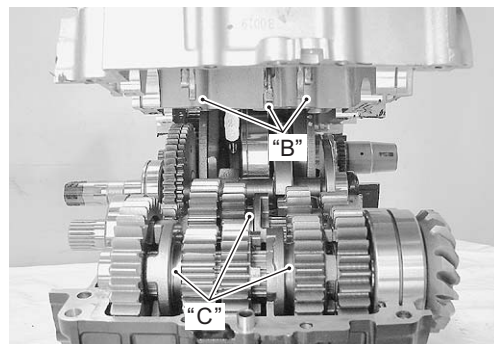


I822H1520020-01

- Assemble the upper and lower crankcases. Refer to "Engine Bottom Side Assembly in Section 1D (Page 1D-68)".

NOTE

Align the gear shift forks "B" with their grooves "C".

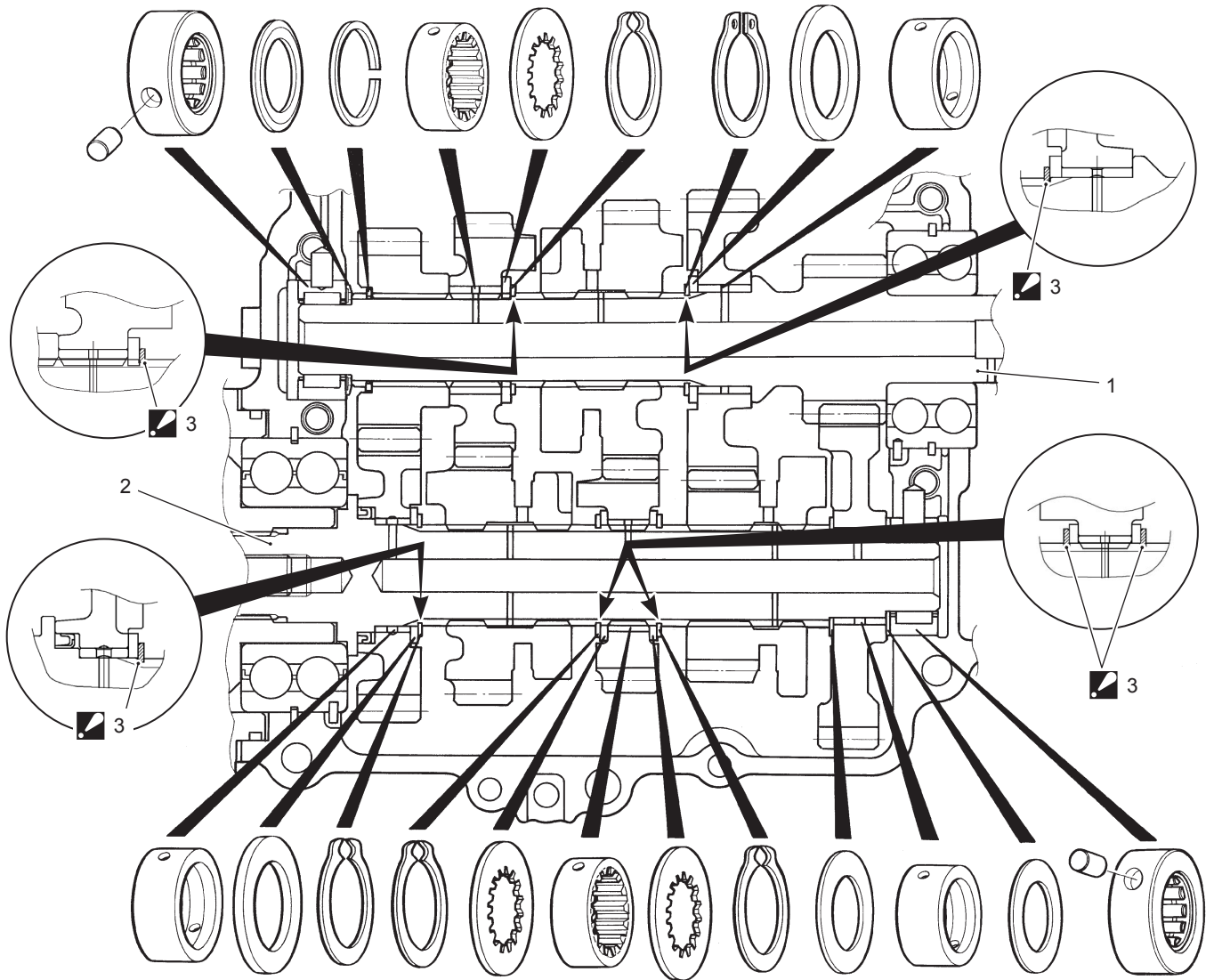


I822H1520021-01


- Assemble the engine. Refer to "Engine Bottom Side Assembly in Section 1D (Page 1D-68)" and "Engine Top Side Assembly in Section 1D (Page 1D-30)".
- Remount the engine assembly. Refer to "Engine Assembly Installation in Section 1D (Page 1D-23)".

Transmission Construction

B822H15206004



I822H1520022-02

1. Counter shaft	2. Drive shaft	 3. Snap ring : Assemble the snap ring with sharp edge side out.
------------------	----------------	--

Countershaft Gear / Driveshaft Gear Disassembly and Assembly

B822H15206005

Refer to "Transmission Removal (Page 5B-3)" and "Transmission Installation (Page 5B-4)".

Disassembly

⚠ CAUTION

**Identify the position of each removed part.
Organize the parts in their respective groups
(i.e., drive or driven) so that they can be
reinstalled in their original positions.**


Disassemble the countershaft and driveshaft as shown in the transmission construction. Refer to "Transmission Construction (Page 5B-7)".

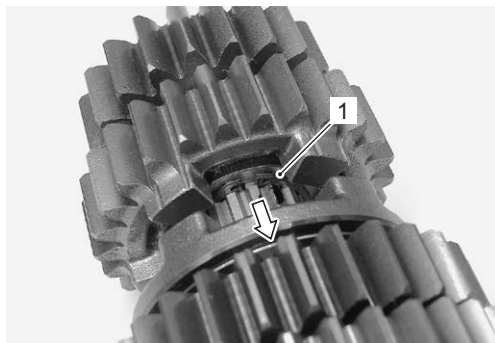
Pay attention to the following points:

Countershaft

- Open the 3rd drive gear snap ring (1) with the special tool from its groove and slide it towards the 4th drive gear side.

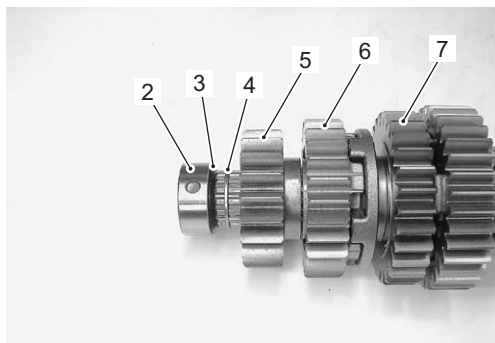
Special tool

 : 09900-06104 (Snap ring pliers)



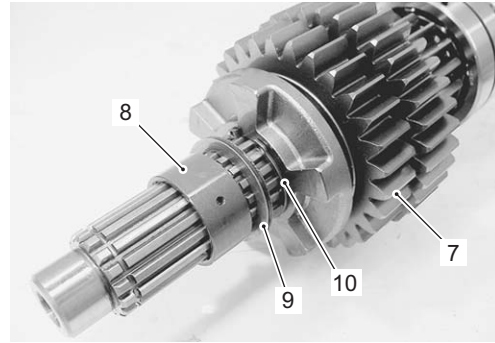
I822H1520023-01

- Remove the bearing (2) and oil seal (3).
- Slide the 3rd (6) and 2nd (5) drive gears toward the 4th drive gear (7) side, then remove the circlip (4).



I822H1520074-01


- Remove the 3rd drive gear bushing (8), washer (9), snap ring (10) and 4th drive gear (7).



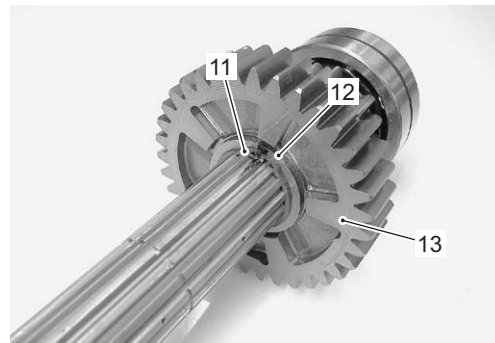
I822H1520075-01

- Remove the snap ring (11) with the special tool.

Special tool

 : 09900-06107 (Snap ring pliers)

- Remove the washer (12) and 5th drive gear (13).



I822H1520025-02

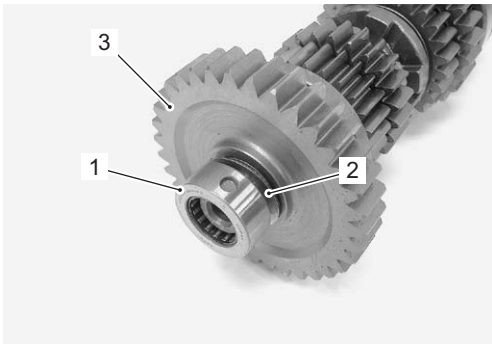
- Remove the bearing (13) with the hydraulic press.



I822H1520026-01

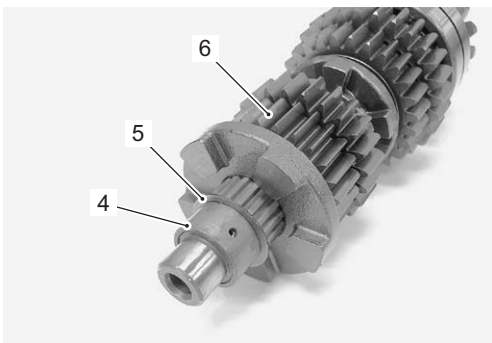
Driveshaft

- Remove the bearing (1), washer (2) and 1st driven gear (3).



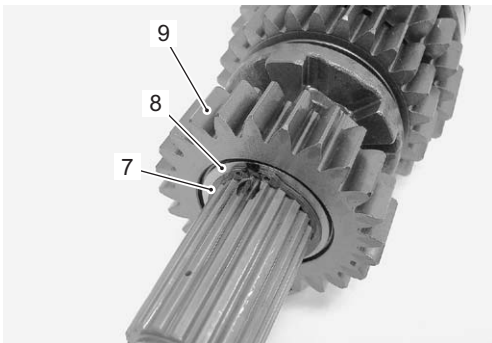
I822H1520027-01

- Remove the 1st driven gear bushing (4), washer (5) and 5th driven gear (6).



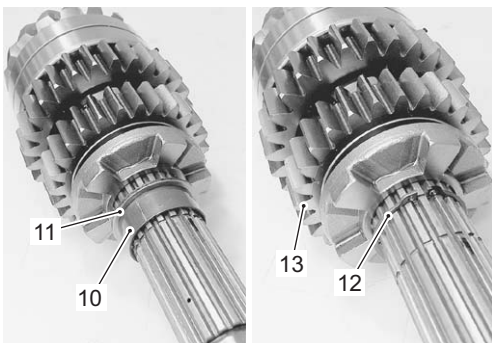
I822H1520028-01

- Remove the snap ring (7), washer (8) and 4th driven gear (9).



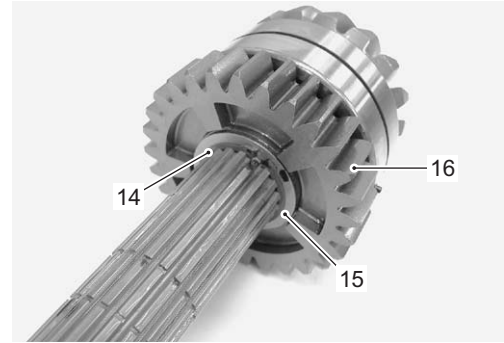
I822H1520029-01

- Remove the 4th driven gear bushing (10), washer (11), snap ring (12) and 3rd driven gear (13).



I822H1520030-01


- Remove the snap ring (14), washer (15), 2nd driven gear (16) and its bushing.

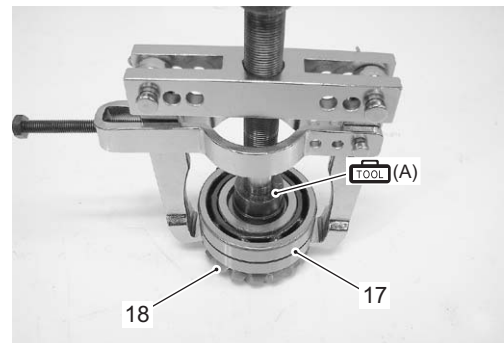


I822H1520031-01

- Remove the bearing (17) from the secondary drive gear (18) with the commercially available bearing remover and special tool.

Special tool

 : 09913-70210 (Bearing installer set)



I822H1520032-01

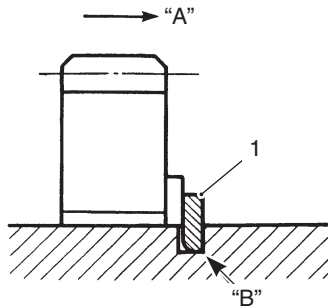
NOTE

- Rotate the bearing by hand to inspect if there are any abnormal noises and smooth rotation. Replace the bearing if there is anything unusual.
- Before installing the gears, apply engine oil to the driveshaft and countershaft.
- Before installing the oil seal, apply grease to the oil seal lip.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

5B-10 Manual Transmission:

- When installing a new snap ring (1), pay attention to its direction. Fit it to the side where the thrust is as shown in the figure.



I649G1520049-02

1. Snap ring	"A": Thrust	"B": Sharp edge
--------------	-------------	-----------------

Assembly

NOTE

When reassembling the transmission gears, attention must be given to the locations and positions of washers and snap rings. The cross sectional view shows the correct position of the gears, bushings, washers and snap rings. Refer to "Transmission Construction (Page 5B-7)".

⚠ CAUTION

- Never reuse a snap rings. After a snap rings has been removed from a shaft, it should be discarded and a new snap rings must be installed.
- When installing a new snap rings, do not expand the end gap larger than required to slip the snap rings over the shaft.
- After installing snap rings, make sure that they are completely seated in their groove and securely fitted.

Driveshaft

- Install the driveshaft bearing (1), using the vice and special tool.


⚠ CAUTION

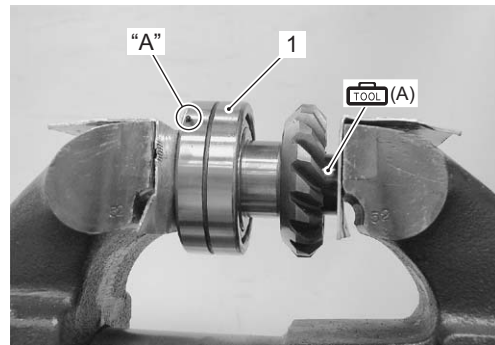
Never reuse driveshaft bearing (1).

NOTE

The bearing knock-pin "A" should be positioned other side of the secondary drive gear.

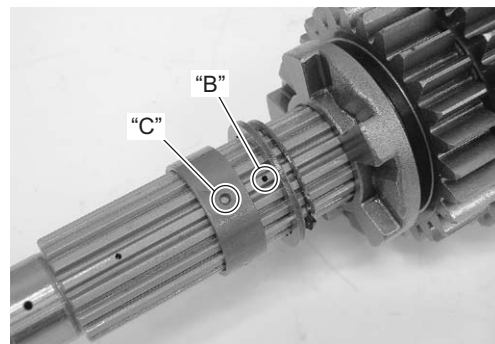
Special tool

 (A): 09913-70210 (Bearing installer set)



I822H1520033-01

- When installing the gear bushing onto the driveshaft, align the shaft oil hole "B" with the bushing oil hole "C".



I822H1520034-02

Countershaft

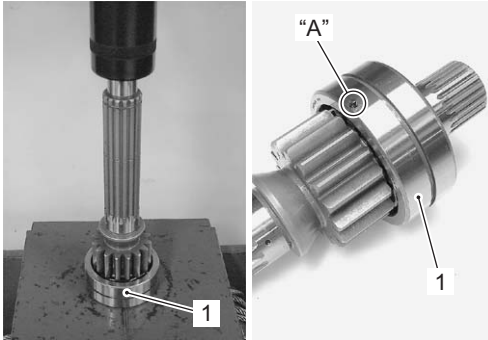
CAUTION

Never reuse countershaft bearing (1).

- Install the countershaft bearing (1) to the countershaft using the hydraulic press.

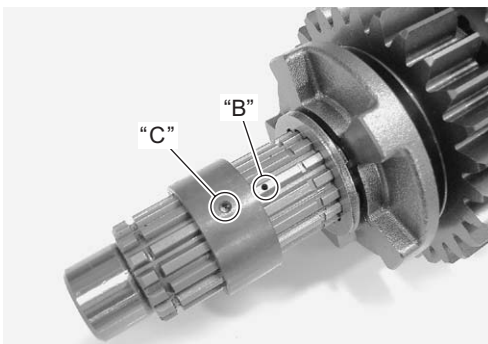
NOTE

The bearing knock-pin "A" should be positioned 1st drive gear side.



I822H1520035-01

- When installing the gear bushing onto the countershaft, align the shaft oil hole "B" with the bushing oil hole "C".

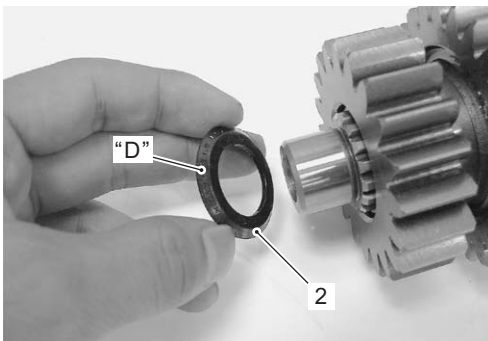


I822H1520036-02

- Install the oil seal (2).

NOTE

The chamfer side "D" of the oil seal should face 2nd drive gear side.



I822H1520037-03

Transmission Related Parts Inspection

B822H15206006

Refer to "Transmission Removal (Page 5B-3)", "Transmission Installation (Page 5B-4)" and "Countershaft Gear / Driveshaft Gear Disassembly and Assembly (Page 5B-8)".

Gearshift Fork to Groove Clearance

NOTE

The clearance for each gearshift fork plays an important role in the smoothness and positiveness of the shifting action.

Using a thickness gauge, check the gearshift fork clearance in the groove of its gear.

If the clearance checked is noted to exceed the limit specified, replace the fork or its gear, or both.

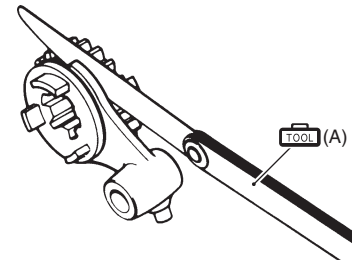
Special tool

TOOL (A): 09900-20803 (Thickness gauge)

Gearshift fork to gearshift fork groove clearance

Standard: 0.1 – 0.3 mm (0.004 – 0.012 in)

Service limit: 0.5 mm (0.02 in)



I649G1520056-03

Gearshift Fork Groove Width

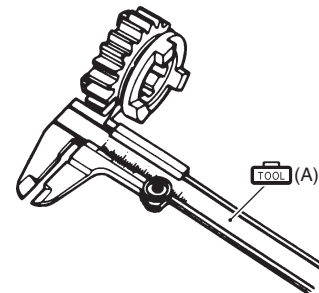
Measure the gearshift fork groove width using the vernier calipers.

Special tool

TOOL (A): 09900-20102 (Vernier calipers (1/20 mm, 200 mm))

Gearshift fork groove width

Standard: 5.0 – 5.1 mm (0.197 – 0.201 in)




I649G1520057-03

5B-12 Manual Transmission:

Gearshift Fork Thickness

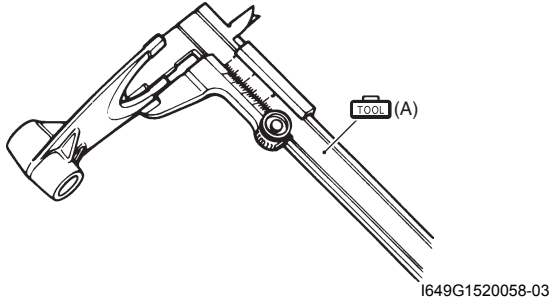
Measure the gearshift fork thickness using the vernier calipers.

Special tool

 (A): 09900-20102 (Vernier calipers (1/20 mm, 200 mm))

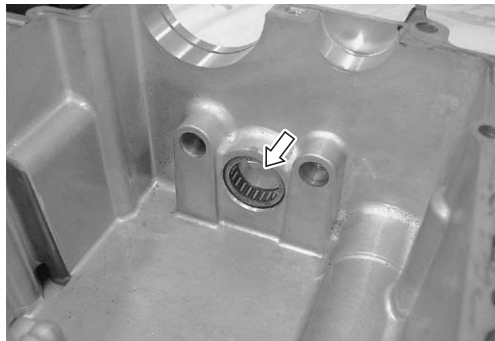
Gearshift fork thickness

Standard: 4.8 – 4.9 mm (0.189 – 0.193 in)



Gearshift Cam Bearing

Inspect the gearshift cam bearings, left and right for abnormal noise and smooth rotation. Replace the bearing if there is anything unusual. Refer to “Transmission Removal (Page 5B-3)” and “Transmission Installation (Page 5B-4)”.



Gear Position (GP) Switch Inspection

B822H15206007

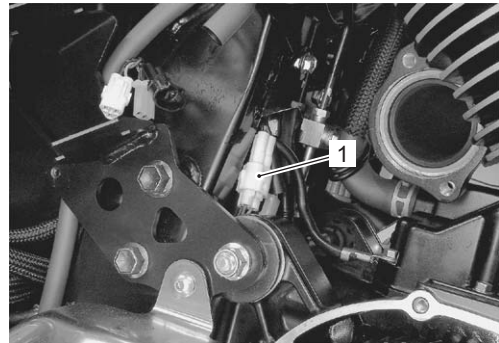
Refer to “Side-stand / Ignition Interlock System Parts Inspection in Section 11 (Page 11-8)”.

Gear Position (GP) Switch Removal and Installation

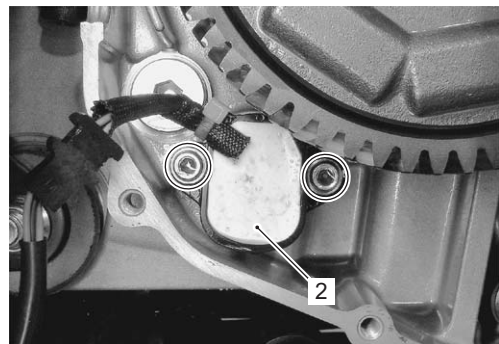
B822H15206008

Removal

- 1) Turn the ignition switch OFF.
- 2) Remove the clutch cover. Refer to “Clutch Removal in Section 5C (Page 5C-4)” and “Clutch Installation in Section 5C (Page 5C-6)”.
- 3) Disconnect the gear position switch coupler (1).



- 4) Remove the gear position switch (2).



Installation

Install the gear position switch in the reverse order of removal. Pay attention to the following points:

- Apply grease to the O-ring.

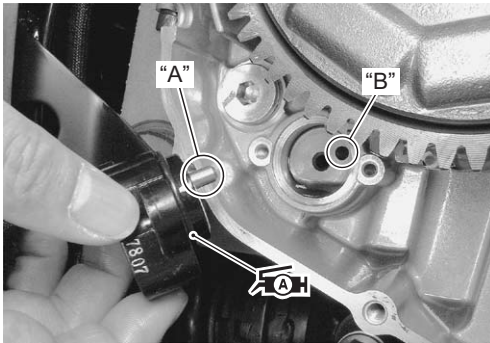
CAUTION

Replace the O-ring with a new one.

NOTE

Align the gear position switch pin "A" with the gearshift cam hole "B".

: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

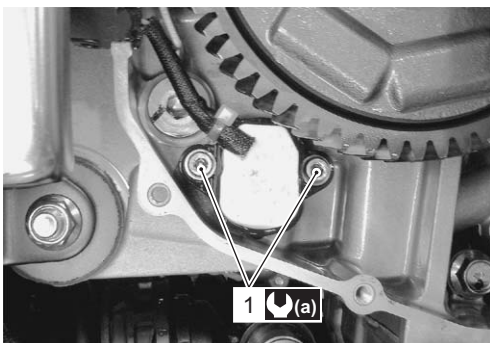


I822H1520041-01

- Tighten the gear position switch bolts (1) to the specified torque.

Tightening torque

GP switch mounting bolt (a): 6.5 N·m (0.65 kgf-m, 4.5 lb-ft)

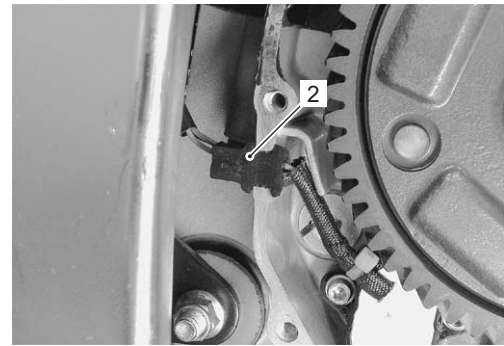


I822H1520043-02

- Route the gear position switch lead wire. Refer to "Wiring Harness Routing Diagram in Section 9A (Page 9A-7)".

NOTE

Be sure that the grommet (2) is set to the crankcase.

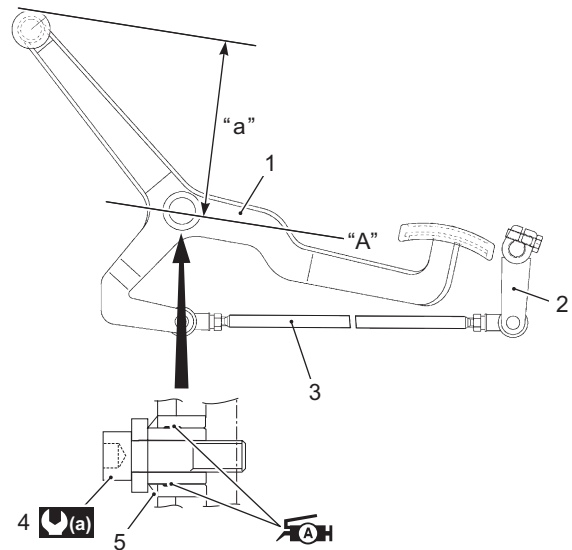


I822H1520044-02

- Install the clutch cover. Refer to "Clutch Installation in Section 5C (Page 5C-6)".

Gearshift Lever Construction

B822H15206009



I822H1520045-06

1. Gearshift lever	"A": Footrest top surface
2. Gearshift link arm	"a": 115 – 125 mm (4.5 – 4.9 in)
3. Gearshift link rod	: 50 N·m (5.0 kgf-m, 36.0 lb-ft)
4. Gearshift lever bolt	: Apply grease.
5. Wave washer	

Gearshift Lever Removal and Installation

B822H15206010

Removal

- 1) Remove the frame lower cover and secondary gear case cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Disengage the gearshift link arm by removing the bolt.

NOTE

Mark the gearshift shaft head at which the gearshift link arm slit set for correct reinstallation.



I822H1520077-01

- 3) Remove the left footrest along with the gear shift lever.



I822H1520046-03

- 4) Remove the gearshift lever as shown in the gearshift lever construction. Refer to “Gearshift Lever Construction (Page 5B-13)”.

Installation

- 1) Install the gearshift lever as shown in the gearshift lever construction. Refer to “Gearshift Lever Construction (Page 5B-13)”.
- 2) Tighten the footrest bracket bolts (1) to the specified torque.

Tightening torque

Front footrest bracket bolt (a): 85 N·m (8.5 kgf·m, 61.5 lb-ft)



I822H1520076-01

- 3) After installing the gearshift lever, check the gearshift lever height. Refer to “Gearshift Lever Height Inspection and Adjustment (Page 5B-14)”.

Gearshift Lever Height Inspection and Adjustment

B822H15206011

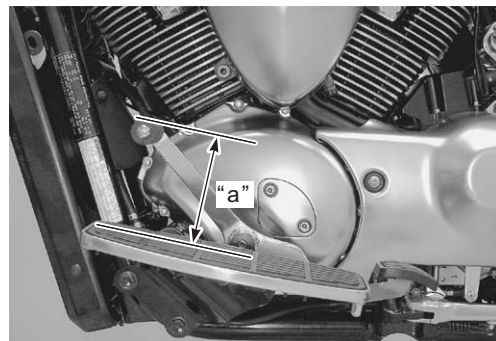
Inspect and adjust the gearshift lever height in the following procedures:

- 1) Inspect the gearshift lever height “a” between the pedal top face and footrest. Adjust the gearshift lever height, if necessary.

Gearshift lever height “a”

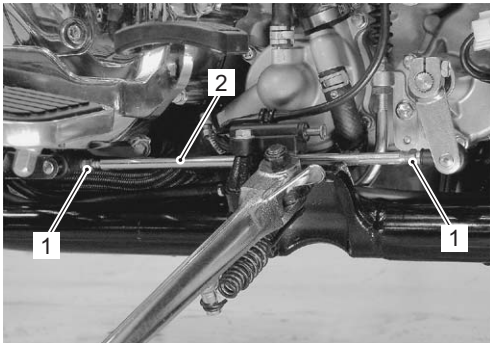
Standard: 115 – 125 mm (4.5 – 4.9 in)

- 2) Remove the secondary gear case cover and frame lower cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.



I822H1520047-01

- 3) Remove the frame lower cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 4) Loosen the lock-nuts (1).
- 5) Turn the gearshift link rod (2) until the gearshift lever is 115 – 125 mm (4.5 – 4.9 in) above the top of the footrest.
- 6) Tighten the lock-nuts securely.

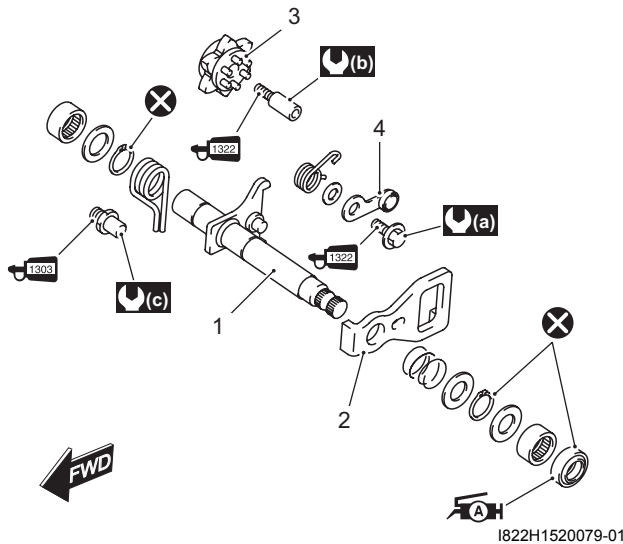


I822H1520048-01

- 7) Reinstall the removed parts.

Gearshift Shaft / Gearshift Cam Plate Components

B822H15206012



I822H1520079-01

1.	Gearshift shaft
2.	Gearshift cam drive plate
3.	Gearshift cam plate
4.	Gearshift cam stopper
	10 N·m (1.0 kgf·m, 7.0 lb-ft)
	13 N·m (1.3 kgf·m, 9.5 lb-ft)
	19 N·m (1.9 kgf·m, 13.5 lb-ft)
	Apply thread lock to the thread part.
	Apply thread lock to the thread part.
	Apply grease to oil seal lip.
	Do not reuse.

Gearshift Shaft / Gearshift Cam Plate Removal and Installation

B822H15206014

Removal

- 1) Remove the engine sprocket outer cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Disengage the gearshift link arm by removing the bolt.

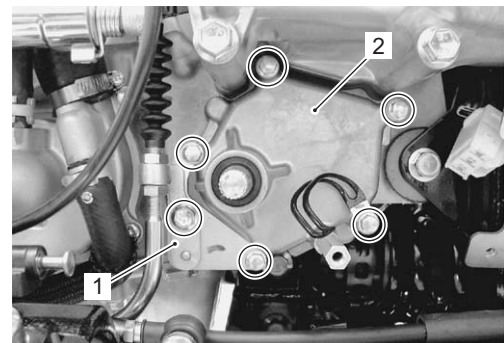
NOTE

Mark the gearshift shaft head at which the gearshift link arm slit set for correct reinstallation.



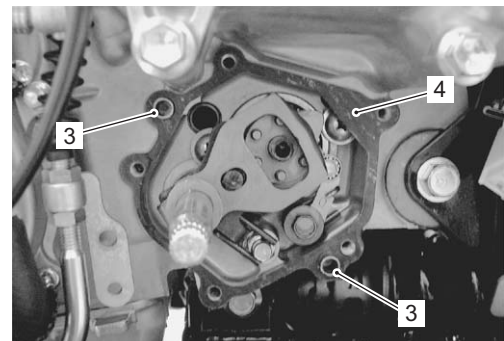
I822H1520049-01

- 3) Remove the clutch cable guide (1).
- 4) Remove the gearshift cover (2).



I822H1520050-01

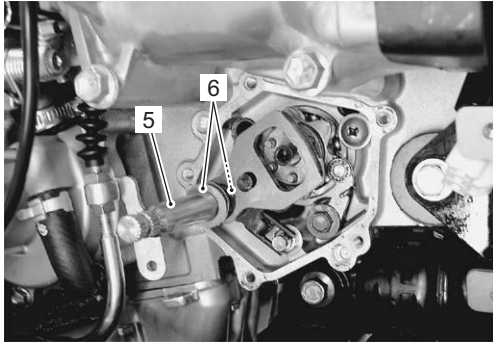
- 5) Remove the dowel pins (3) and gasket (4).



I822H1520051-01

5B-16 Manual Transmission:

- 6) Remove the gearshift shaft assembly (5) and washers (6).



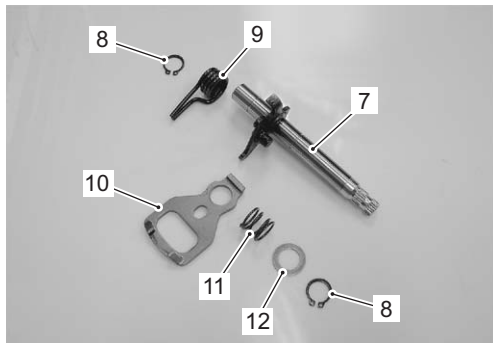
I822H1520052-02

- 7) Remove the following parts from the gearshift shaft (7).

- Snap ring (8)
- Gearshift return spring (9)
- Gearshift cam drive plate (10)
- Plate return spring (11)
- Washer (12)

Special tool

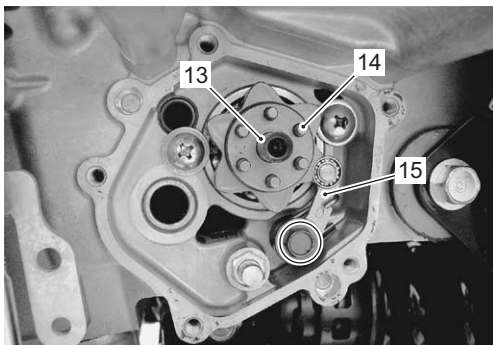
 : 09900-06107 (Snap ring pliers)



I822H1520053-02

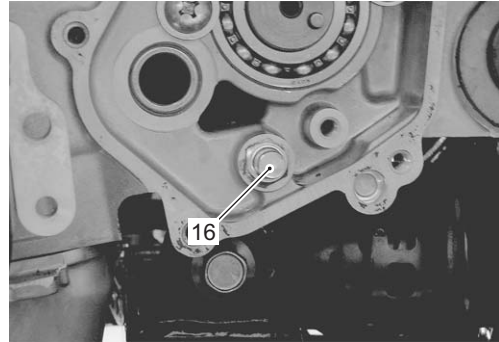
- 8) Remove the gearshift cam plate bolt (13) and gearshift cam plate (14).

- 9) Remove the gearshift cam stopper (15).



I822H1520054-01

- 10) Remove the gearshift arm stopper (16).



I822H1520055-01


Installation

Install the gearshift shaft and gearshift cam plate in the reverse order of removal. Pay attention to the following points:

CAUTION

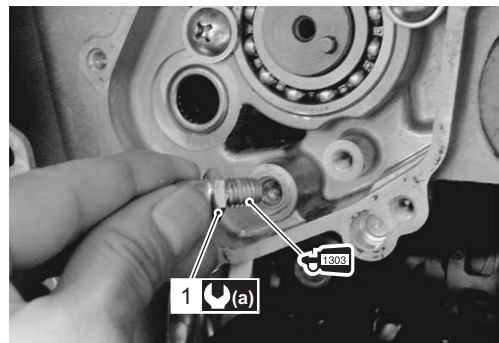
The removed snap rings must be replaced with the new ones.

- Apply a small quantity of thread lock to the gearshift arm stopper (1) and tighten it to the specified torque.

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

Gearshift arm stopper (a): 19 N·m (1.9 kgf-m, 13.5 lb-ft)



I822H1520056-02

- Install the gearshift cam stopper (2), bolt (3), washer (4) and return spring (5).

- Apply thread lock to the gearshift cam stopper bolt (3) and tighten it to the specified torque.

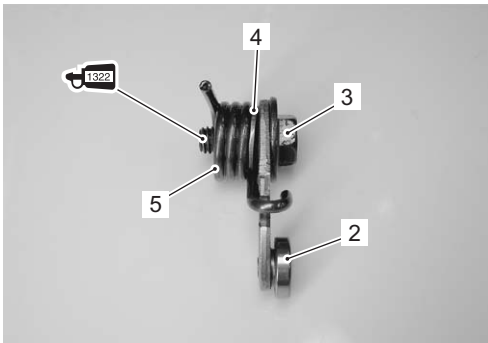
 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

NOTE

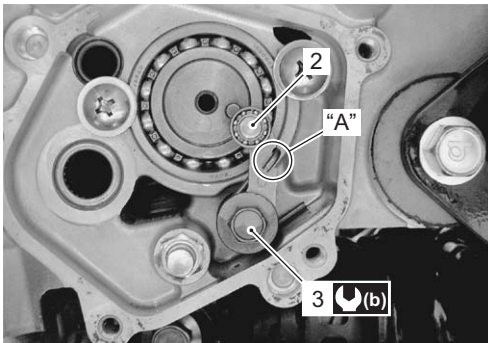
Hook the return spring end “A” to the stopper (2).

Tightening torque

Gearshift cam stopper bolt (b): 10 N·m (1.0 kgf·m, 7.0 lb-ft)



I822H1520057-03

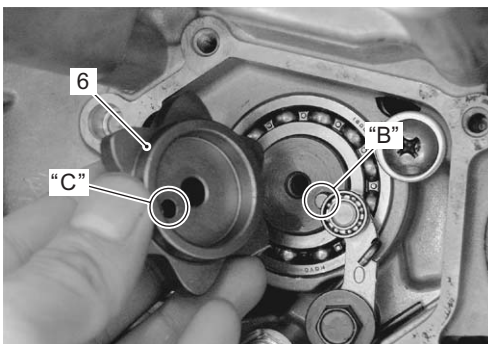


I822H1520058-02

- Check the gearshift cam stopper moves smoothly.
- Locate the gearshift cam in the neutral position.
- Install the gearshift cam stopper plate (6).

NOTE

Align the gearshift cam pin “B” with the gearshift cam stopper plate hole “C”.



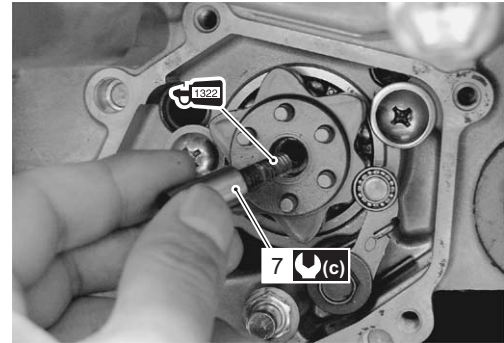
I822H1520059-02

- Apply a small quantity of thread lock to the gearshift cam stopper plate bolt (7) and tighten it to the specified torque.

 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

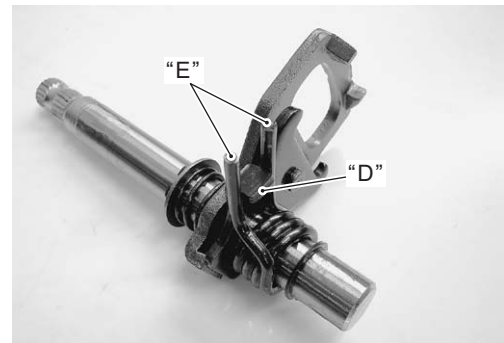
Tightening torque

Gearshift cam stopper plate bolt (c): 13 N·m (1.3 kgf·m, 9.5 lb-ft)



I822H1520060-02

- When installing the gearshift shaft return spring, position the stopper “D” of the gearshift arm between shaft return spring ends “E”.

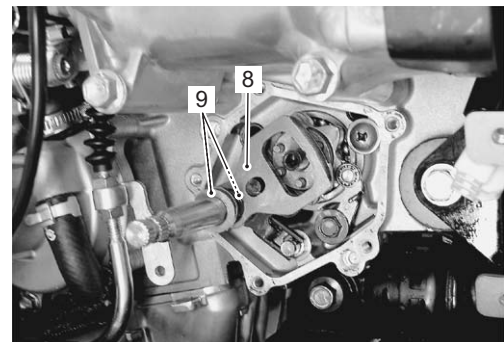


I822H1520073-01

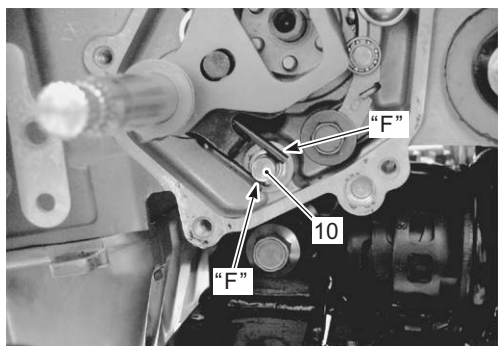
- Install the gearshift shaft assembly (8) and washers (9) as shown in the figure.

NOTE

Pinch the gearshift arm stopper (10) with return spring ends “F”.



I822H1520061-03

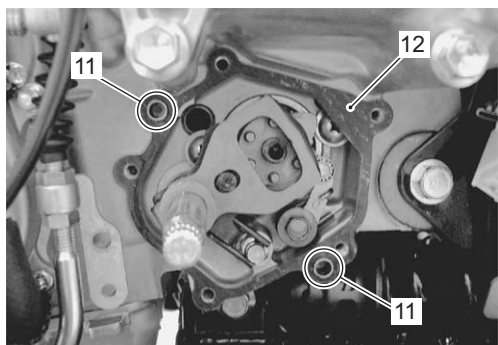


I822H1520062-02

- Install the dowel pins (11) and gasket (12).

CAUTION

Replace the gasket (12) with a new one.



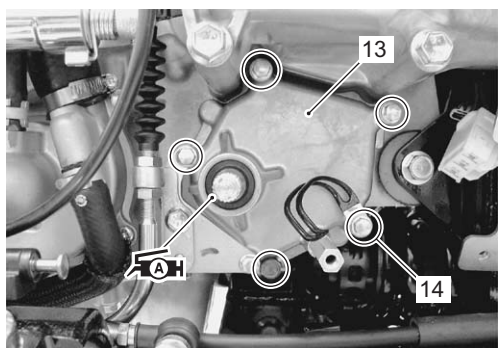
I822H1520063-02

- Apply grease to the lip of the oil seal and install the gearshift cover (13).

NOTE

Fit the clamp to the bolt (14).

Tip: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1520064-02

- After installing the gearshift lever, check the gearshift lever height. Refer to "Gearshift Lever Height Inspection and Adjustment (Page 5B-14)".

Gearshift Linkage Inspection

B822H15206015

Refer to "Gearshift Shaft / Gearshift Cam Plate Removal and Installation (Page 5B-15)".

Gearshift Shaft

Check the gearshift shaft for bend or wear. Check the return spring for damage or fatigue. If any defects are found, replace the defective part(-s).



I822H1520066-01

Gearshift Shaft Oil Seal

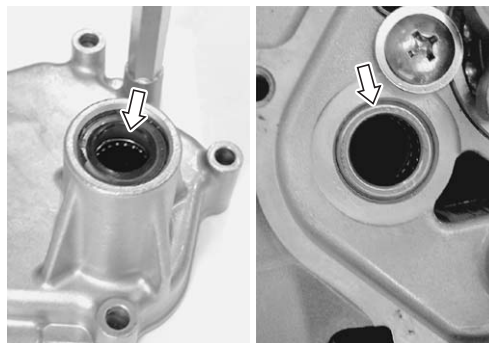
Inspect the gearshift shaft oil seal lip for wear or damage. If any defect is found, replace the oil seal with a new one.



I822H1520067-01

Gearshift Shaft Bearing

Inspect the gearshift shaft bearing for abnormal noise and smooth rotation. Replace the bearing if there is anything unusual.



I822H1520068-01

Gearshift Shaft Oil Seal / Bearing Removal and Installation

B822H15206016

Removal



- 1) Remove the gearshift shaft cover. Refer to "Gearshift Shaft / Gearshift Cam Plate Removal and Installation (Page 5B-15)".
- 2) Remove the gearshift shaft oil seal (1).

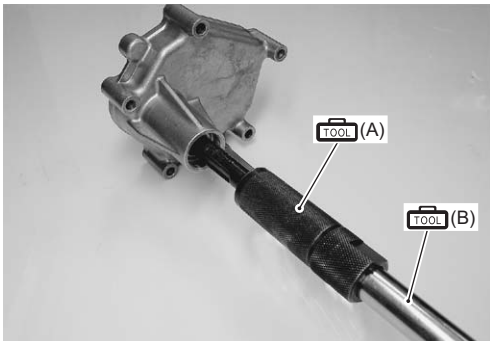


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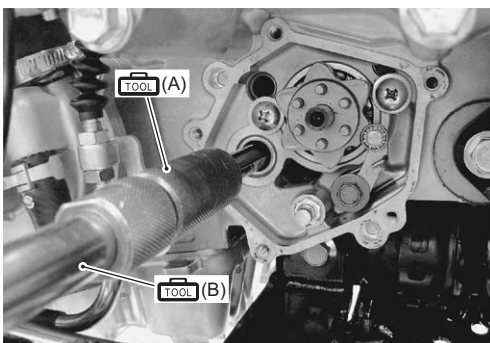
- 3) Remove the bearings (2) with the special tools.

Special tool

-  (A): 09921-20210 (Bearing remover)
-  (B): 09930-30104 (Rotor remover slide shaft)



I822H1520069-01



I822H1520070-01

Installation

Install the oil seal and bearing in the reverse order of removal. Pay attention to the following points:

⚠ CAUTION


The removed oil seal and bearings must be replaced with new ones.

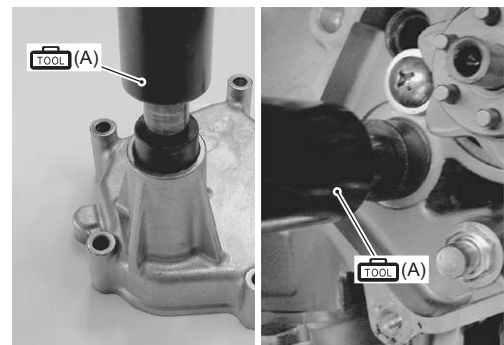
- Install the bearings with the special tool.

NOTE

The stamped mark side of the gearshift shaft bearing faces outside.

Special tool


-  (A): 09913-70210 (Bearing installer set)



I822H1520071-01

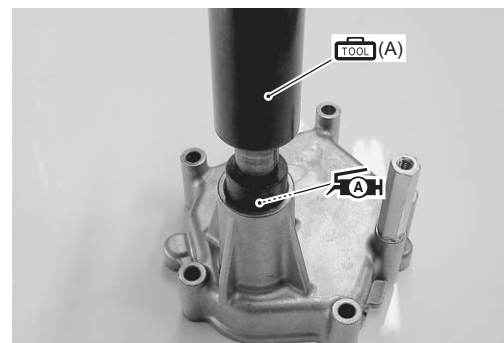
- Install the oil seal with the special tool.

Special tool

-  (A): 09913-70210 (Bearing installer set)

- Apply grease to the oil seal lip.

 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1520072-01

Specifications

Service Data

B822H15207001

Drive Train

Unit: mm (in) Except ratio

Item		Standard	Limit
Primary reduction ratio	E-03, 28, 33	1.757 (58/33)	—
	The others	1.647 (56/34)	—
Secondary reduction ratio		1.058 (18/17)	—
Final reduction ratio		2.823 (18/17 x 32/12)	—
Gear ratios	1st	2.187 (35/16)	—
	2nd	1.400 (28/20)	—
	3rd	1.038 (27/26)	—
	4th	0.827 (24/29)	—
	Top	0.685 (24/35)	—
Shift fork to groove clearance		0.1 – 0.3 (0.004 – 0.012)	0.5 (0.02)
Shift fork groove width		5.0 – 5.1 (0.197 – 0.201)	—
Shift fork thickness		4.8 – 4.9 (0.189 – 0.193)	—
Gearshift lever height		115 – 125 (4.5 – 4.9)	—

Tightening Torque Specifications

B822H15207002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Gearshift fork retainer plug	35	3.5	25.5	☞ (Page 5B-5)
GP switch mounting bolt	6.5	0.65	4.5	☞ (Page 5B-13)
Front footrest bracket bolt	85	8.5	61.5	☞ (Page 5B-14)
Gearshift arm stopper	19	1.9	13.5	☞ (Page 5B-16)
Gearshift cam stopper bolt	10	1.0	7.0	☞ (Page 5B-17)
Gearshift cam stopper plate bolt	13	1.3	9.5	☞ (Page 5B-17)

NOTE

The specified tightening torque is also described in the following.

“Transmission Components (Page 5B-2)”

“Gearshift Lever Construction (Page 5B-13)”

“Gearshift Shaft / Gearshift Cam Plate Components (Page 5B-15)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H15208001

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 5B-9) / ☞ (Page 5B-13) / ☞ (Page 5B-18) / ☞ (Page 5B-19)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞ (Page 5B-5) / ☞ (Page 5B-16)
	THREAD LOCK CEMENT SUPER 1322 or equivalent	P/No.: 99000-32110	☞ (Page 5B-17) / ☞ (Page 5B-17)

NOTE

Required service material is also described in the following.

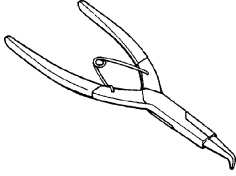
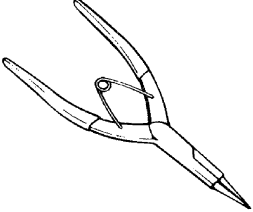
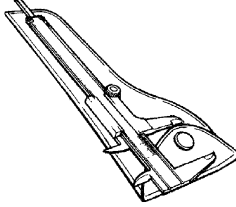
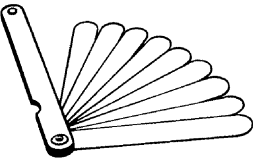
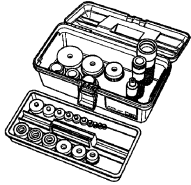
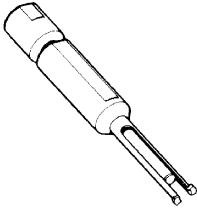
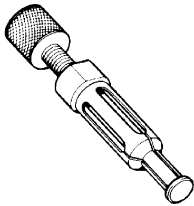
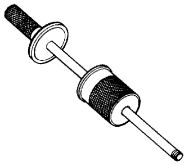
“Transmission Components (Page 5B-2)”

“Gearshift Lever Construction (Page 5B-13)”

“Gearshift Shaft / Gearshift Cam Plate Components (Page 5B-15)”

Special Tool

B822H15208002

09900-06104 Snap ring pliers ☞ (Page 5B-8)		09900-06107 Snap ring pliers ☞ (Page 5B-8) / ☞ (Page 5B-16)	
09900-20102 Vernier calipers (1/20 mm, 200 mm) ☞ (Page 5B-11) / ☞ (Page 5B-12)		09900-20803 Thickness gauge ☞ (Page 5B-11)	
09913-70210 Bearing installer set ☞ (Page 5B-4) / ☞ (Page 5B-9) / ☞ (Page 5B-10) / ☞ (Page 5B-19) / ☞ (Page 5B-19)		09921-20210 Bearing remover ☞ (Page 5B-19)	
09923-74511 Bearing remover ☞ (Page 5B-4)		09930-30104 Rotor remover slide shaft ☞ (Page 5B-4) / ☞ (Page 5B-19)	

Clutch

Precautions

Precautions for Clutch System

B822H1530001

Refer to "General Precautions in Section 00 (Page 00-1)".

Schematic and Routing Diagram

Clutch Cable Routing Diagram

B822H15302001

Refer to "Throttle Cable Routing Diagram in Section 1D (Page 1D-2)".

Diagnostic Information and Procedures

Clutch System Symptom Diagnosis

B822H15304001

Condition	Possible cause	Correction / Reference Item
Noise seems to come from clutch	Worn splines of countershaft or hub.	<i>Replace.</i>
	Worn teeth of clutch plates.	<i>Replace.</i>
	Distorted clutch plates, driven and drive.	<i>Replace.</i>
	Worn clutch release bearing.	<i>Replace.</i>
	Weakened clutch dampers.	<i>Replace the primary driven gear.</i>
Slipping clutch	Weakened clutch springs.	<i>Replace.</i>
	Worn or distorted clutch pressure plates.	<i>Replace.</i>
	Distorted clutch plates or pressure plates.	<i>Replace.</i>
	Clutch release screw out of adjustment.	<i>Adjust.</i>
Dragging clutch	Some clutch spring weakened while others are not.	<i>Replace.</i>
	Distorted pressure plates or clutch plates.	<i>Replace.</i>
	Clutch release screw out of adjustment.	<i>Adjust.</i>

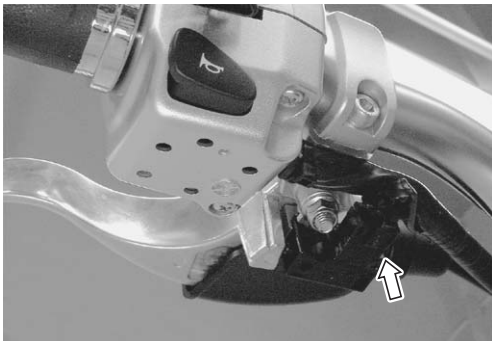
Repair Instructions

Clutch Lever Position Switch Inspection

B822H15306001

Inspect the clutch lever position switch in the following procedures:

- 1) Disconnect the clutch lever position switch lead wires.



I822H1530001-01

- 2) Inspect the switch for continuity with a tester. If any abnormality is found, replace the switch with a new one.

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•))

Clutch lever position switch

Color Position	Terminal	Terminal
FREE		
•	○	○

I822H1530002-01

- 3) Connect the clutch lever position switch lead wires.

Clutch Cable Removal and Installation

B822H15306006

Removal

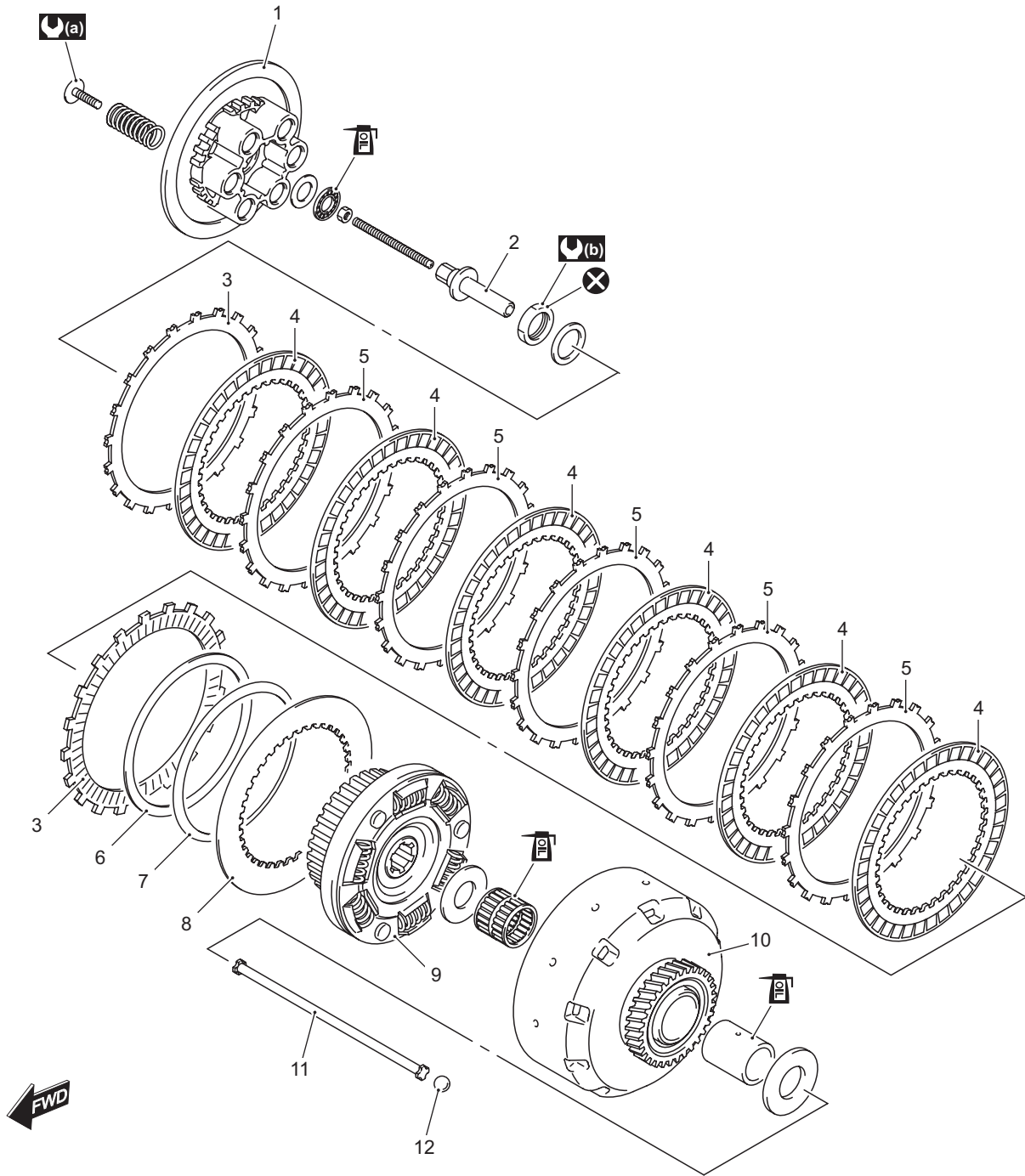
- 1) Disconnect the clutch cable from the clutch lever. Refer to "Handlebars Removal and Installation in Section 6B (Page 6B-2)".
- 2) Remove the left frame head cover, frame lower cover and secondary gear case cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Remove the clutch cable as shown in the throttle cable diagram. Refer to "Throttle Cable Routing Diagram in Section 1D (Page 1D-2)".

Installation

- 1) Install the clutch cable as shown in the throttle cable diagram. Refer to "Throttle Cable Routing Diagram in Section 1D (Page 1D-2)".
- 2) Adjust the clutch cable play. Refer to "Clutch Cable Play Inspection and Adjustment in Section 0B (Page 0B-17)".
- 3) Reinstall the removed parts.

Clutch Components

B822H15306015



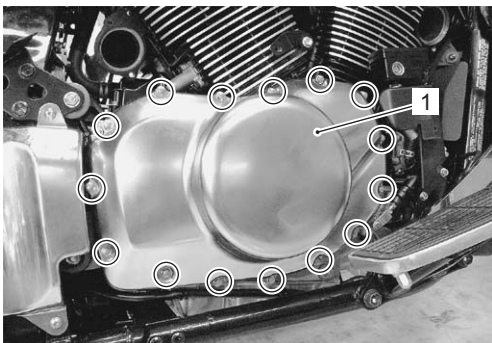
I822H1530043-01

1. Clutch pressure plate	7. Spring washer	: 10 N·m (1.0 kgf·m, 7.0 lb-ft)
2. Clutch push piece	8. Drive plate No. 2	: 95 N·m (9.5 kgf·m, 68.5 lb-ft)
3. Driven plate No. 2	9. Clutch sleeve hub	: Apply engine oil.
4. Drive plate No. 1	10. Primary driven gear assembly	: Do not reuse.
5. Driven plate No. 1	11. Clutch push rod	
6. Spring washer seat	12. Clutch push rod release ball	

Clutch Removal

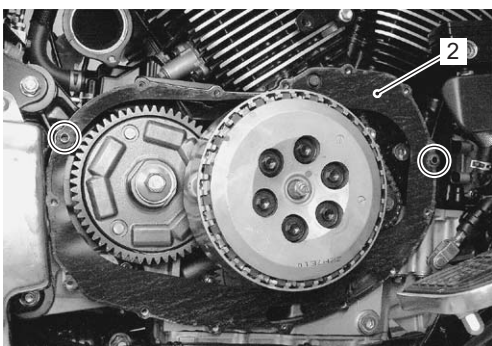
B822H15306016

- 1) Drain engine oil. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".
- 2) Remove the exhaust pipes and mufflers. Refer to "Exhaust Pipe / Muffler Removal and Installation in Section 1K (Page 1K-9)".
- 3) Remove the clutch cover (1).



I822H1530003-01

- 4) Remove the gasket (2) and dowel pins.

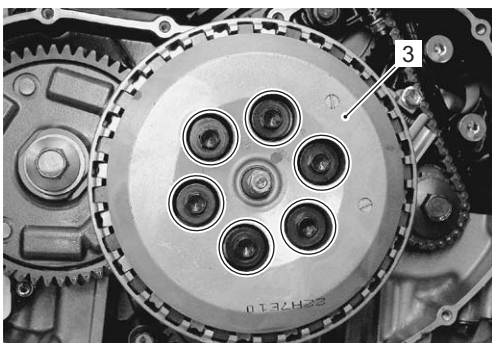


I822H1530004-02

- 5) Remove the clutch spring set bolts, clutch springs and pressure plate (3).

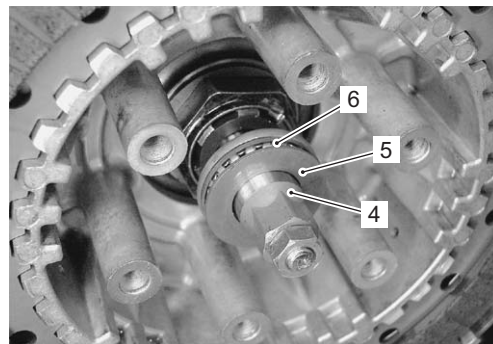
NOTE

Loosen the clutch spring set bolts little by little and diagonally.



I822H1530005-01

- 6) Remove the clutch push piece (4), thrust washer (5) and bearing (6).

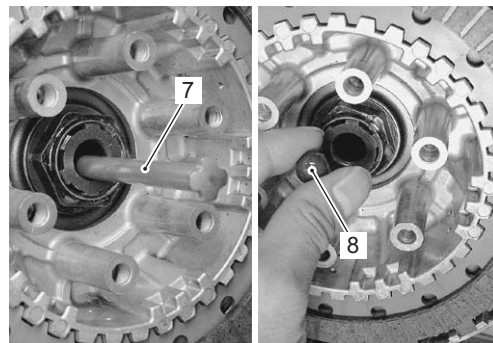


I822H1530006-01

- 7) Remove the clutch push rod (7) and clutch push rod release ball (8).

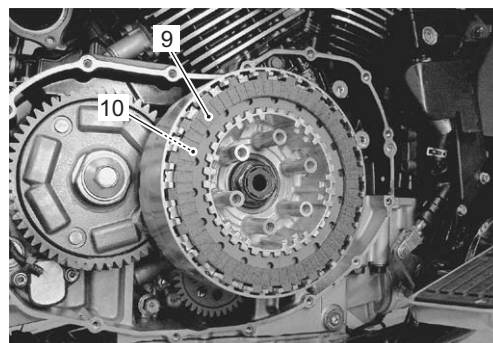
NOTE

If it is difficult to pull out the push rod (7), use a magnetic hand or wire.



I822H1530007-01

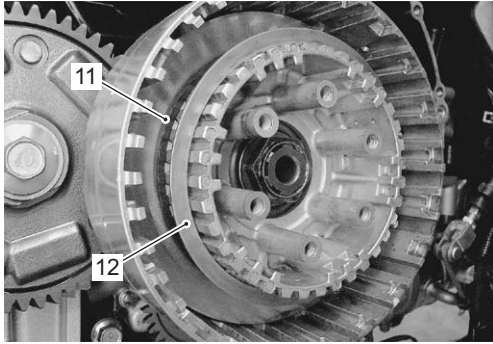
- 8) Remove the clutch drive plates (9) and driven plates (10).



I822H1530008-01

5C-5 Clutch:

9) Remove the spring washer (11) and its seat (12).



I822H1530009-01


10) Unlock the clutch sleeve hub nut.




I822H1530010-01

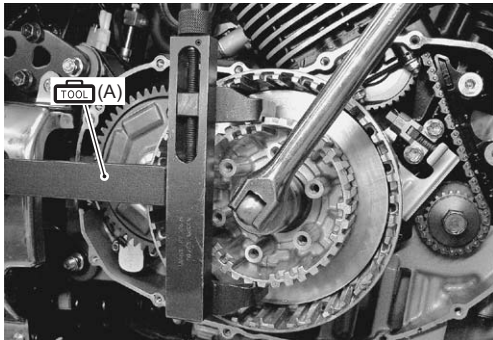
11) Hold the clutch sleeve hub with the special tools.

Special tool

 (A): 09920-53740 (Clutch sleeve hub holder)

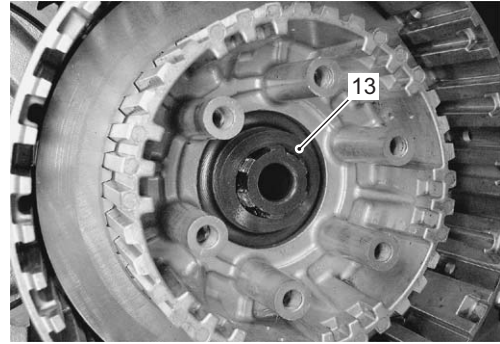
 : 09920-31020 (Extension handle)

12) Remove the clutch sleeve hub nut.



I822H1530011-01

13) Remove the conical spring washer (13).

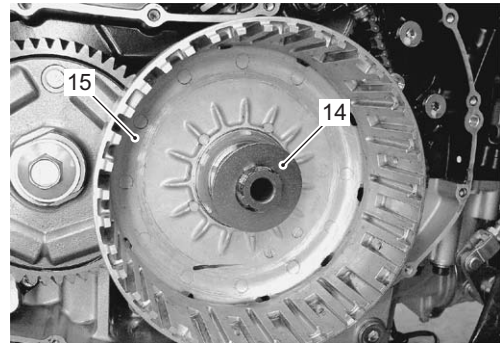


I822H1530012-01

14) Remove the washer (14) and primary driven gear (15).

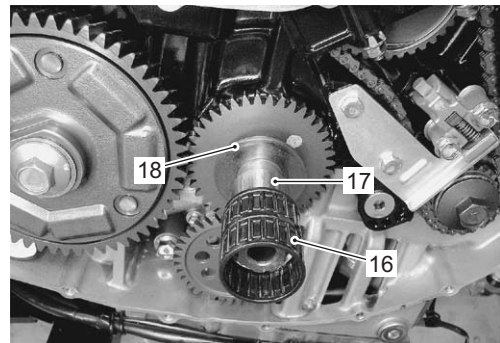
NOTE

If it is difficult to remove the primary driven gear, rotate the crankshaft.



I822H1530013-02

15) Remove the needle roller bearing (16), spacer (17) and washer (18).

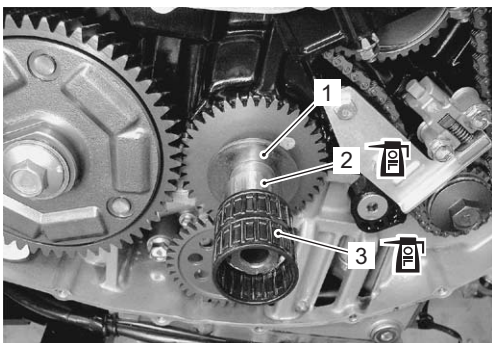


I822H1530014-02

Clutch Installation

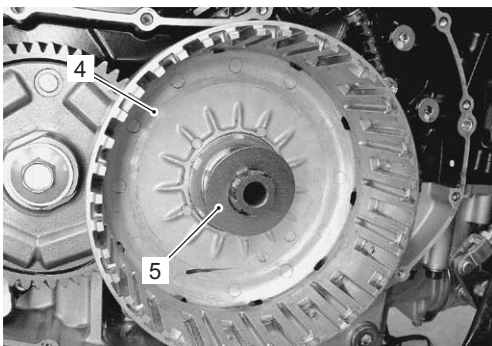
B822H15306017

- 1) Install the washer (1), spacer (2) and bearing (3), and apply engine oil to them.



I822H1530016-01

- 2) Install the primary driven gear assembly (4) and thrust washer (5).

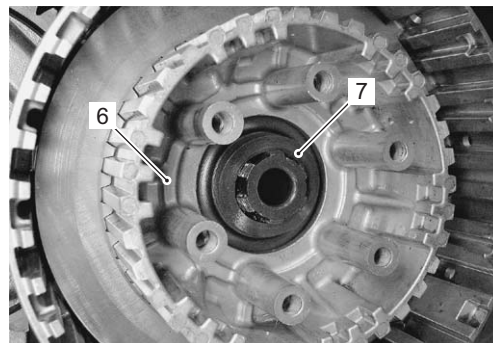


I822H1530017-01

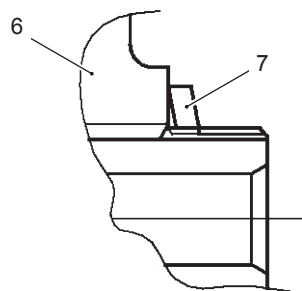
- 3) Install the clutch sleeve hub (6) and spring washer (7).

NOTE

The conical curve side of spring washer (7) faces outside.



I822H1530018-01





I822H1530020-03

5C-7 Clutch:

- 4) Hold the clutch sleeve hub with the special tools.

Special tool

 (A): 09920-53740 (Clutch sleeve hub holder)

 : 09920-31020 (Extension handle)

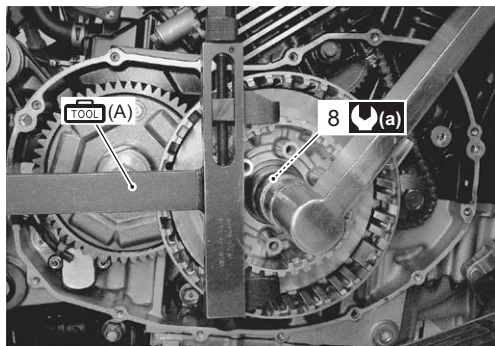
- 5) Tighten the new clutch sleeve hub nut (8) to the specified torque.

⚠ CAUTION

Do not use the removed clutch sleeve hub nut.

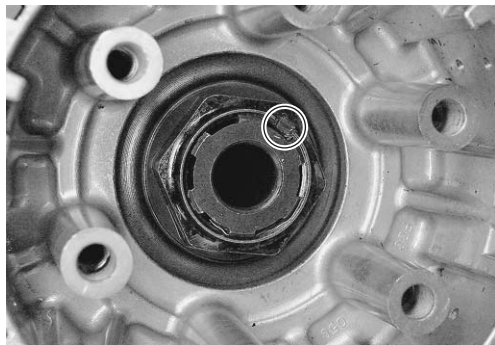
Tightening torque

Clutch sleeve hub nut (a): 95 N·m (9.5 kgf·m, 68.5 lb-ft)



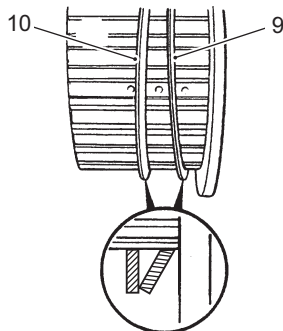
I822H1530021-02

- 6) Lock the clutch sleeve hub nut with a center punch.



I822H1530022-01

- 7) Install the spring washer (9) and spring washer seat (10) onto the clutch sleeve hub correctly.

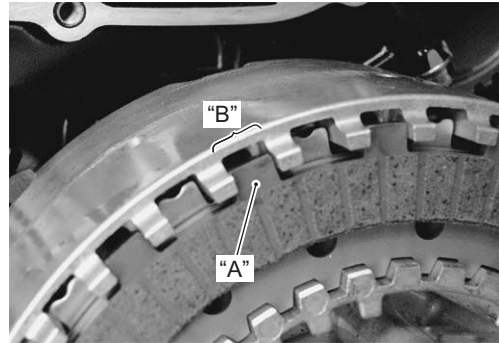


I822H1530024-03

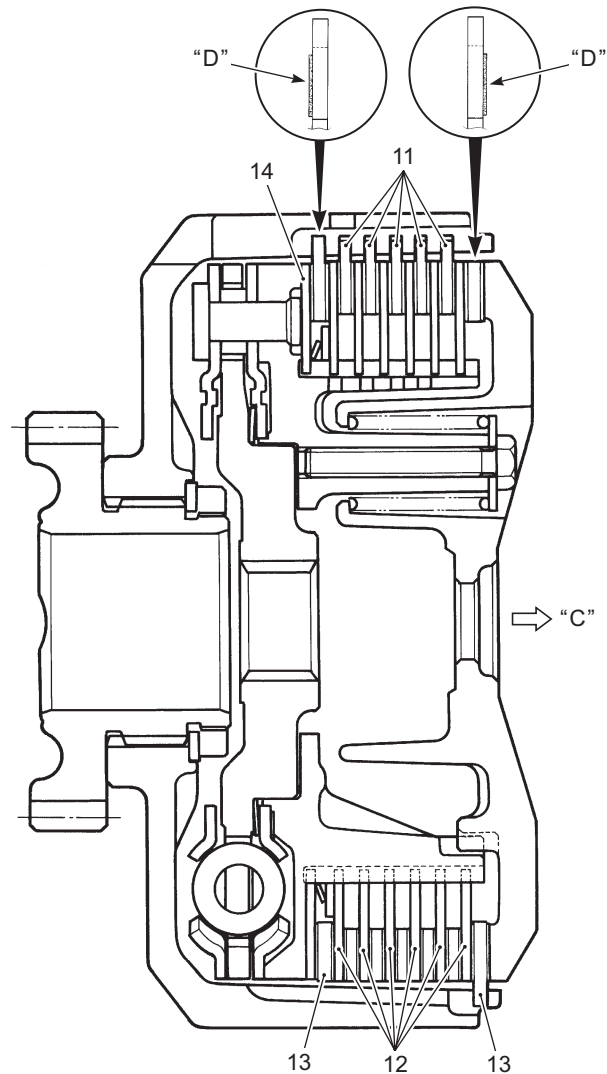
- 8) Insert the clutch drive plates and driven plates one by one into the clutch sleeve hub in the prescribed order.

NOTE

Insert the outermost No. 2 drive plate claws "A" to the other slits "B" of clutch housing as shown in the figure.



I822H1530025-01



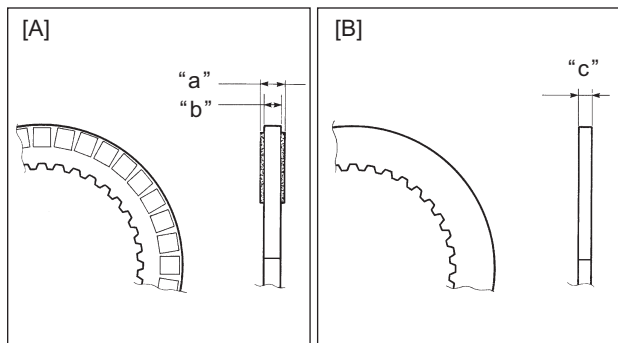
I822H1530036-06

11. No. 1 driven plate	14. No. 2 drive plate
12. No. 1 drive plate	"C": Direction of outside
13. No. 2 driven plate	"D": Facing side

NOTE

For drive plate

Two kinds of the drive plate (No. 1 & No. 2) are equipped in the clutch system, they can be distinguished by the facing.



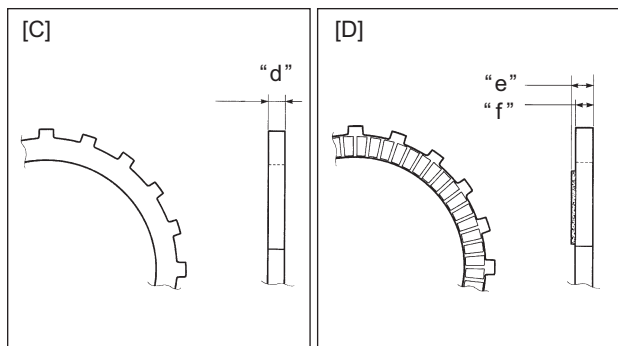
I822H1530026-04

"a": 3.0 mm (0.12 in)	[A]: Drive plate No. 1
"b": 2.0 mm (0.08 in)	[B]: Drive plate No. 2
"c": 2.0 mm (0.08 in)	

NOTE

For driven plate

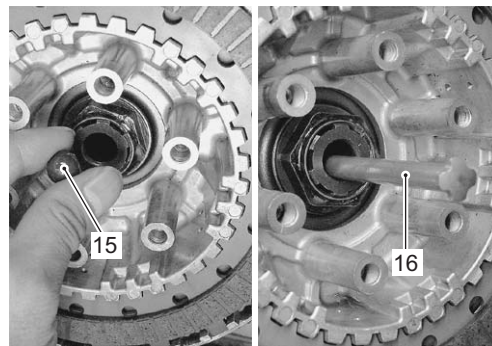
Two kinds of the driven plate (No. 1 & No. 2) are equipped in the clutch system, they can be distinguished by the facing.



I822H1530027-05

"d": 2.3 mm (0.09 in)	[C]: Driven plate No. 1
"e": 3.4 mm (0.13 in)	[D]: Driven plate No. 2
"f": 2.9 mm (0.11 in)	

9) Install the clutch push rod release ball (15) and clutch push rod (16).

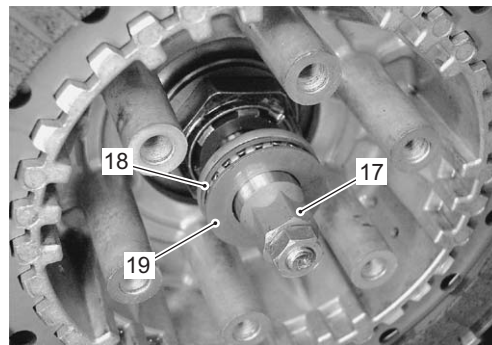


I822H1530028-02

10) Install the clutch push piece (17), bearing (18) and thrust washer (19) to the countershaft.

NOTE

Tighten the washer (19) is located between the pressure plate and bearing (18).



I822H1530029-03

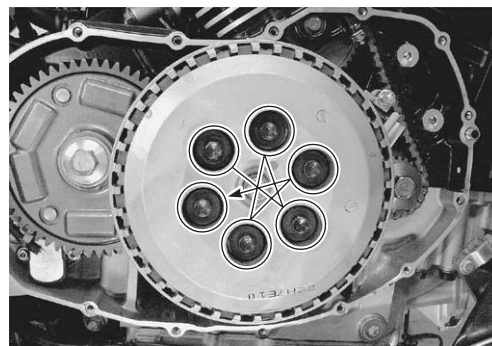
11) Install the pressure plate and clutch springs.
12) Tighten the clutch spring set bolts to the specified torque.

NOTE

Tighten the clutch spring set bolts diagonally.

Tightening torque

Clutch spring set bolt: 10 N·m (1.0 kgf·m, 7.0 lb·ft)

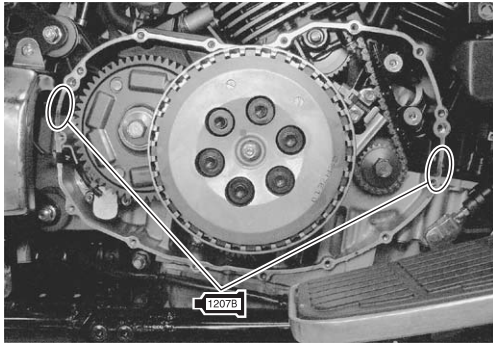


I822H1530019-01

5C-9 Clutch:

- 13) After installed pressure plate, adjust the clutch push piece. Refer to "Clutch Cable Play Inspection and Adjustment in Section 0B (Page 0B-17)".
- 14) Apply a light coat of bond to the clutch cover gasket mating surface as shown in the figure.

1207B : Sealant 99000-31140 (SUZUKI Bond 1207B or equivalent)

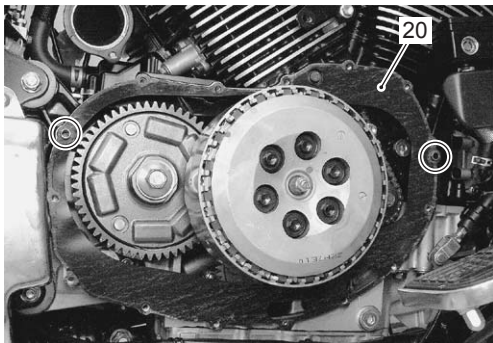


I822H1530023-01

- 15) Install the dowel pins and gasket (20).

CAUTION

Use a new gasket to prevent oil leakage.



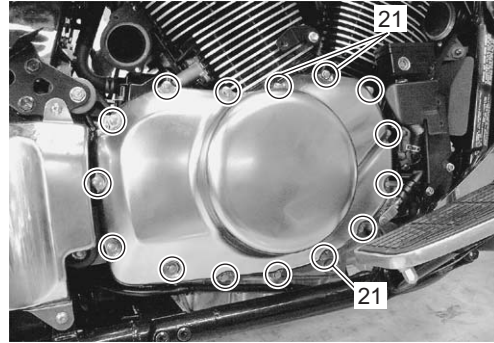
I822H1530030-02

- 16) Fit new gasket washer to the bolts (21).

CAUTION

Use the gasket washers to prevent oil leakage.

- 17) Install the clutch cover and tighten the clutch cover bolts.



I822H1530031-03

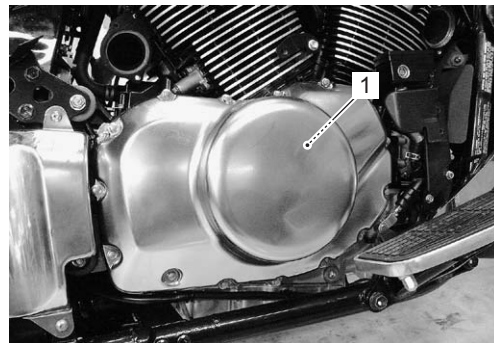
- 18) Pour engine oil. Refer to "Engine Oil and Filter Replacement in Section 0B (Page 0B-11)".

Primary Driven Gear Removal and Installation

B822H15306019

Removal

- 1) Remove the clutch component parts (1). Refer to "Clutch Removal (Page 5C-4)".

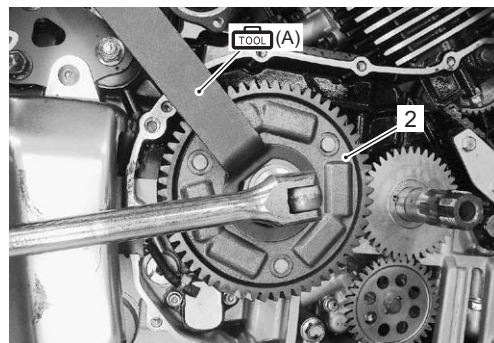


I822H1530037-01

- 2) Hold the primary driven gear (2) with the special tool and remove the primary driven gear bolt.

Special tool

TOOL (A): 09930-44541 (Rotor holder)



I822H1530038-01

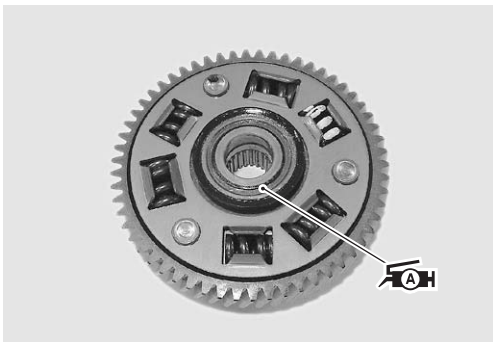
- 3) Remove the primary driven gear.

Installation

Install the primary driven gear in the reverse order of removal. Pay attention to the following points:

- Apply grease to the seal.

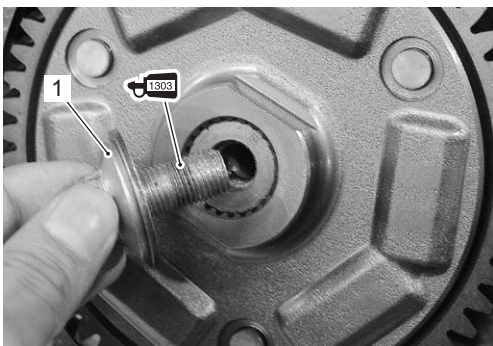
 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1530042-02

- Apply thread lock to the primary driven gear bolt (1).

 : Thread lock cement 99000-32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)



I822H1530039-01

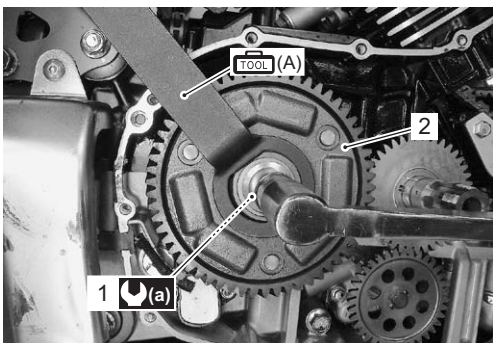
- Hold the primary driven gear (2) with the special tool and tighten the primary driven gear bolt (1) to the specified torque.

Tightening torque

Primary driven gear bolt (a): 95 N·m (9.5 kgf-m, 68.5 lb-ft)

Special tool

 (A): 09930-44541 (Rotor holder)



I822H1530040-01

Clutch Parts Inspection

B822H15306018

Refer to "Clutch Removal (Page 5C-4)" and "Clutch Installation (Page 5C-6)".


Clutch Drive and Driven Plate

NOTE

Wipe off the engine oil from the drive and driven plates with a clean rag.

Measure the thickness of the drive and driven plates with a vernier calipers. If each plate thickness is found to have reached the limit, replace it with a new one.

Special tool

 (A): 09900-20102 (Vernier calipers (1/20 mm, 200 mm))

Clutch drive plate thickness

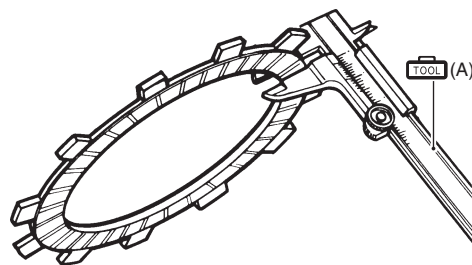
Service limit (No. 1 drive plate): 2.62 mm (0.103 in)

Standard (No. 2 drive plate): 1.92 – 2.08 mm (0.076 – 0.082 in)

Clutch driven plate thickness

Service limit (No. 2 driven plate): 3.17 mm (0.125 in)

Standard (No. 1 driven plate): 2.20 – 2.40 mm (0.087 – 0.094 in)



I649G1530056-03

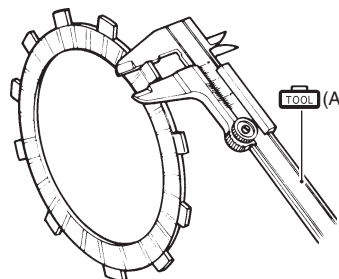
Measure the claw width of the driven plates with a vernier calipers. Replace the drive plates found to have worn down to the limit.

Special tool

 (A): 09900-20102 (Vernier calipers (1/20 mm, 200 mm))

Clutch driven plate claw width

Service limit (No. 1 & No. 2 drive plates): 7.16 mm (0.282 in)




I649G1530057-03

5C-11 Clutch:

Measure each plate for distortion with a thickness gauge and surface plate.

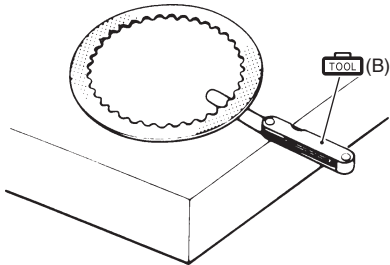
Replace driven plates which exceed the limit.

Special tool

 (B): 09900-20803 (Thickness gauge)

Clutch driven plate distortion

Service limit (No. 2 drive plate and No. 1 driven plate): 0.10 mm (0.004 in)




I649G1530058-03

Clutch Spring

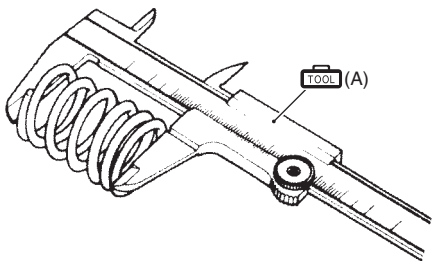
Measure the free length of each coil spring with a vernier calipers, and compare the length with the specified limit. Replace all the springs if any spring is not within the limit.

Special tool

 (A): 09900-20102 (Vernier calipers (1/20 mm, 200 mm))

Clutch spring free length

Service limit: 52.4 mm (2.06 in)



I718H1530062-01

Clutch Release Bearing

Inspect the clutch release bearing for any abnormality, especially cracks. When removing the bearing from the clutch, decide whether it can be reused or if it should be replaced.

Smooth engagement and disengagement of the clutch depends on the condition of this bearing.



I822H1530032-01

Push Rod (Right)

Inspect the push rod for wear and damage.

If any defects are found, replace the push rod with a new one.



I822H1530033-01

Clutch Push Rod Release Ball

Inspect the push rod release ball for wear or damage. If necessary, replace it with a new one.



I822H1530034-02

Clutch Sleeve Hub / Primary Driven Gear Assembly

Inspect the slot of the clutch sleeve hub and primary driven gear assembly for damage or wear caused by the clutch plates. If necessary, replace it with a new one.

⚠ CAUTION

Do not attempt to disassemble the primary driven gear assembly. They are unserviceable.



I822H1530035-01



I822H1530041-01

Specifications**Service Data**

B822H15307001

Clutch

Unit: mm (in)

Item	Standard		Limit
Clutch cable play	10 – 15 (0.4 – 0.6)		—
Clutch release screw	1 turn back		—
Clutch drive plate thickness	No. 1	2.92 – 3.08 (0.115 – 0.121)	2.62 (0.103)
	No. 2	1.92 – 2.08 (0.076 – 0.082)	—
Clutch driven plate thickness	No. 1	2.20 – 2.40 (0.087 – 0.094)	—
	No. 2	3.32 – 3.48 (0.131 – 0.137)	3.17 (0.125)
Clutch driven plate claw width	No. 1 & 2	7.96 – 8.15 (0.313 – 0.321)	7.16 (0.282)
Clutch driven plate distortion	—		0.10 (0.004)
Clutch spring free length	55.11 (2.17)		52.4 (2.06)

Tightening Torque Specifications

B822H15307002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Clutch sleeve hub nut	95	9.5	68.5	☞ (Page 5C-7)
Clutch spring set bolt	10	1.0	7.0	☞ (Page 5C-8)
Primary driven gear bolt	95	9.5	68.5	☞ (Page 5C-10)

NOTE

The specified tightening torque is also described in the following.
“Clutch Components (Page 5C-3)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H15308001

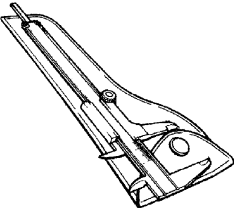
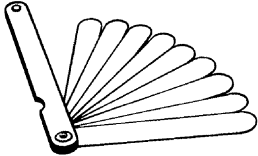
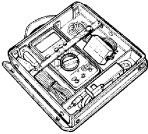
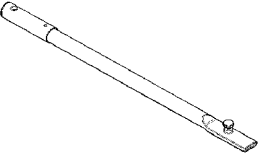
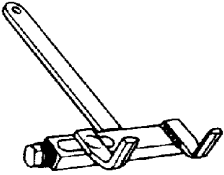
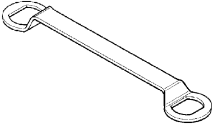
Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 5C-10)
Sealant	SUZUKI Bond 1207B or equivalent	P/No.: 99000-31140	☞ (Page 5C-9)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞ (Page 5C-10)

NOTE

Required service material is also described in the following.
 “Clutch Components (Page 5C-3)”

Special Tool

B822H15308002

09900-20102 Vernier calipers (1/20 mm, 200 mm) ☞ (Page 5C-10) / ☞ (Page 5C-10) / ☞ (Page 5C-11)		09900-20803 Thickness gauge ☞ (Page 5C-11)	
09900-25008 Multi-circuit tester set ☞ (Page 5C-2)		09920-31020 Extension handle ☞ (Page 5C-5) / ☞ (Page 5C-7)	
09920-53740 Clutch sleeve hub holder ☞ (Page 5C-5) / ☞ (Page 5C-7)		09930-44541 Rotor holder ☞ (Page 5C-9) / ☞ (Page 5C-10)	

Section 6

Steering

CONTENTS

Precautions	6-1	Steering Components	6B-4
Precautions	6-1	Steering Removal and Installation	6B-5
Precautions for Steering	6-1	Steering Related Parts Inspection.....	6B-7
Steering General Diagnosis	6A-1	Steering System Inspection	6B-8
Diagnostic Information and Procedures	6A-1	Steering Stem Bearing Removal and Installation	6B-8
Steering Symptom Diagnosis.....	6A-1	Steering Tension Adjustment.....	6B-9
Steering / Handlebar	6B-1	Specifications	6B-9
Repair Instructions	6B-1	Tightening Torque Specifications.....	6B-9
Handlebars Components	6B-1	Special Tools and Equipment	6B-10
Handlebars Removal and Installation	6B-2	Recommended Service Material	6B-10
Handlebars Inspection	6B-4	Special Tool	6B-10

Precautions

Precautions

Precautions for Steering

Refer to "General Precautions in Section 00 (Page 00-1)".

B822H16000001

Steering General Diagnosis

Diagnostic Information and Procedures

Steering Symptom Diagnosis

B822H16104001

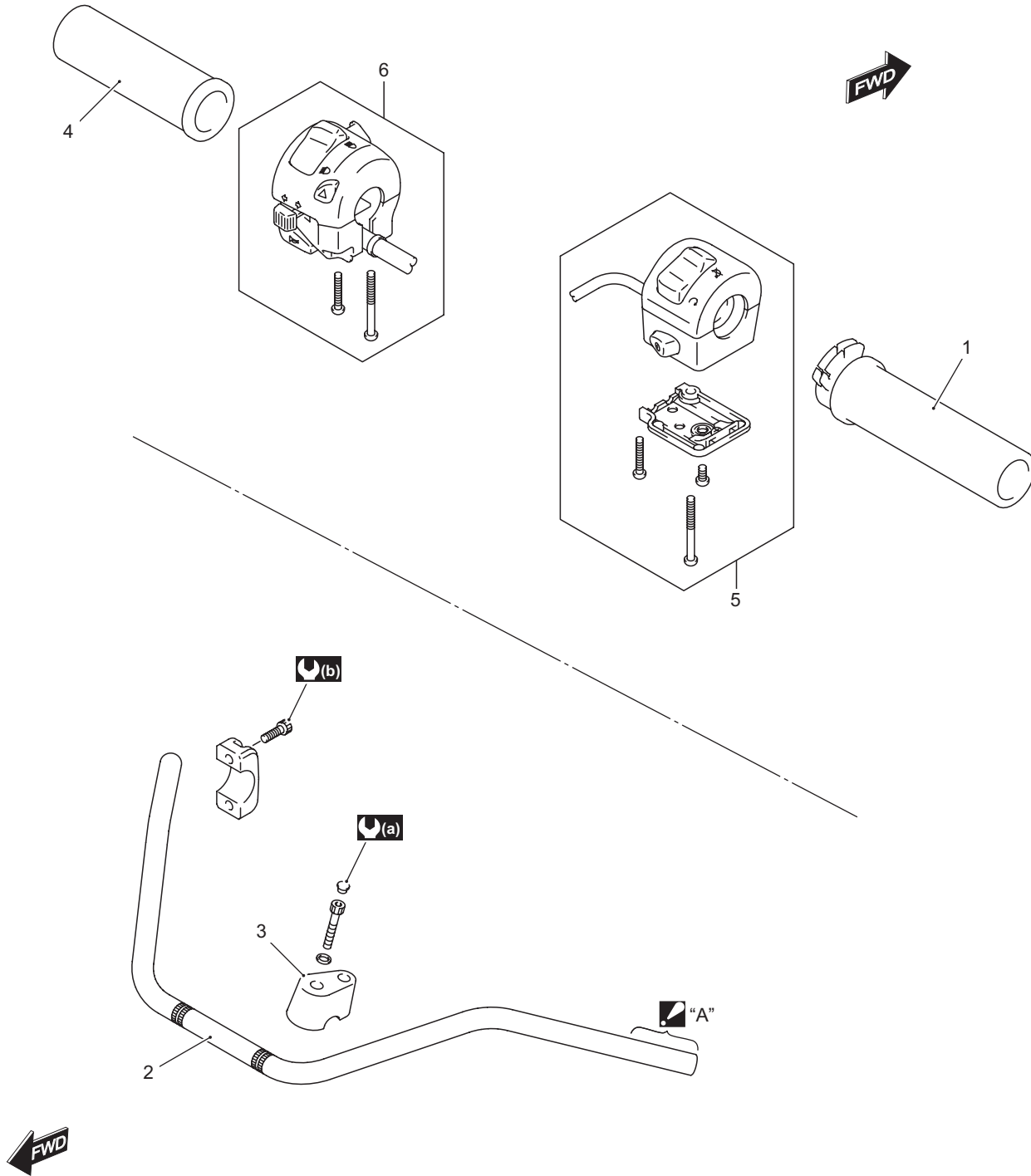
Condition	Possible cause	Correction / Reference Item
Heavy Steering	Over tightened steering stem nut.	<i>Adjust.</i>
	Broken bearing in steering stem.	<i>Replace.</i>
	Distorted steering stem.	<i>Replace.</i>
	Not enough pressure in tires.	<i>Adjust.</i>
Wobbly Handlebars	Loss of balance between right and left front forks.	<i>Replace fork or adjust fork oil level or replace spring.</i>
	Distorted front fork.	<i>Repair or replace.</i>
	Distorted front axle or crooked tire.	<i>Replace.</i>
	Loose steering stem nut.	<i>Adjust.</i>
	Worn or incorrect tire or wrong tire pressure.	<i>Adjust or replace.</i>
	Worn bearing/race in steering stem.	<i>Replace.</i>

Steering / Handlebar

Repair Instructions

Handlebars Components

B822H16206001



I822H1620026-02

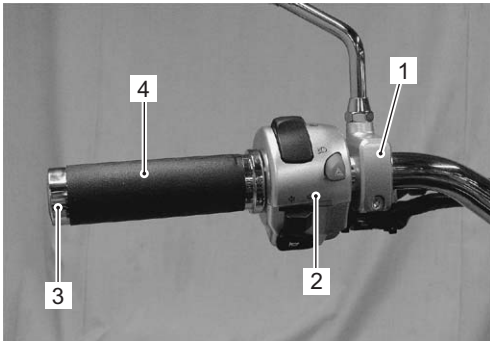
1. Throttle grip	4. Left handlebar grip	☑ "A": Apply handle grip bond.
2. Handlebars	5. Right handlebar switch box	⚙️ (a) : 23 N-m (2.3 kgf-m, 16.5 lb-ft)
3. Handlebar clamp	6. Left handlebar switch box	⚙️ (b) : 10 N-m (1.0 kgf-m, 7.0 lb-ft)

Handlebars Removal and Installation

I822H16206003

Removal

- 1) Remove the following parts from the left handlebar.
 - a) Rear view mirror
 - b) Clutch lever (1)
 - c) Left handlebar switch box (2)
 - d) Handlebar balancer (3)
 - e) Handlebar grip (4)



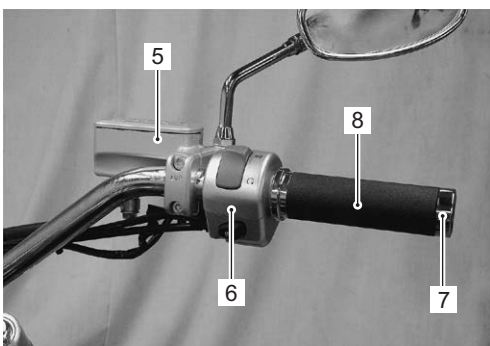
I822H1620001-01

- 2) Remove the following parts from the right handlebar.
 - a) Rear view mirror
 - b) Front brake master cylinder/Front brake lever (5)

⚠ CAUTION

Do not turn the front brake master cylinder upside down.

- c) Right handlebar switch box (6)
- d) Handlebar balancer (7)
- e) Throttle grip (8)



I822H1620002-01

- 3) Remove the caps and handlebar clamp bolts.

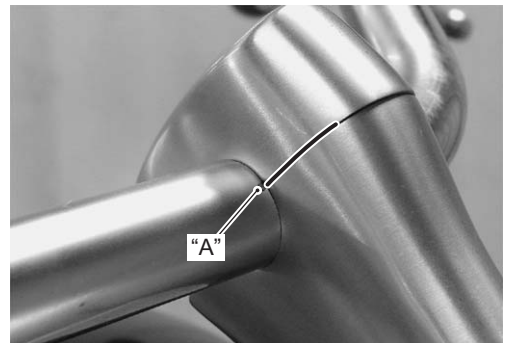


I822H1620003-01

Installation

Install the handlebars in the reverse order of removal. Pay attention to the following points:

- Set the handlebars so that its punch mark "A" aligns with the mating surface of the left handlebar holder.



I822H1620004-03

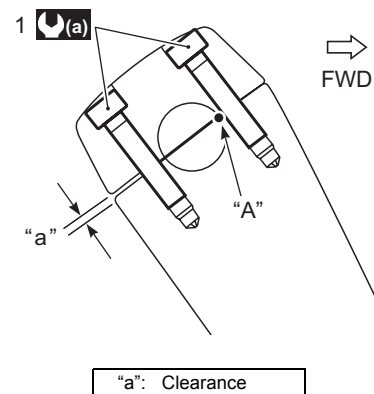
- Tighten the handlebar clamp bolts (1) to the specified torque.

NOTE

First tighten the handlebar clamp bolts (front ones).

Tightening torque

Handlebar clamp bolt (a): 23 N·m (2.3 kgf-m, 16.5 lb-ft)

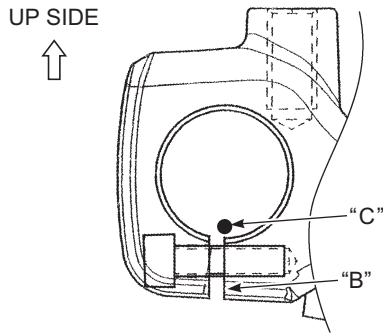


I822H1620005-02

"a": Clearance

6B-3 Steering / Handlebar:

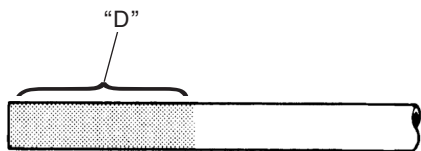
- Install the clutch lever holder, align the holder's mating surface "B" with punched mark "C" on the handlebars.



I822H1620006-08

- Apply a handle grip bond "D" onto the left handlebars before installing the handlebar grip.

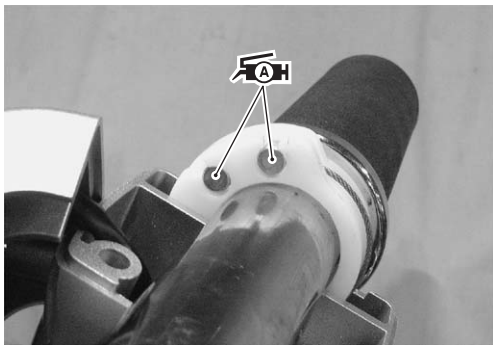
BOND: Handle grip bond (Handle Grip Bond (commercially available))



I649G1620008-03

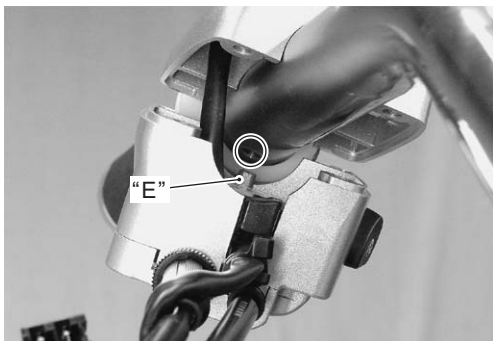
- Apply grease to the end of the throttle cables and cable pulley.

FA: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1620007-01

- Insert the projection "E" of the right handlebar switch box into the hole of the handlebars.

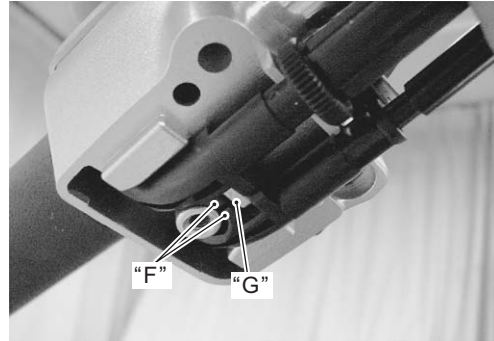


I822H1620008-02

- Set the throttle cables as shown in the figure.

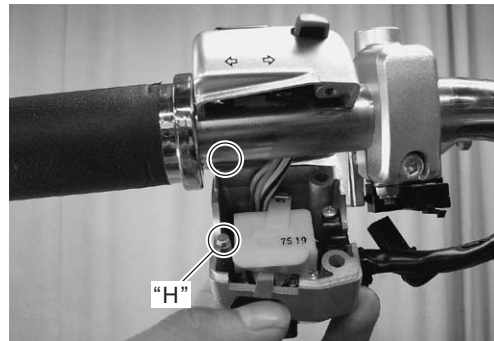
NOTE

When setting the throttle cables, fit the concave part "F" of the throttle cables to the convex part "G" of the switch box.



I822H1620009-03

- Install the front brake master cylinder. Refer to "Front Brake Master Cylinder Assembly Removal and Installation in Section 4A (Page 4A-10)".
- Insert the projection "H" of the left handlebar switch box into the hole of the handlebars.



I822H1620025-01

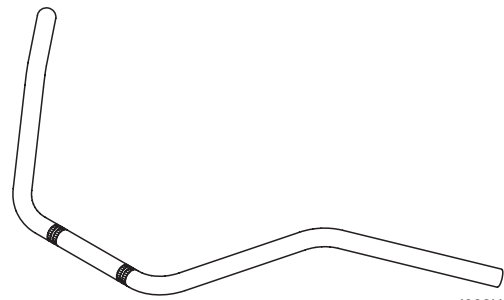
- After installing the steering, the following adjustments are required before driving.
 - Cable routing (Refer to "Throttle Cable Routing Diagram in Section 1D (Page 1D-2)".)
 - Throttle cable play (Refer to "Throttle Cable Play Inspection and Adjustment in Section 0B (Page 0B-14)".)
 - Clutch cable play (Refer to "Clutch Cable Play Inspection and Adjustment in Section 0B (Page 0B-17)".)

Handlebars Inspection

B822H16206004

Refer to "Handlebars Removal and Installation (Page 6B-2)".

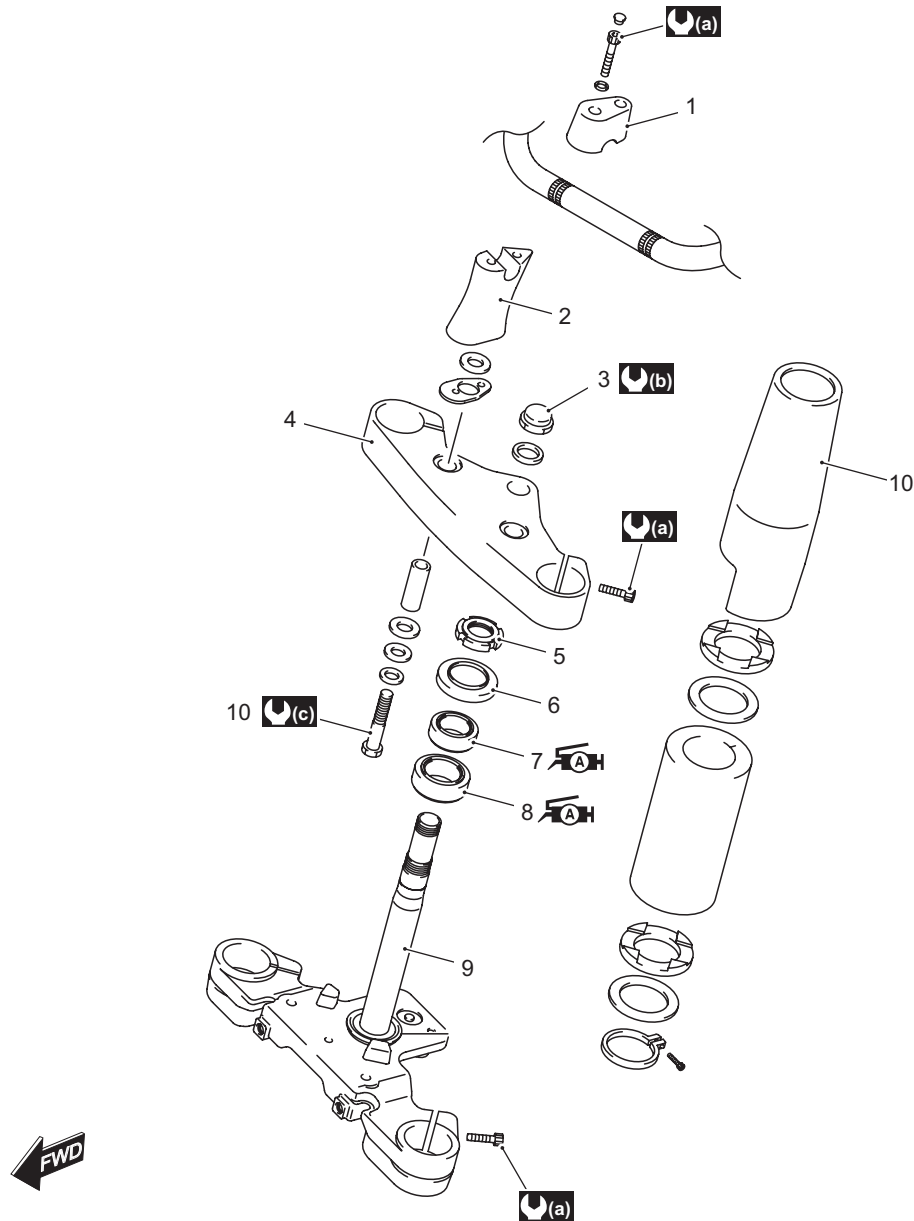
Inspect the handlebars for distortion and damage. If any defect is found, replace the handlebars with a new one.



I822H1620027-01

Steering Components

B822H16206005



I822H1620028-01

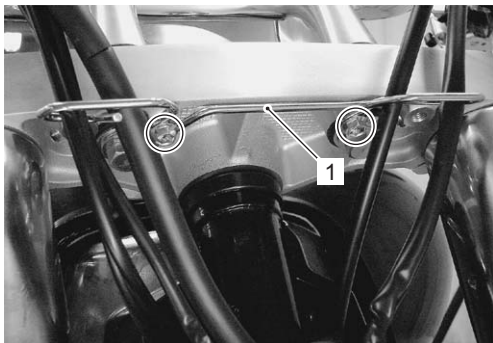
1. Handlebar clamp	6. Dust seal	(a) : 23 N·m (2.3 kgf·m, 16.5 lb·ft)
2. Handlebar holder	7. Steering stem upper bearing	(b) : 90 N·m (9.0 kgf·m, 65.0 lb·ft)
3. Steering stem head nut	8. Steering stem lower bearing	(c) : 85 N·m (8.5 kgf·m, 61.5 lb·ft)
4. Steering stem upper bracket	9. Steering stem	AH : Apply grease.
5. Steering stem nut	10. Front fork upper cover	

Steering Removal and Installation

B822H16206006

Removal

- 1) Support the motorcycle with a jack or a wooden block.
- 2) Remove the front wheel assembly. Refer to "Front Wheel Assembly Removal and Installation in Section 2D (Page 2D-4)".
- 3) Remove the handlebars. Refer to "Handlebars Removal and Installation (Page 6B-2)".
- 4) Remove the front forks. Refer to "Front Fork Removal and Installation in Section 2B (Page 2B-2)".
- 5) Remove the headlight. Refer to "Headlight Removal and Installation in Section 9B (Page 9B-2)".
- 6) Remove the cable guide (1).



I822H1620010-01

- 7) Remove the front fork upper covers (2).



I822H1620011-01

- 8) Remove the steering stem upper bracket (3).




I822H1620012-01

- 9) Remove the steering stem nut using the special tool.

NOTE

When loosening the stem nuts, hold the steering stem lower bracket to prevent it from falling.

Special tool

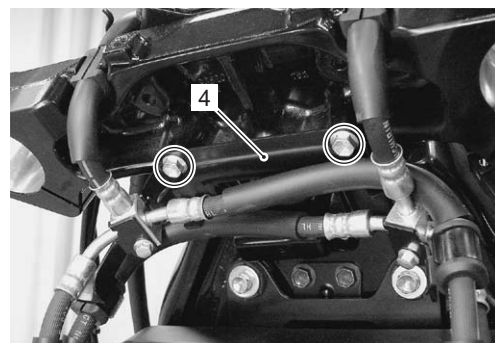
 (A): 09940-14911 (Steering stem nut wrench)

- 10) Remove the steering stem lower bracket.



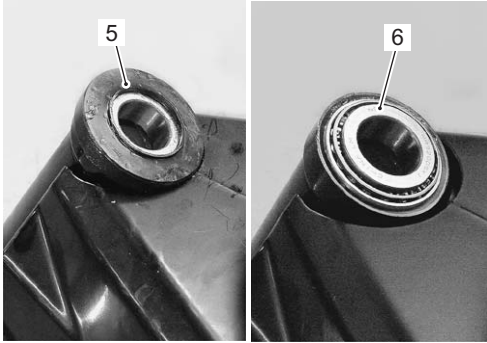
I822H1620013-01

- 11) Remove the brake hose clamp (4).



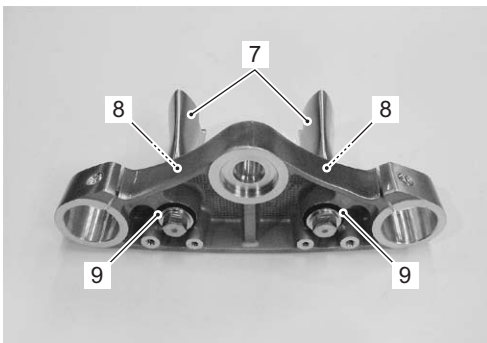
I822H1620014-01

- 12) Remove the dust seal (5) and steering stem upper bearing (6).



I822H1620015-02

- 13) Remove the handlebar holders (7), holder rubbers (8) and rubber seats (9).



I822H1620016-03

Installation

Install the steering in the reverse order of removal. Pay attention to the following points:

- Temporarily tighten the handlebar holder bolts.

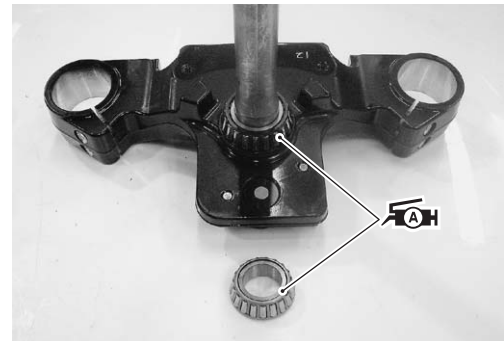


I822H1620017-02

Bearing

- Apply grease to the bearings, races and dust seals before remounting the steering stem.

 **TOH**: Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)



I822H1620018-01

Steering stem nut

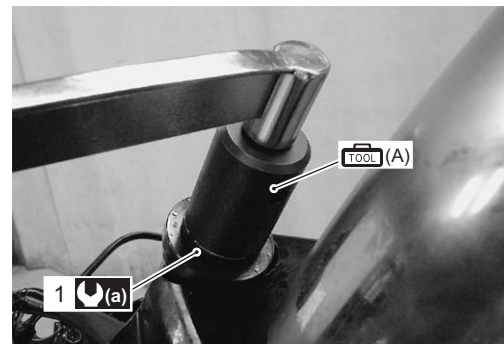
- Tighten the steering stem nut (1) to the specified torque using the special tool.

Special tool

 **(A)**: 09940-14911 (Steering stem nut wrench)

Tightening torque

Steering stem nut (a): 45 N·m (4.5 kgf·m, 32.5 lb-ft) then turn back 1/2 – 1/4



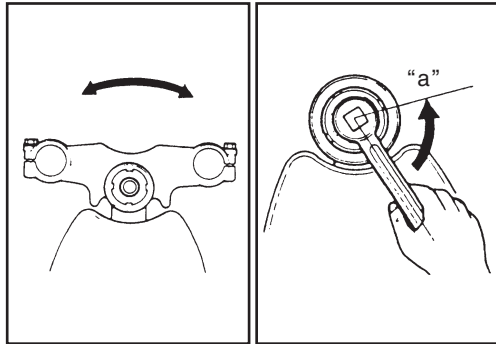
I822H1620019-02

6B-7 Steering / Handlebar:

- Turn the steering stem lower bracket about five or six times to the left and right so that the taper roller bearings seat properly.
- Loosen the steering stem nut 1/4 – 1/2 turn “a”.

NOTE

This adjustment will vary from motorcycle to motorcycle.



I649G1620026-02

Steering stem upper bracket

Install the front forks and steering stem upper bracket in the following steps:

- 1) Install the steering stem upper bracket, washer and steering stem head nut (1).
- 2) Install the front forks. Refer to “Front Fork Removal and Installation in Section 2B (Page 2B-2)”.
- 3) Tighten the steering stem head nut (1).

Tightening torque

Steering stem head nut (a): 90 N·m (9.0 kgf-m, 65.0 lb-ft)



I822H1620020-02

- 4) Tighten the front fork upper and lower clamp bolts. Refer to “Front Fork Removal and Installation in Section 2B (Page 2B-2)”.

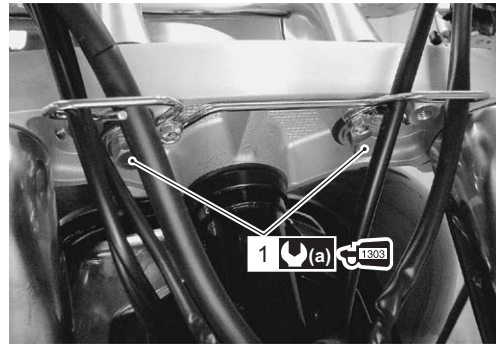
Handlebars

- Install the handlebars. Refer to “Handlebars Removal and Installation (Page 6B-2)”.
- Apply thread lock to the handlebar holder bolts (1) and tighten them to the specified torque.

 **1303** : Thread lock cement 99000–32030 (THREAD LOCK CEMENT SUPER 1303 or equivalent)

Tightening torque

Handlebar holder bolt (a): 70 N·m (7.0 kgf-m, 50.5 lb-ft)



I822H1620021-02

Inspection after installation

- Check the steering tension. Refer to “Steering Tension Adjustment (Page 6B-9)”.

Steering Related Parts Inspection

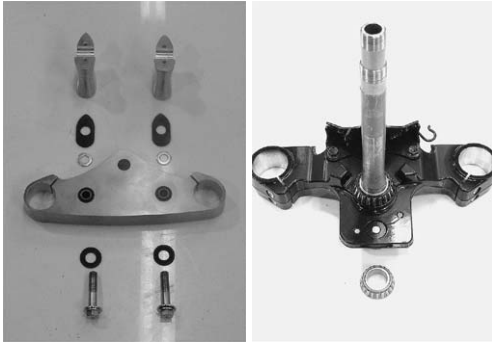
B822H16206007

Refer to “Steering Removal and Installation (Page 6B-5)”.

Inspect the removed parts for the following abnormalities:

- Distortion of the steering stem
- Bearing wear or damage
- Abnormal bearing noise
- Race wear or damage
- Bearing lower seal damage
- Rubber seat and damper bushing wear or damage

If any abnormal points are found, replace defective parts with new ones.



I822H1620022-01



I822H1620023-01

Steering System Inspection

B822H16206008

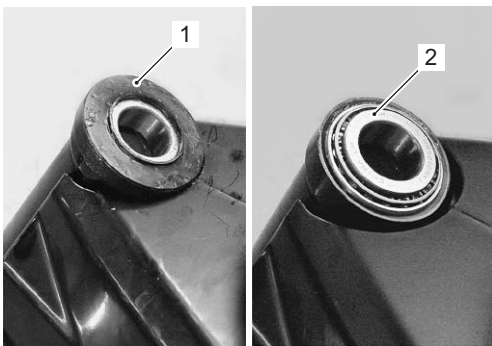
Refer to "Steering System Inspection in Section 0B (Page 0B-22)".

Steering Stem Bearing Removal and Installation

B822H16206009

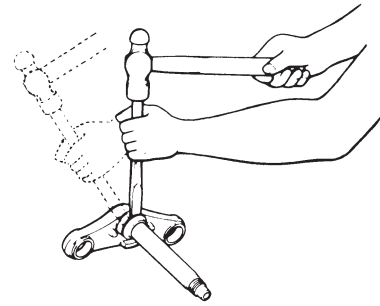
Removal

- 1) Remove the steering stem lower bracket. Refer to "Steering Removal and Installation (Page 6B-5)".
- 2) Remove the dust seal (1) and steering stem upper bearing (2).



I822H1620024-02

- 3) Remove the steering stem lower bearing and inner race using a chisel.



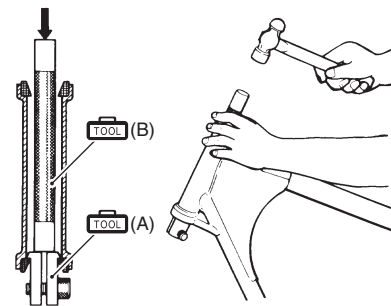
I649G1620033-02

- 4) Remove the steering stem upper and lower bearing races using the special tools.

Special tool

(A): 09941-54911 (Bearing outer race remover)

(B): 09941-74911 (Steering bearing installer)



I649G1620034-03

Installation

Install the steering stem bearings in the reverse order of removal. Pay attention to the following points:

CAUTION

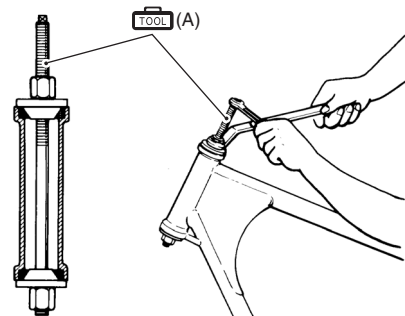
The removed bearings and races should be replaced with new ones.

Outer race

- Press in the upper and lower outer races using the special tool.

Special tool

(A): 09941-34513 (Steering race installer)



I649G1620035-03

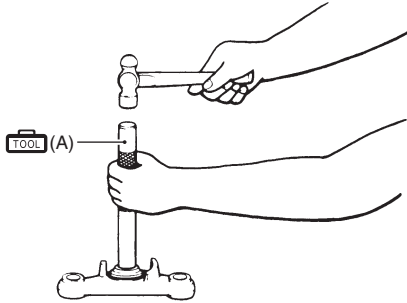
6B-9 Steering / Handlebar:

Inner race

- Press in the lower inner race using the special tool and install the bearing.

Special tool

TOOL (A): 09941-74911 (Steering bearing installer)



1649G1620036-03

- Install the steering. Refer to “Steering Removal and Installation (Page 6B-5)”.

Steering Tension Adjustment

B822H16206010

Check the steering movement in the following procedures:

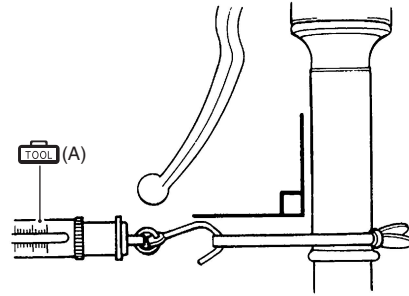
- By supporting the motorcycle with a jack, lift the front wheel until it is off the floor 20 – 30 mm (0.8 – 1.2 in).
- Check to make sure that the cables and wire harnesses are properly routed.
- With the front wheel in the straight ahead state, hitch the spring scale (special tool) on one handlebar grip end as shown in the figure and read the graduation when the handlebars start moving.

Initial force

200 – 500 grams

Special tool

TOOL (A): 09940-92720 (Spring scale)



1649G1620040-02

- Do the same on the other grip end.
- If the initial force read on the scale when the handlebars start turning is either too heavy or too light, adjust it till it satisfies the specification.
 - First, loosen the front fork upper clamp bolts and steering stem head nut, and then adjust the steering stem nut by loosening or tightening it.
 - Tighten the steering stem nut, stem head nut and front fork upper clamp bolts to the specified torque and recheck the initial force with the spring scale according to the previously described procedure.
 - If the initial force is found within the specified range, adjustment has been completed.

NOTE

Hold the front fork legs, move them back and forth and make sure that the steering is not loose.

Specifications

Tightening Torque Specifications

B822H16207001

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Handlebar clamp bolt	23	2.3	16.5	☞ (Page 6B-2)
Steering stem nut	45 N·m (4.5 kgf·m, 32.5 lb·ft) then turn back 1/2 – 1/4			☞ (Page 6B-6)
Steering stem head nut	90	9.0	65.0	☞ (Page 6B-7)
Handlebar holder bolt	70	7.0	50.5	☞ (Page 6B-7)

NOTE

The specified tightening torque is also described in the following.

“Handlebars Components (Page 6B-1)”

“Steering Components (Page 6B-4)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H16208001

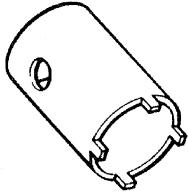

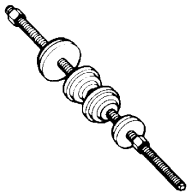
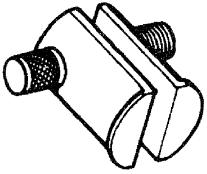

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 6B-3) / ☞ (Page 6B-6)
Handle grip bond	Handle Grip Bond (commercially available)	—	☞ (Page 6B-3)
Thread lock cement	THREAD LOCK CEMENT SUPER 1303 or equivalent	P/No.: 99000-32030	☞ (Page 6B-7)

NOTE

Required service material is also described in the following.
 “Steering Components (Page 6B-4)”

Special Tool

B822H16208002

09940-14911 Steering stem nut wrench ☞ (Page 6B-5) / ☞ (Page 6B-6)		09940-92720 Spring scale ☞ (Page 6B-9)	
09941-34513 Steering race installer ☞ (Page 6B-8)		09941-54911 Bearing outer race remover ☞ (Page 6B-8)	
09941-74911 Steering bearing installer ☞ (Page 6B-8) / ☞ (Page 6B-9)			

Section 9

Body and Accessories

CONTENTS

Precautions	9-1	Combination Meter / Fuel Meter / Horn..	9C-1
Precautions	9-1	General Description	9C-1
Precautions for Electrical System	9-1	Combination Meter System Description.....	9C-1
Component Location	9-1	Repair Instructions	9C-2
Electrical Components Location	9-1	Combination Meter Components	9C-2
Wiring Systems	9A-1	Combination Meter Removal and Installation	9C-2
Schematic and Routing Diagram	9A-1	Combination Meter Disassembly and	
Wiring Diagram	9A-1	Assembly.....	9C-2
Wiring Harness Routing Diagram.....	9A-7	Combination Meter Inspection	9C-3
Specifications	9A-9	Engine Coolant Temperature Indicator Light	
Service Data	9A-9	Inspection	9C-4
Lighting Systems	9B-1	Engine Coolant Temperature Removal and	
Repair Instructions	9B-1	Installation	9C-4
Headlight Components	9B-1	Fuel Level Indicator Inspection	9C-4
Headlight Removal and Installation	9B-2	Fuel Level Indicator Switch (Thermistor)	
Headlight Bulb Replacement	9B-2	Inspection	9C-5
Headlight Beam Adjustment	9B-3	Fuel Level Gauge Inspection	9C-6
Headlight Relay Inspection	9B-3	Speedometer Inspection	9C-6
Rear Combination Light Components	9B-4	Speed Sensor Removal and Installation	9C-6
Rear Combination Light Removal and		Speed Sensor Inspection	9C-7
Installation	9B-4	Oil Pressure Indicator Inspection	9C-8
License Plate Light Components	9B-5	Oil Pressure Switch Removal and Installation	9C-8
License Plate Light Removal and Installation	9B-5	Ignition Switch Inspection.....	9C-8
License Plate Light Bulb Replacement	9B-6	Ignition Switch Removal and Installation.....	9C-8
Turn Signal Light Components	9B-6	Horn Inspection	9C-9
Front Turn Signal Light Removal and		Horn Removal and Installation	9C-9
Installation	9B-7	Specifications	9C-10
Rear Turn Signal Light Removal and		Service Data.....	9C-10
Installation	9B-7	Tightening Torque Specifications.....	9C-10
Turn Signal Light Bulb Replacement	9B-8	Special Tools and Equipment	9C-10
Turn Signal / Side-stand Relay Inspection.....	9B-8	Recommended Service Material	9C-10
Turn Signal / Side-stand Relay Removal and		Special Tool	9C-10
Installation	9B-8	Exterior Parts	9D-1
Hazard Switch Inspection	9B-8	Repair Instructions	9D-1
Turn Signal Switch Inspection.....	9B-9	Exterior Parts Construction	9D-1
Passing Light Switch Inspection	9B-9	Fastener Removal and Installation.....	9D-2
Dimmer Switch Inspection.....	9B-10	Exterior Parts Removal and Installation	9D-3
Specifications	9B-10	Specifications	9D-6
Service Data	9B-10	Tightening Torque Specifications.....	9D-6
Special Tools and Equipment	9B-10	Special Tools and Equipment	9D-6
Special Tool	9B-10	Recommended Service Material	9D-6

Body Structure9E-1
Repair Instructions9E-1
Body Frame Construction9E-1
Steering Lock Bracket Construction.....9E-2
Front Footrest Bracket Construction9E-2
Side-stand Construction.....9E-3

Side-stand Removal and Installation.....9E-3
Specifications9E-4
Tightening Torque Specifications.....9E-4
Special Tools and Equipment9E-4
Recommended Service Material9E-4

Precautions

Precautions

Precautions for Electrical System

B822H1900001

Refer to "General Precautions in Section 00 (Page 00-1)" and "Precautions for Electrical Circuit Service in Section 00 (Page 00-2)".

Component Location

Electrical Components Location

B822H19003001

Refer to "Electrical Components Location in Section 0A (Page 0A-7)".

Wiring Systems

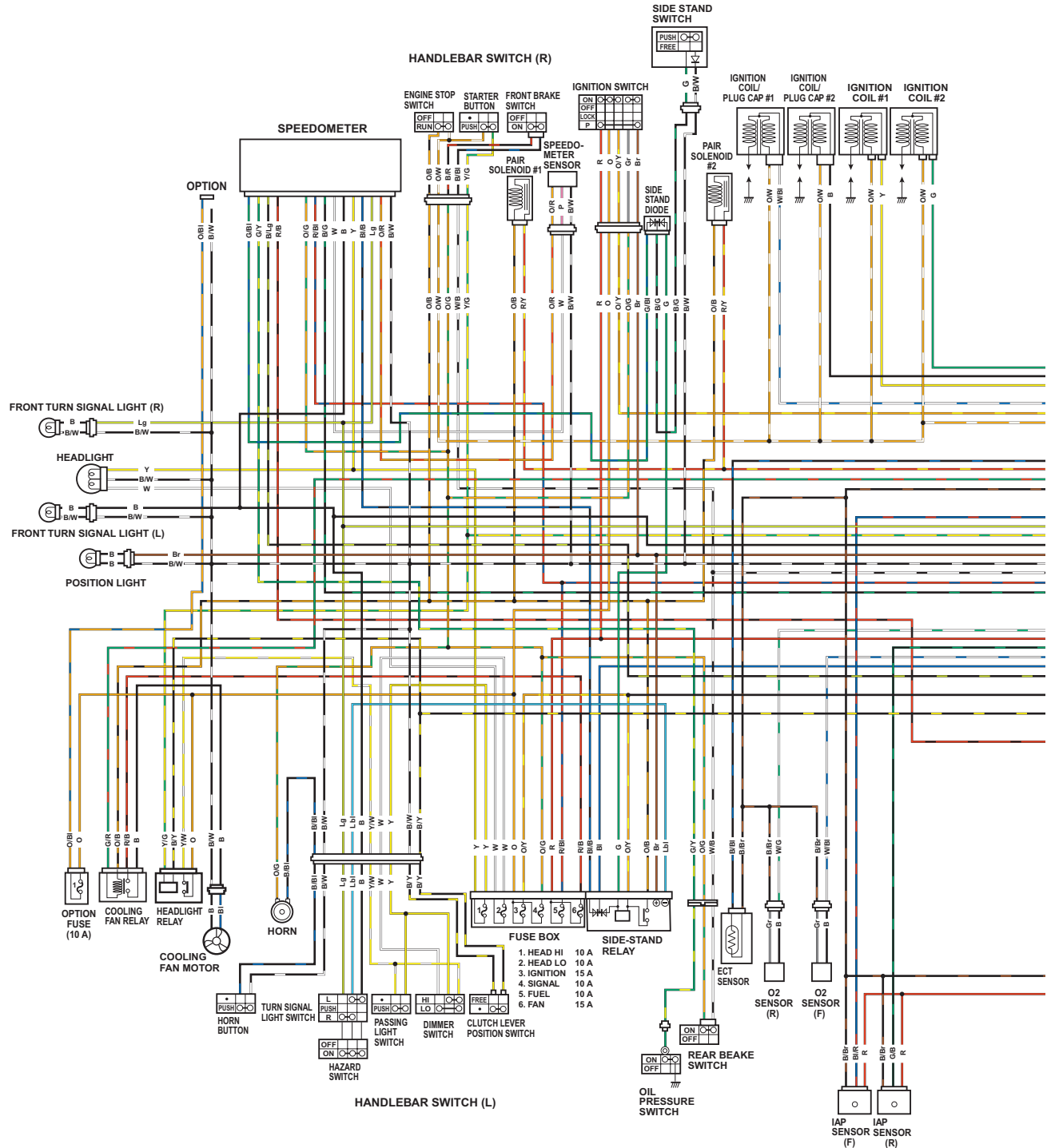
Schematic and Routing Diagram

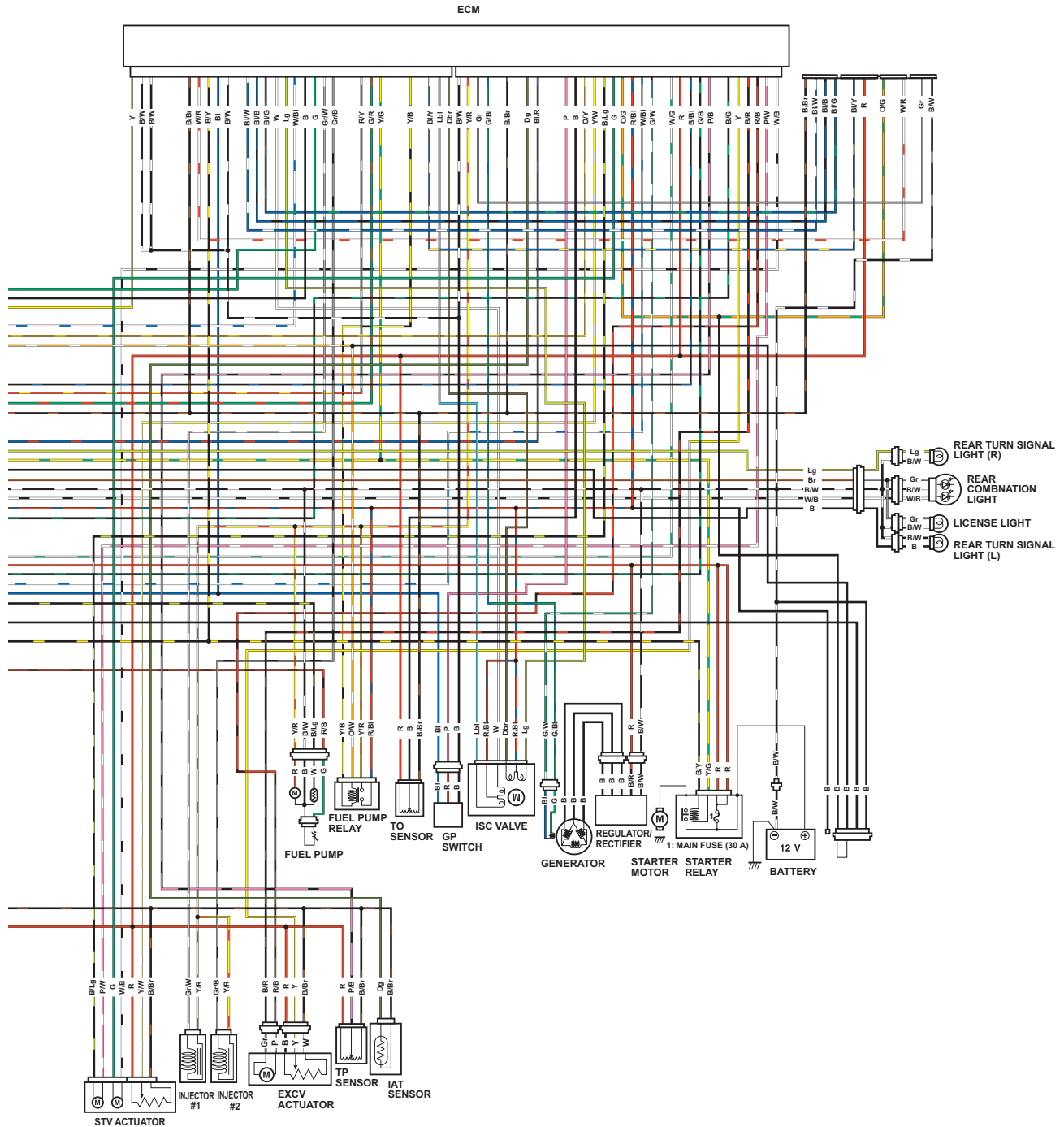
Wiring Diagram

B822H19102001

Refer to "Wire Color Symbols in Section 0A (Page 0A-5)".

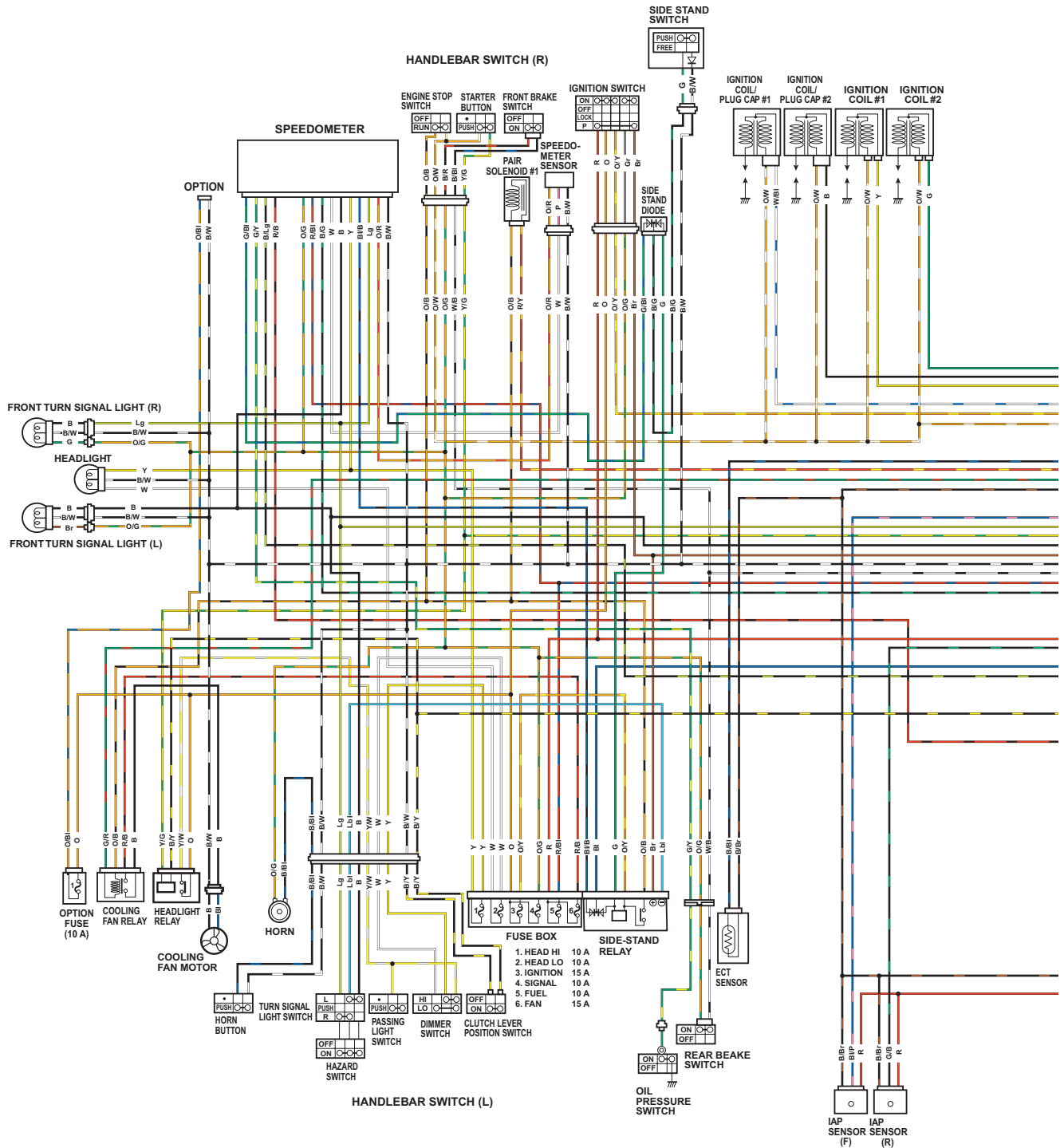
For E-02, 19, 24

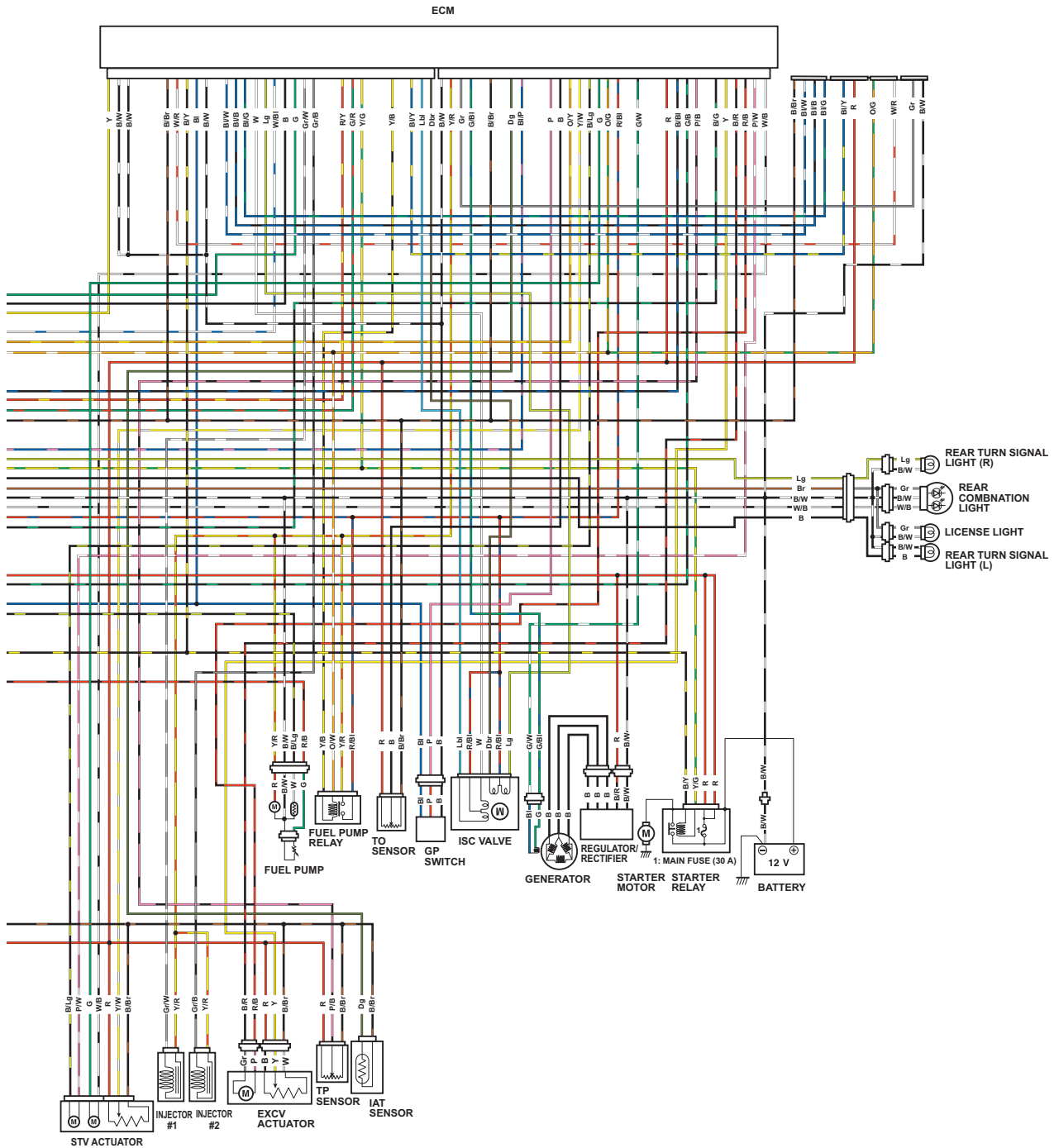




9A-3 Wiring Systems:

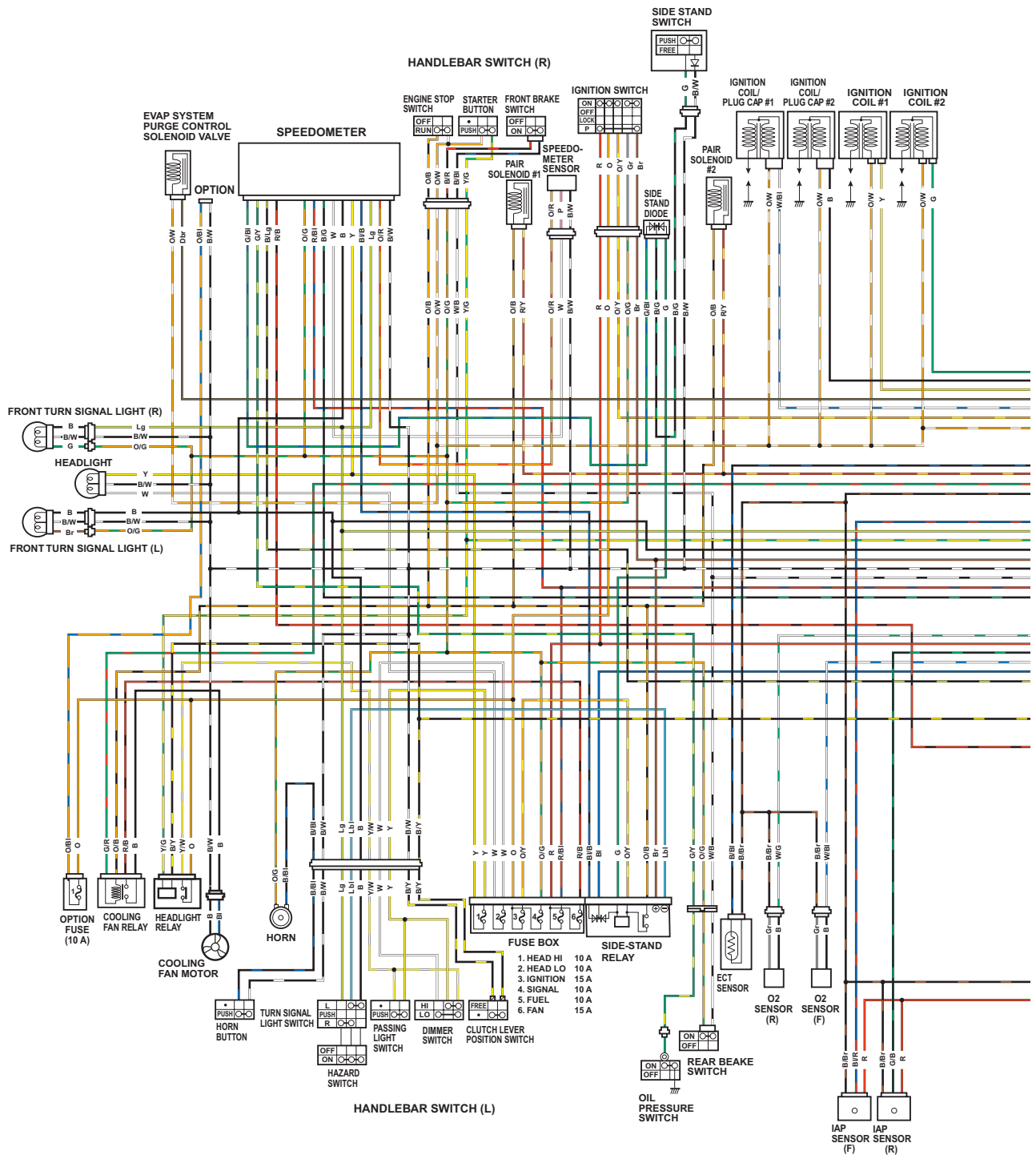
For E-03, 28

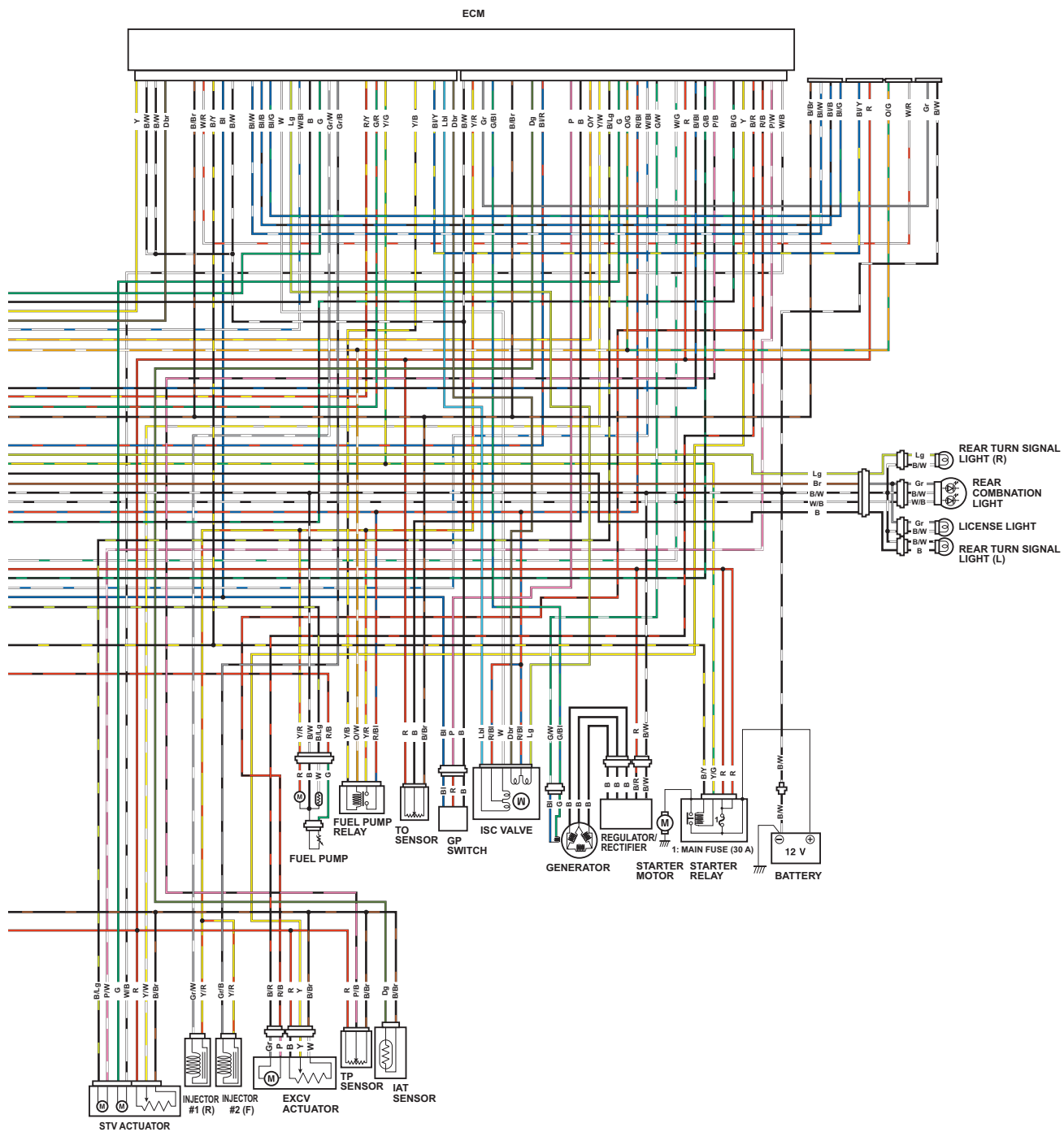




9A-5 Wiring Systems:

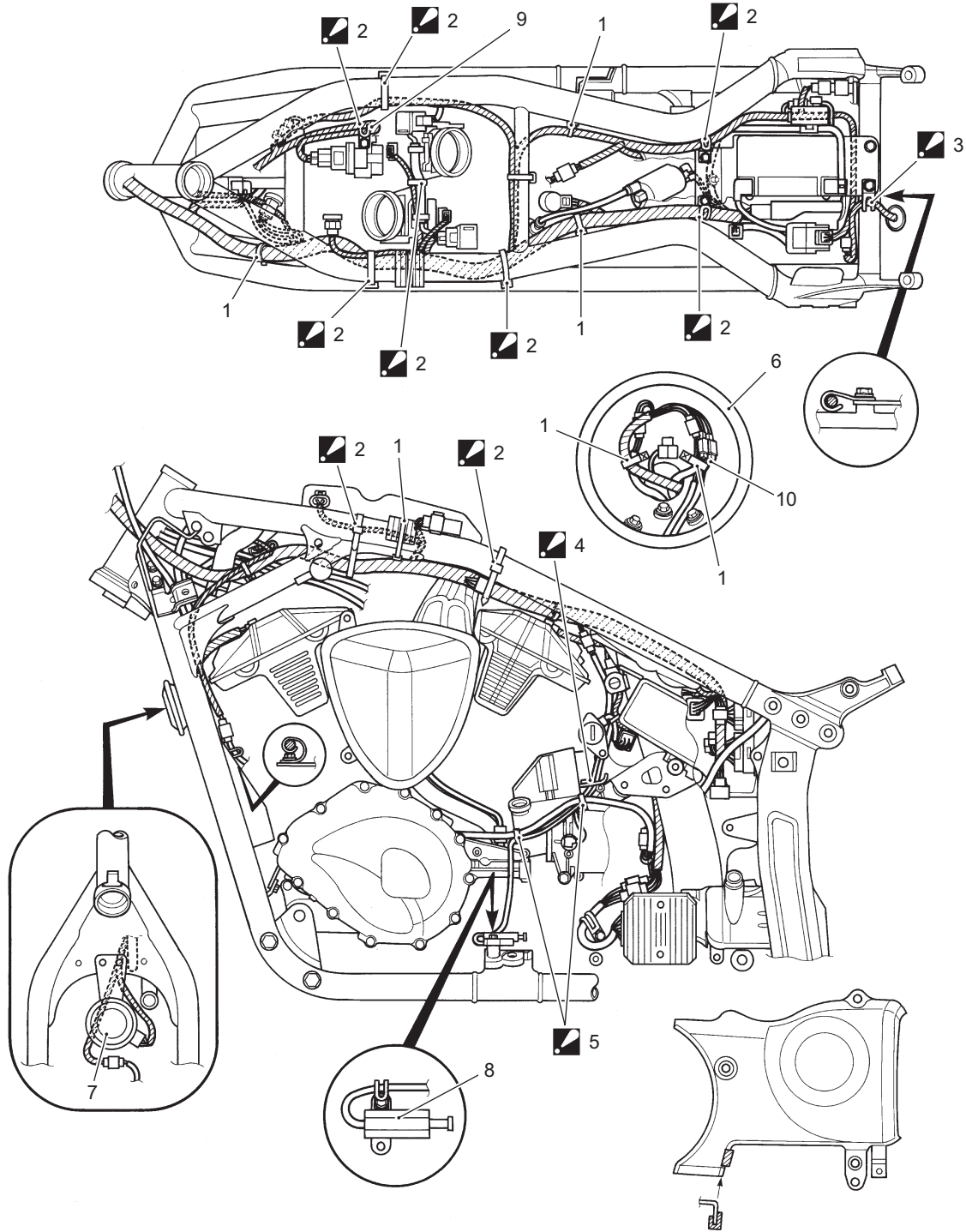
For E-33





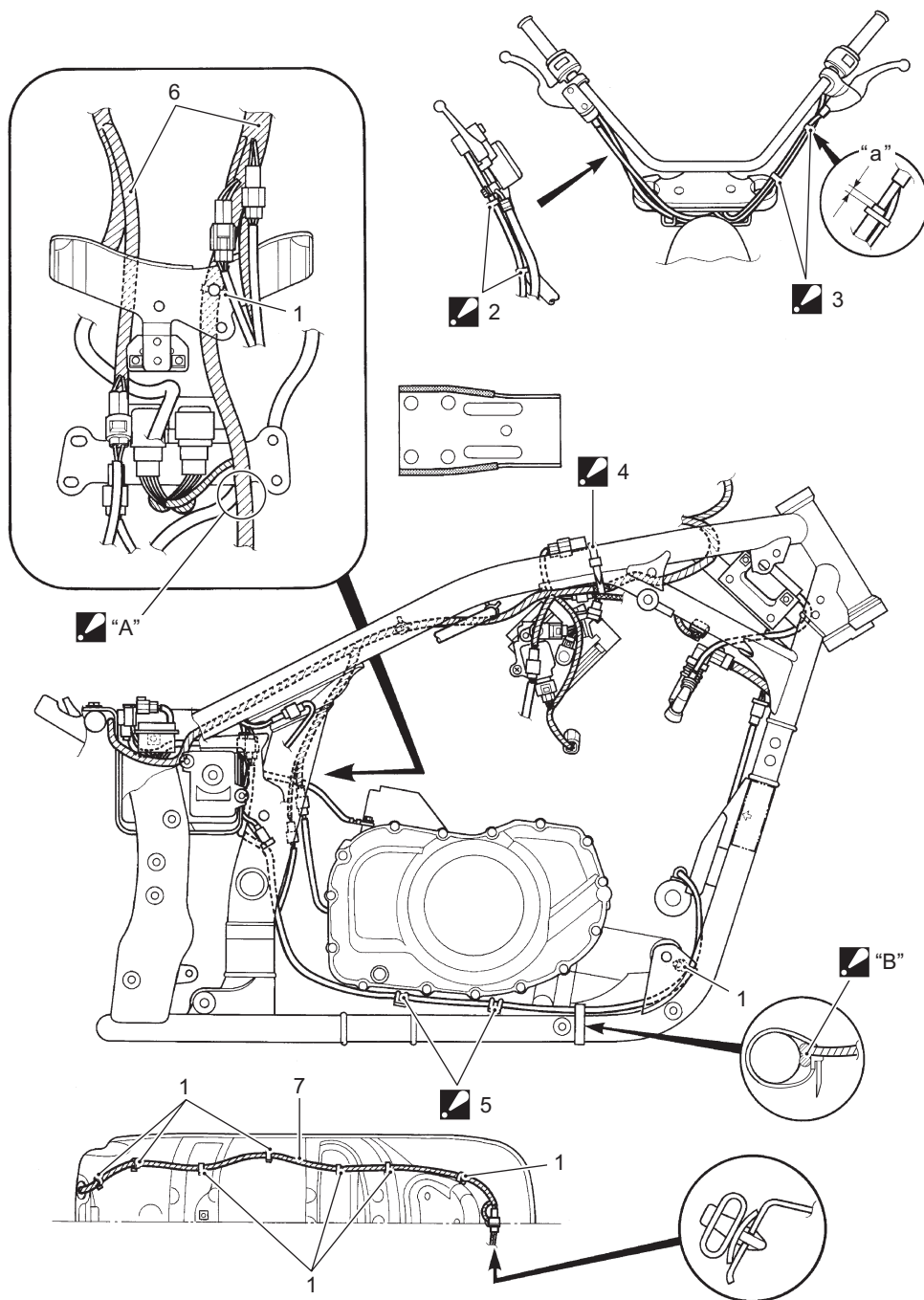
Wiring Harness Routing Diagram

B822H19102002



I822H1910905-03

1. Clamp	6. Head light housing
2. Clamp : Bind the wiring harness with the clamp.	7. Horn
3. Clamp : Bind the brake light/taillight lead wire with the clamp.	8. Side-stand switch
4. Clamp : Bind the side-stand switch lead wire and speed sensor lead wire with the clamp.	9. Blue tape
5. Clamp : Bind the generator lead wire, side-stand switch lead wire and speed sensor lead wire with the clamp.	10. Brown tape



I822H1910906-05

1. Clamp	6. Wiring harness
2. Clamp : Bind the handlebar switch (R) lead wire and throttle cable with the clamp.	7. Brake light/taillight lead wire
3. Clamp : Bind the handlebar switch (L) lead wire and clutch cable with the clamp.	"A": Pass the wiring harness outside of the brake hose.
4. Clamp : Bind the wiring harness with the clamp.	"B": Tighten the starter motor lead wire with clamp.
5. Clamp : Bind the starter motor lead wire with the clamp.	"a": Max. 5 mm (0.2 in)

Specifications

Service Data

B822H19107001

Electrical

Unit: mm (in)

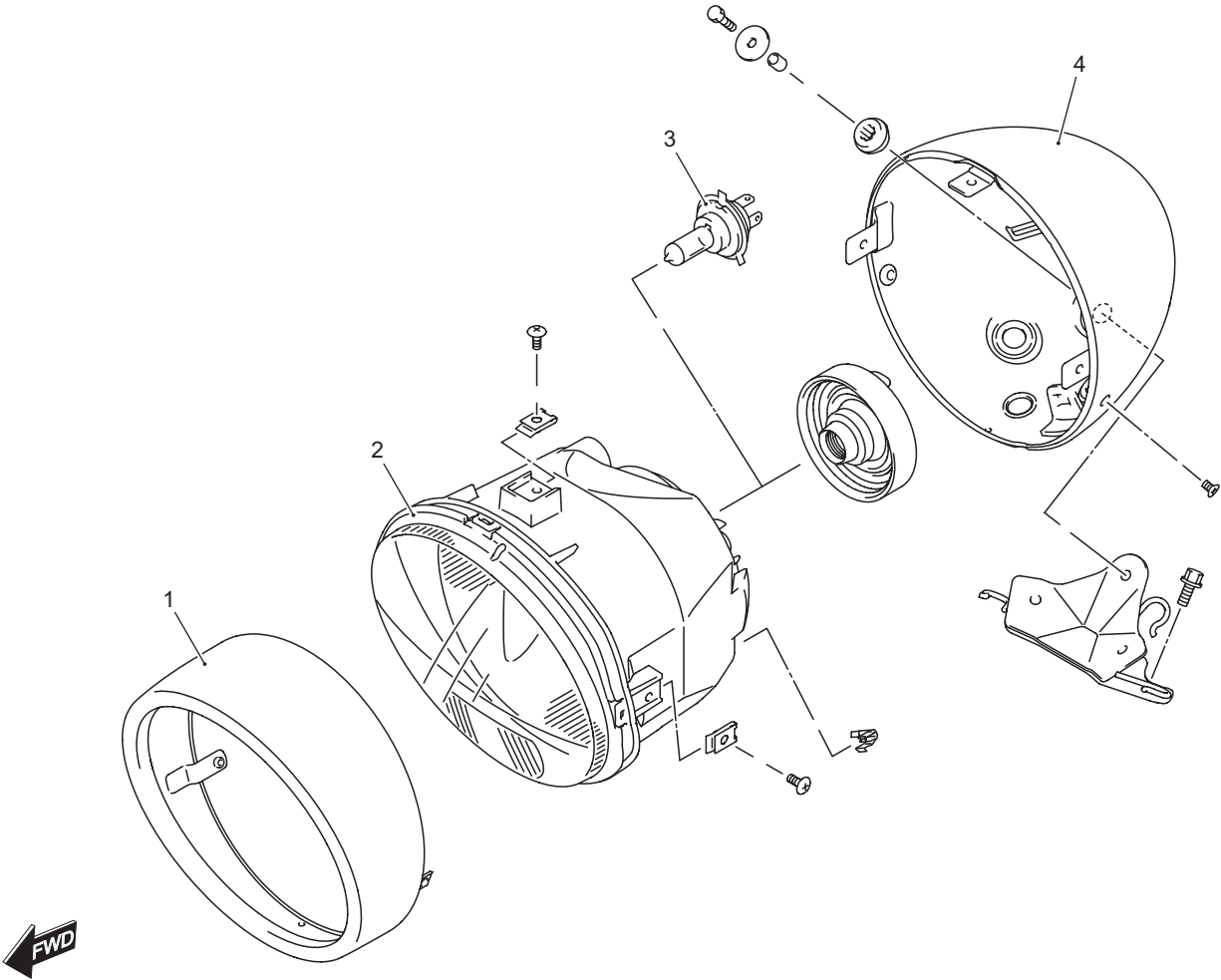
Item		Specification	Note
Fuse size	Headlight	HI	10 A
		LO	10 A
	Fuel	10 A	
	Ignition	15 A	
	Signal	10 A	
	Fan motor	15 A	
	Main	30 A	

Lighting Systems

Repair Instructions

Headlight Components

B822H19206001



I822H1920034-01

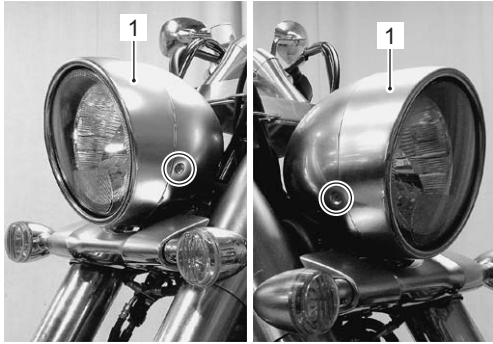
1. Headlight cover	3. Headlight bulb (12 V 60/55 W, H4)
2. Headlight unit	4. Headlight housing

Headlight Removal and Installation

B822H19206002

Removal

- 1) Removal the headlight cover (1).



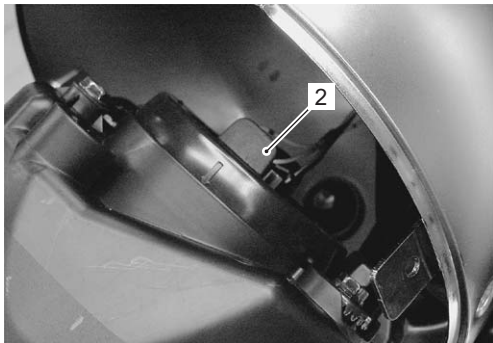
I822H1920001-02

- 2) Remove the headlight assembly.



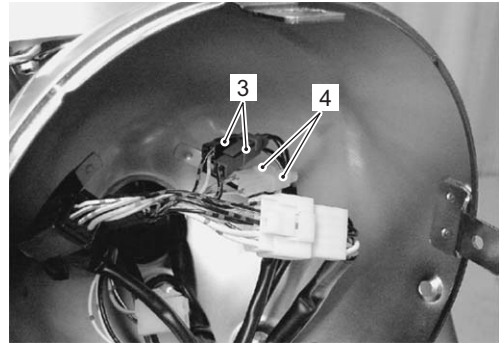
I822H1920002-04

- 3) Disconnect the headlight coupler (2).
- 4) Disconnect the position light coupler (For E-02, 19, 24).



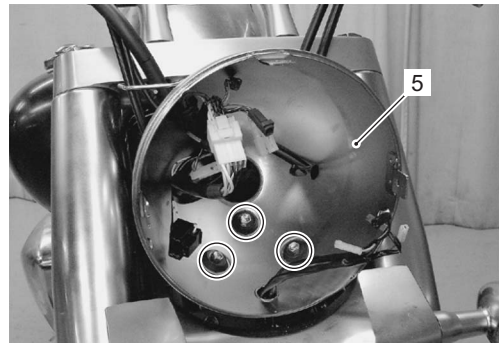
I822H1920003-02

- 5) Disconnect the turn signal light lead wire couplers (3) and position light lead wire couplers (4) (For E-03, 28, 33).



I822H1920004-03

- 6) Remove the headlight housing (5).



I822H1920005-03

Installation

Install the headlight in the reverse order of removal. Pay attention to the following point:

- After installing, be sure to inspect the headlight beam. Refer to "Headlight Beam Adjustment (Page 9B-3)".

Headlight Bulb Replacement

B822H19206003

⚠ CAUTION

When you touch the bulb with your bare hands, clean the bulb with a cloth moistened with alcohol or soap water to prevent premature bulb failure.

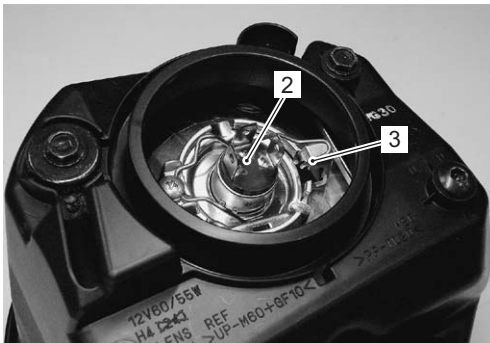
- 1) Remove the headlight assembly. Refer to "Headlight Removal and Installation (Page 9B-2)".

- 2) Remove the bulb socket rubber cap (1).



I822H1920006-03

- 3) Replace the headlight bulb (2) by unhooking the bulb holder spring (3).



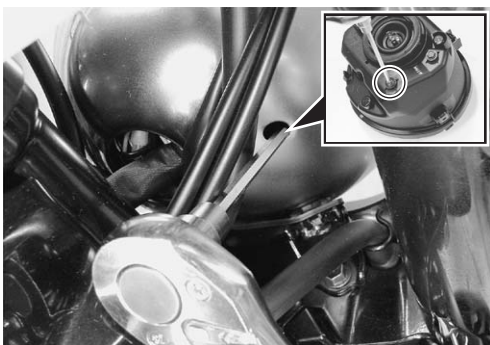
I822H1920007-01

- 4) Install the headlight assembly and headlight cover. Refer to "Headlight Removal and Installation (Page 9B-2)".

Headlight Beam Adjustment

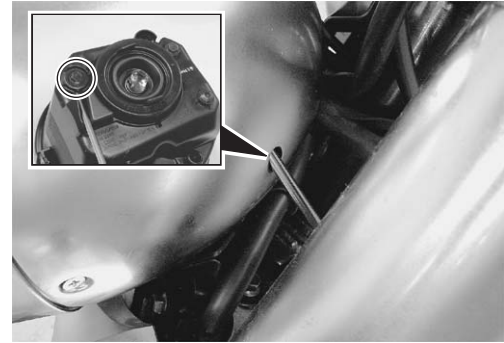
B822H19206004

- 1) Insert 3 mm hexagon wrench as shown in the figure and adjust the headlight beam horizontally.



I822H1920008-04

- 2) Adjust the headlight beam vertically with a screwdriver.



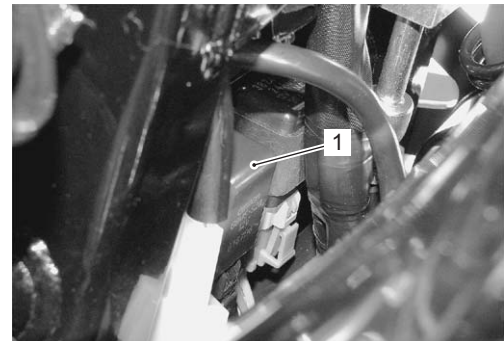
I822H1920009-04

Headlight Relay Inspection

B822H19206023

Inspect the headlight relay in the following procedures:

- 1) Remove the right frame cover (All models) and EVAP canister (For E-33). Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)" (All models) and "Evaporative Emission Control System Diagram (Only for E-33) in Section 1B (Page 1B-5)" (For E-33).
- 2) Remove the headlight relay (1).



I822H1920033-01

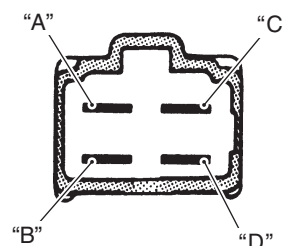
- 3) First, check for continuity with the tester between terminals "A" and "B". Next, check for continuity between "A" and "B" with 12 V voltage applied, positive (+) to terminal "C" and negative (-) to terminal "D". If the continuity is found when 12 V is applied, replace the relay with a new one.

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

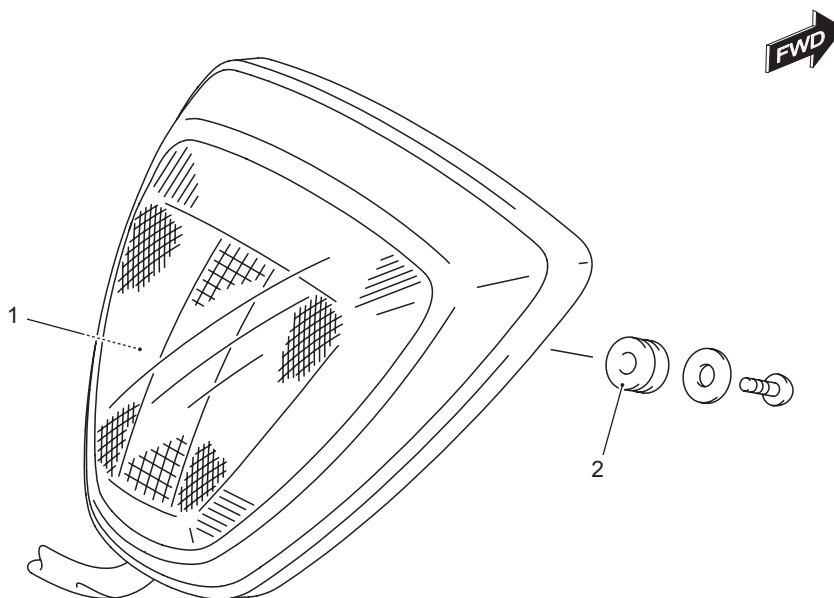
Continuity test (•))



I718H1170013-01

Rear Combination Light Components

B822H19206005



1. Brake light/Taillight (LED)	2. Cushion
--------------------------------	------------

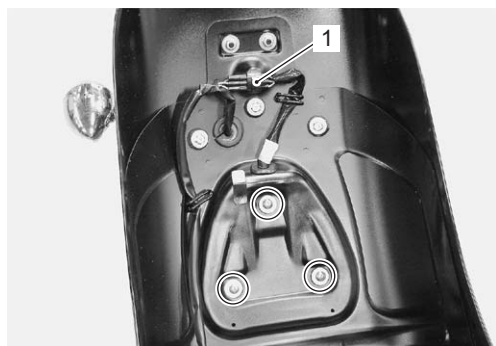
I822H1920035-02

Rear Combination Light Removal and Installation

B822H19206007

Removal

- 1) Remove the rear fender. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Disconnect the rear combination light coupler (1) and remove the rear combination light (2).



I822H1920010-01



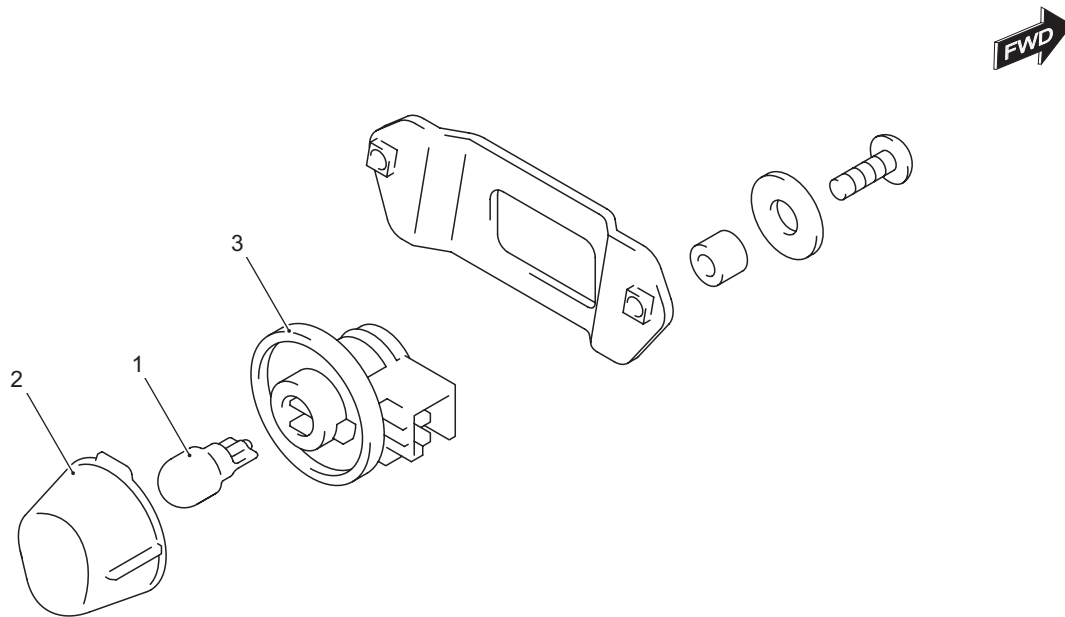
I822H1920011-01

Installation

Install the rear combination light in the reverse order of removal.

License Plate Light Components

B822H19206009



1. License plate light bulb (12 V 5 W)

2. Lens

3. Socket

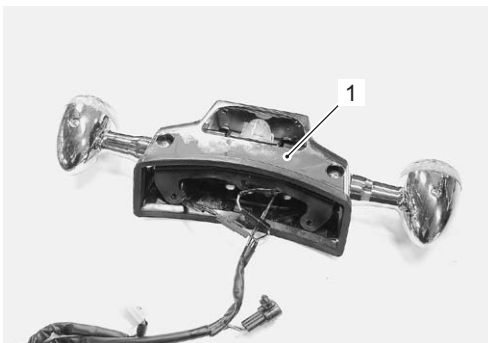
I822H1920036-02

License Plate Light Removal and Installation

B822H19206010

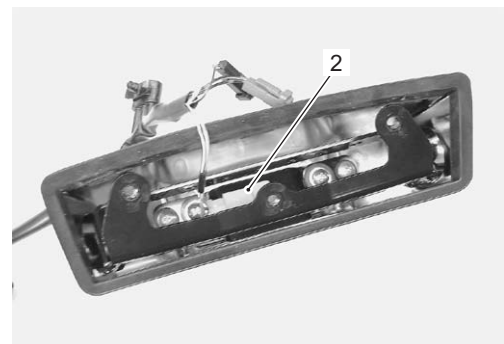
Removal

- 1) Remove the seat. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Remove the rear fender. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 3) Remove the rear turn signal light cover (1) from the rear fender.



I822H1920012-01

- 4) Remove the license plate light (2).



I822H1920013-05

Installation

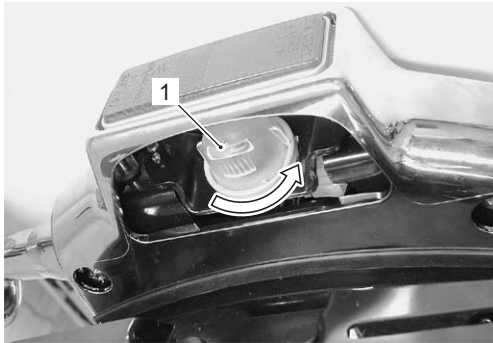
Install the license plate light in the reverse order of removal.

9B-6 Lighting Systems:

License Plate Light Bulb Replacement

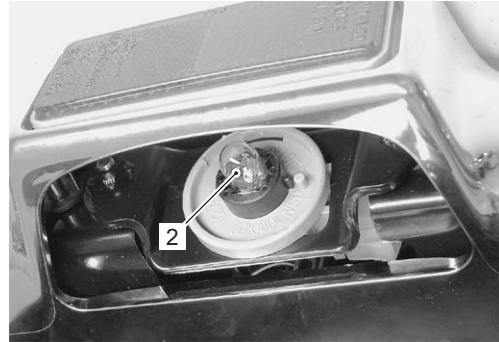
B822H19206011

1) Remove the lens (1).



I822H1920014-01

2) Replace the bulb (2).

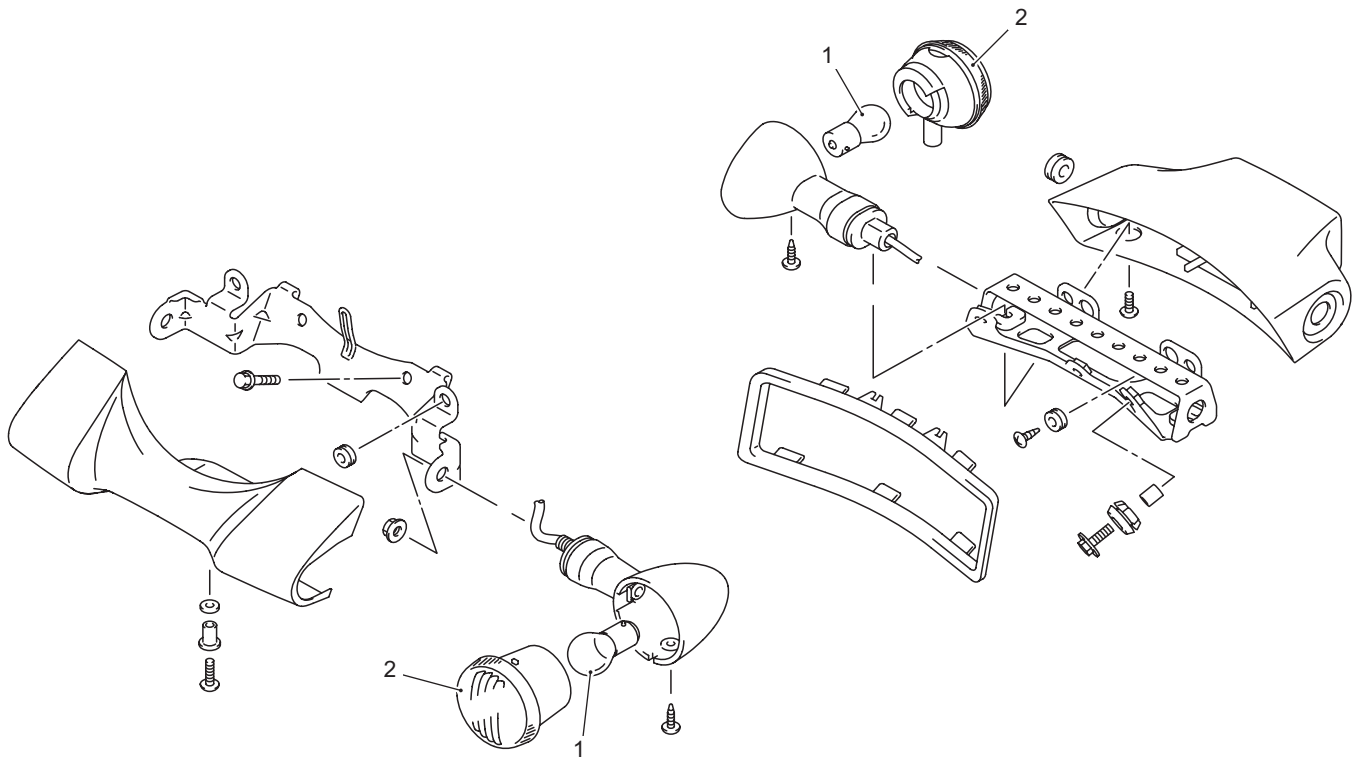


I822H1920015-01

3) Reinstall the lens (1).

Turn Signal Light Components

B822H19206012



I822H1920038-01

1. Turn signal light bulb (12 V 21 W x 4)

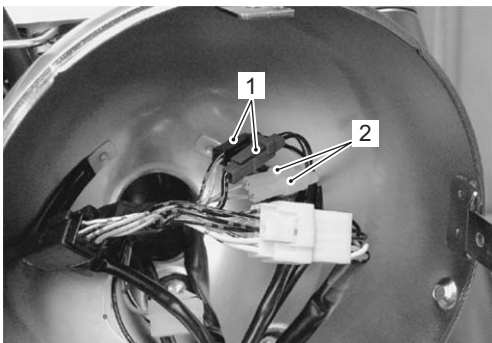
2. Lens

Front Turn Signal Light Removal and Installation

B822H19206013

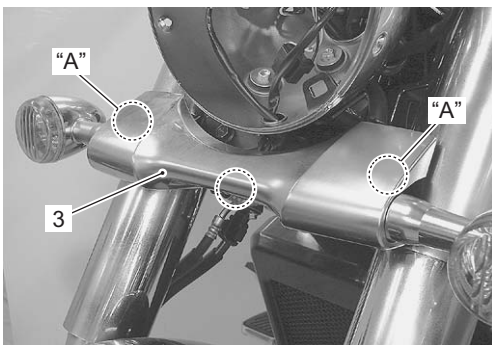
Removal

- 1) Remove the headlight assembly. Refer to "Headlight Removal and Installation (Page 9B-2)".
- 2) Disconnect the turn signal light lead wire couplers (1).
- 3) Disconnect the position light lead wire coupler (2) (For E-03, 28, 33).



I822H1920016-02

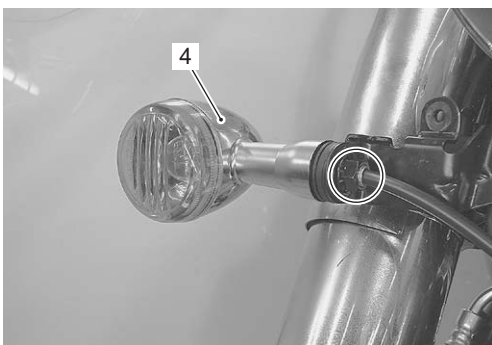
- 4) Remove the front turn signal light cover (3).



I822H1920017-03

"A": Hooked position

- 5) Remove the turn signal light (4).



I822H1920031-02

Installation

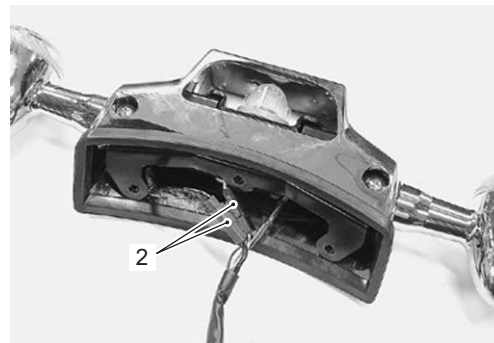
Install the front turn signal light in the reverse order of removal.

Rear Turn Signal Light Removal and Installation

B822H19206014

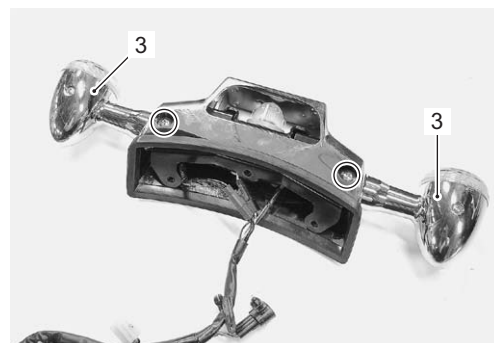
Removal

- 1) Remove the rear fender. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Remove the turn signal light (1) and disconnect the turn signal light coupler (RH: Black, LH: Gray) (2).



I822H1920018-01

- 3) Remove the turn signal lights (3) by removing the screws.



I822H1920019-01

Installation

Install the rear turn signal light in the reverse order of removal.

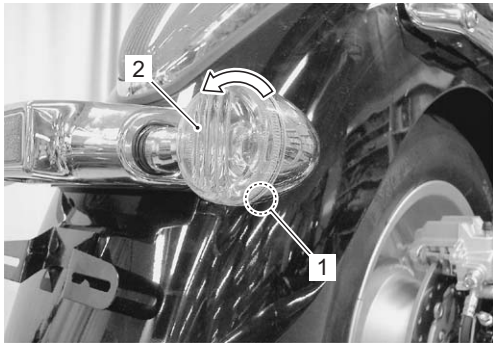
Turn Signal Light Bulb Replacement

B822H19206015

⚠ CAUTION

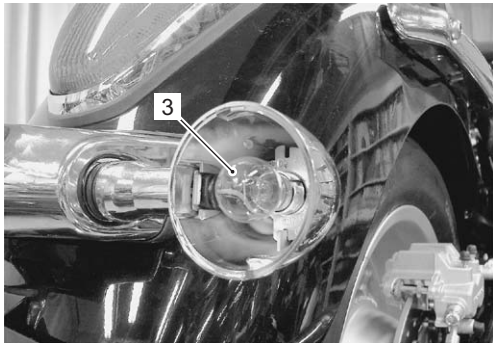
When you touch the bulb with your bare hands, clean the bulb with a cloth moistened with alcohol or soap water to prevent premature bulb failure.

- 1) Remove the lens (2) by removing the screw (1).



I822H1920020-01

- 2) Replace the bulb (3).



I822H1920021-01

- 3) Reinstall the lens.

Turn Signal / Side-stand Relay Inspection

B822H19206017

Refer to “Electrical Components Location in Section 0A (Page 0A-7)”.

NOTE

Make sure that the battery is fully charged.

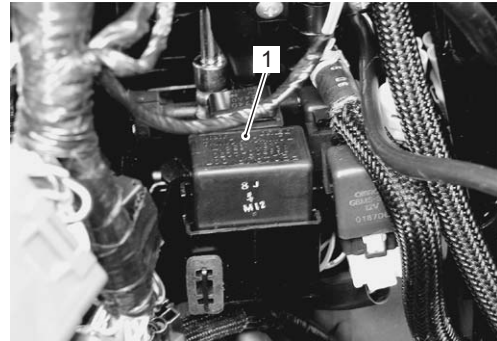
Before removing the turn signal/side-stand relay, check the operation of the turn signal light.
If the turn signal light does not illuminate, inspect the bulb, turn signal switch and circuit connection.
If the bulb, turn signal switch and circuit connection are OK, the turn signal relay may be faulty; therefore, replace the turn signal/side-stand relay with a new one.
Refer to “Turn Signal / Side-stand Relay Removal and Installation (Page 9B-8)”.

Turn Signal / Side-stand Relay Removal and Installation

B822H19206018

Removal

- 1) Remove the battery holder. Refer to “Battery / Battery Holder Removal and Installation in Section 1J (Page 1J-11)”.
- 2) Remove the turn signal/side-stand relay (1).



I822H1920022-01

Installation

Install the turn signal/side-stand relay in the reverse order of removal.

Hazard Switch Inspection

B822H19206019

Inspect the hazard switch in the following procedures:

- 1) Remove the headlight assembly. Refer to “Headlight Removal and Installation (Page 9B-2)”.
- 2) Disconnect the left handlebar switch coupler (1).



I822H1920023-02

- 3) Inspect the hazard switch for continuity with a tester. If any abnormality is found, replace the left handlebar switch assembly with a new one. Refer to "Handlebars Removal and Installation in Section 6B (Page 6B-2)".

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•)))

Color Position	B	Lbl	Lg
OFF			
ON	○	○	○

I822H1920024-01

- 4) After finishing the hazard switch inspection, reinstall the removed parts.

Turn Signal Switch Inspection

B822H19206020

Inspect the turn signal switch in the following procedures:

- 1) Remove the headlight assembly. Refer to "Headlight Removal and Installation (Page 9B-2)".
- 2) Disconnect the left handlebar switch coupler (1).



I822H1920025-04

- 3) Inspect the turn signal switch for continuity with a tester. If any abnormality is found, replace the left handlebar switch assembly with a new one. Refer to "Handlebars Removal and Installation in Section 6B (Page 6B-2)".

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•)))

Color Position	Lg	Lbl	B
L		○	○
PUSH			
R	○	○	

I822H1920026-01

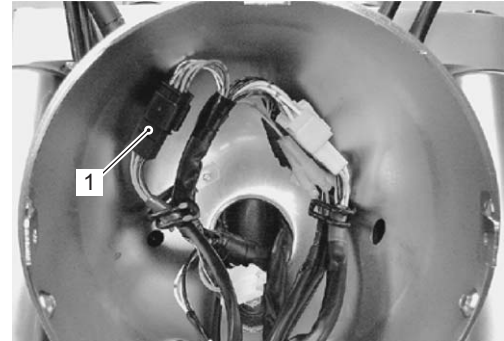
- 4) After finishing the turn signal switch inspection, reinstall the removed parts.

Passing Light Switch Inspection

B822H19206021

Inspect the passing light switch in the following procedures:

- 1) Remove the headlight assembly. Refer to "Headlight Removal and Installation (Page 9B-2)".
- 2) Disconnect the left handlebar switch coupler (1).



I822H1920027-02

- 3) Inspect the passing light switch for continuity with a tester.

If any abnormality is found, replace the left handlebar switch assembly with a new one. Refer to "Handlebars Removal and Installation in Section 6B (Page 6B-2)".

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•)))

Color Position	Y/W	Y
•		
PUSH	○	○

I822H1920028-02

- 4) After finishing the passing light switch inspection, reinstall the removed parts.

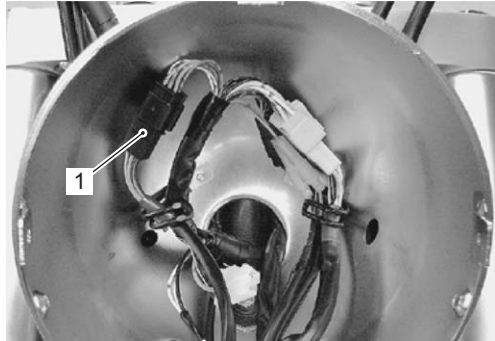
9B-10 Lighting Systems:

Dimmer Switch Inspection

B822H19206022

Inspect the dimmer switch in the following procedures:

- 1) Remove the headlight assembly. Refer to "Headlight Removal and Installation (Page 9B-2)".
- 2) Disconnect the left handlebar switch coupler (1).



I822H1920029-02

- 3) Inspect the dimmer switch for continuity with a tester. If any abnormality is found, replace the left handlebar switch assembly with a new one. Refer to "Handlebars Removal and Installation in Section 6B (Page 6B-2)".

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•))

Color Position	W	Y	Y/W
HI (≡▷)		○	○
LO (≡▷)	○	○	○

I822H1920030-03

- 4) After finishing the dimmer switch inspection, reinstall the removed parts.

Specifications

Service Data

B822H19207001

Wattage

Unit: W

Item		Specification	
		E-03, 28, 33	E-02, 19, 24
Headlight	HI	60	←
	LO	55	←
Position light		—	5
Front turn signal light/Position light		21/5	—
Front turn signal light		—	21
Rear turn signal light		21	←
License plate light		5	←

Special Tools and Equipment

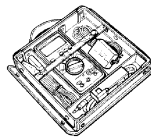
Special Tool

B822H19208001

09900-25008

Multi-circuit tester set

☞ (Page 9B-3) / ☞ (Page 9B-9) / ☞ (Page 9B-9) / ☞ (Page 9B-9) / ☞ (Page 9B-10)



Combination Meter / Fuel Meter / Horn

General Description

Combination Meter System Description

B822H19301001

This combination meter mainly consists of the stepping motor, LCD (Liquid Crystal Display) and LED (Light Emitting Diode).

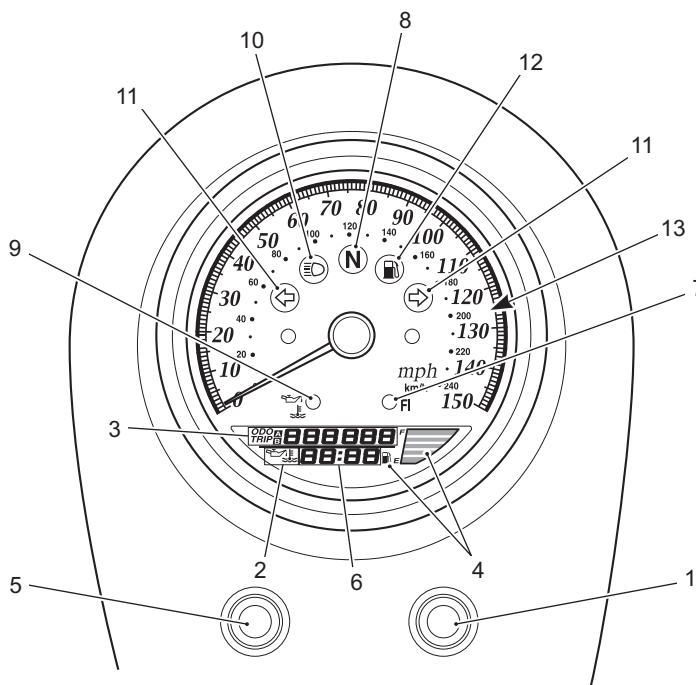
The pointer is driven by the stepping motor.

The LCDs indicate, Odo / Trip A / Trip B, Fuel level indicator and Clock / FI (DTC) respectively.

LED (Light Emitting Diode)

LED is used for the illumination light and each indicator light.

LED is maintenance free. LED is less power consuming and more resistant to vibration resistance compared to the bulb.



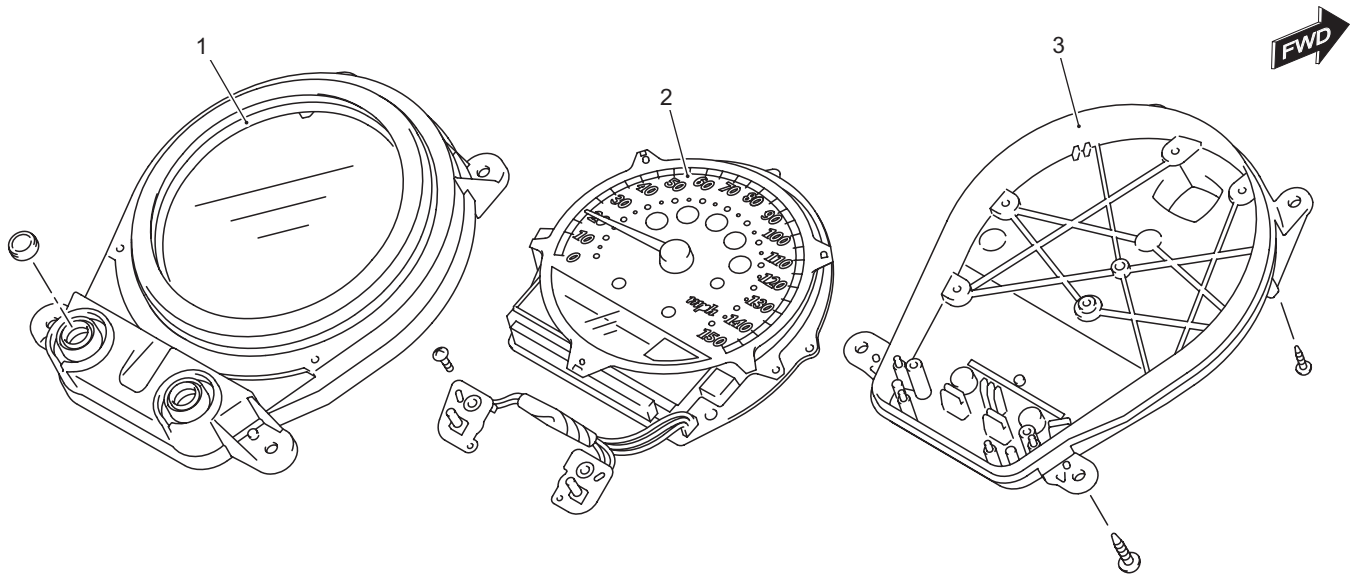
I822H1930032-02

1. Adjust switch (Trip / Clock)	8. LED (Neutral indicator light)
2. LCD (Oil pressure/Engine coolant temperature indicator)	9. LED (Oil pressure/Engine coolant temperature indicator)
3. LCD (Odo / Trip A / Trip B)	10. LED (High-beam indicator light)
4. LCD (Fuel level indicator)	11. LED (Turn signal indicator light)
5. Select switch (Odo / Trip A / Trip B)	12. LCD (Fuel level indicator light)
6. LCD (FI / Clock)	13. Speedometer
7. LED (FI indicator light)	

Repair Instructions

Combination Meter Components

B822H19306001



I822H1930033-01

1. Upper case	2. Combination meter	3. Lower case
---------------	----------------------	---------------

Combination Meter Removal and Installation

B822H19306002

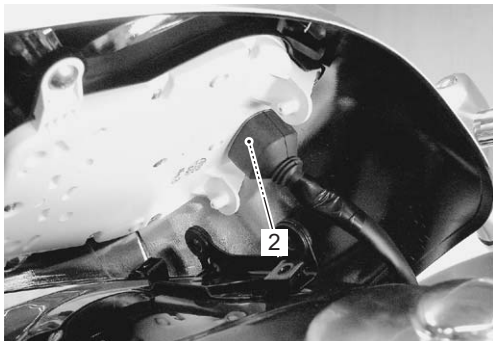
Removal

- 1) Remove the combination meter mounting bolts.
- 2) Remove the combination meter assembly (1).



I822H1930001-02

- 3) Disconnect the combination meter coupler (2) and remove the combination meter assembly.



I822H1930002-01

Installation

Install the combination meter in the reverse order of removal.

NOTE

Fix the boot of the combination meter coupler properly.

Combination Meter Disassembly and Assembly

B822H19306003

Refer to "Combination Meter Removal and Installation (Page 9C-2)".

Disassembly

Disassemble the combination meter as shown in the combination meter components. Refer to "Combination Meter Components (Page 9C-2)".

Assembly

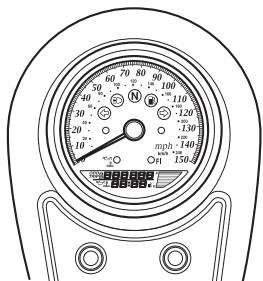
Assemble the combination meter as shown in the combination meter components. Refer to "Combination Meter Components (Page 9C-2)".

Combination Meter Inspection

B822H19306004

LED Inspection

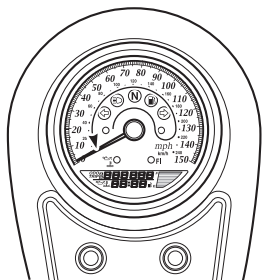
Check that the LEDs (FI indicator light, Oil pressure/ Engine coolant temperature indicator light, fuel level indicator light and Meter panel illumination) immediately light up when the ignition switch is turned to ON. Check that other LEDs (Neutral indicator light, High-beam indicator light and Turn signal indicator lights) light up/go off by operating each switch. If abnormal condition is found, replace the combination meter unit with a new one after checking its wire harness/coupler. Refer to "Combination Meter Removal and Installation (Page 9C-2)".



I822H1930003-05

Stepping Motor Inspection and Adjustment

- 1) Check that the pointer calibrates itself immediately after turning the ignition switch on and stops at zero point. If abnormal condition is found, replace the combination meter unit with a new one after checking its wire harness/coupler.

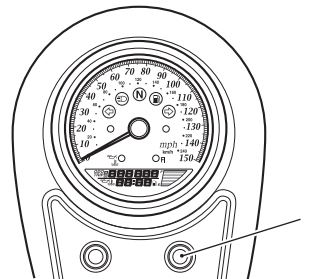


I822H1930004-04

NOTE

- The pointer may not return to the proper position even turning the ignition switch on under low temperature condition. In that case, you can reset the pointer to the proper position by the following instruction.
- Complete the operation within 10 seconds after the ignition switch has been turned ON.

- 2) With the adjuster switch (1) pressed, turn the ignition switch ON.
- 3) Hold the adjuster switch (1), 3 to 5 seconds after turning the ignition switch ON.
- 4) Release the adjuster switch (1) and rap the adjuster switch (1) twice (within 1 second). → Reset



I822H1930005-04

Time	Ignition switch	Adjuster switch (1)
	OFF	PUSH
0	ON	
•		
•		
3 sec.		
•		
5 sec.		Release
•		
•		Push
•		Push→Reset
10 sec.		

I718H1930006-01

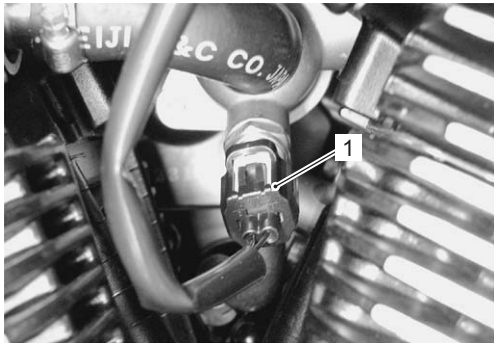
- 5) Pointer will return to the starting point right after the completion of the operation. In the case of the pointer not returning to the proper position after doing above, replace the combination meter unit. Refer to "Combination Meter Removal and Installation (Page 9C-2)".

Engine Coolant Temperature Indicator Light Inspection

B822H19306005

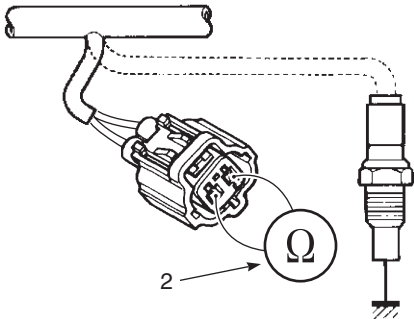
Inspect the engine coolant temperature indicator light in the following procedures:

- 1) Remove the right air cleaner box. Refer to "Air Cleaner Element Removal and Installation in Section 1D (Page 1D-6)".
- 2) Disconnect the ECT sensor coupler (1).



I822H1930028-01

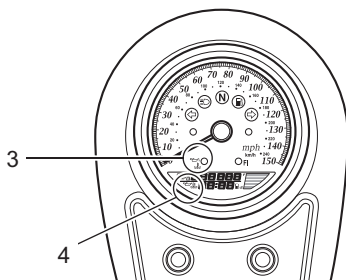
- 3) Connect the variable resistor (2) between the terminals.



I718H1930009-05

- 4) Turn the ignition switch ON.
- 5) Check the LED operations when the resistance is adjusted to the specified values.
If either one or all indications are abnormal, replace the combination meter with a new one. Refer to "Combination Meter Removal and Installation (Page 9C-2)".

Resistance	LED (3)	LCD (4)	Water temperature
0.11 kΩ and over	OFF	—	120 °C below
0.11 kΩ and below	ON	ON	120 °C and over



I822H1930006-05

- 6) Connect the ECT sensor coupler.

Engine Coolant Temperature Removal and Installation

B822H19306006

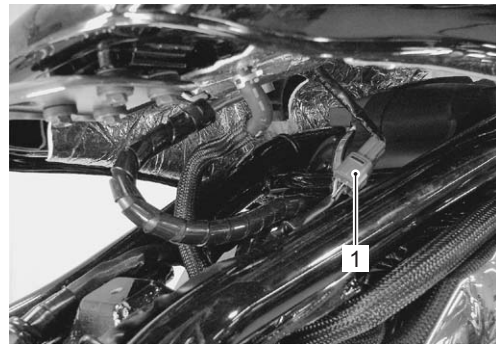
Refer to "ECT Sensor Removal and Installation in Section 1C (Page 1C-3)".

Fuel Level Indicator Inspection

B822H19306007

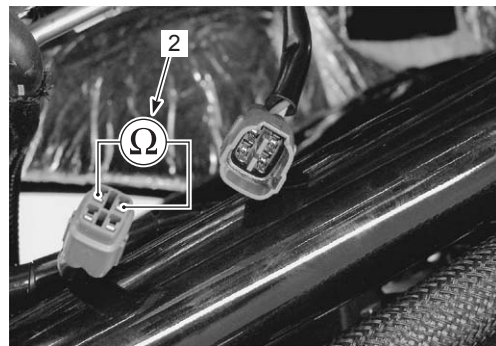
Inspect the fuel level indicator in the following procedures:

- 1) Support the motorcycle with a jack or wooden block.
- 2) Lift and support the fuel tank. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 3) Disconnect the fuel level gauge coupler (1).



I822H1930007-01

- 4) Connect variable resistor (2) between the B/Lg and B/W lead wires from the wire harness.

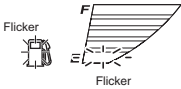







I822H1930008-02

- 5) Turn the ignition switch ON.
- 6) Check the display of fuel level indicator (LCD) as shown in the figure.
If any abnormality is found, replace the combination meter with a new one. Refer to "Combination Meter Removal and Installation (Page 9C-2)".

NOTE

Side-stand is "ON" (side-stand up) position when inspecting it.

Resistance	Thermistor	Fuel indicator light	Fuel level meter
—	ON	ON	
More than 132 Ω	OFF	Flicker	
75.7 – 132 Ω	OFF	OFF	
47 – 75.7 Ω	OFF	OFF	
23.4 – 47 Ω	OFF	OFF	
Less than 23.4 Ω	OFF	OFF	

I822H1930009-03

- 7) Connect the fuel level gauge coupler and reinstall the fuel tank.
Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".

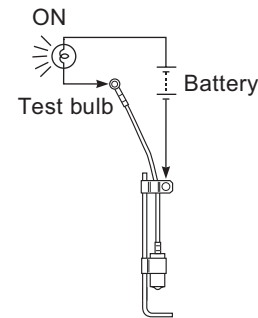
Fuel Level Indicator Switch (Thermistor)

Inspection

B822H19306008

Inspect the fuel level indicator switch in the following procedures:

- 1) Remove the fuel pump. Refer to "Fuel Pump Assembly / Fuel Level Gauge Removal and Installation in Section 1G (Page 1G-10)".
- 2) Remove the thermistor from the fuel pump. Refer to "Fuel Pump Disassembly and Assembly in Section 1G (Page 1G-11)".
- 3) Connect 12 V battery and test bulb (12 V, 3.4 W) to the fuel level indicator switch as shown in the figure. The bulb should come on after one minutes if the switch is in good condition.

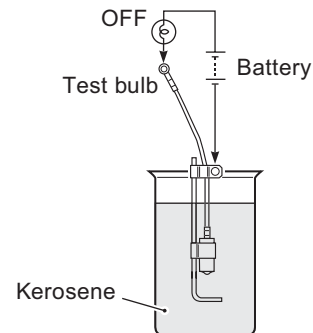


I822H1930010-03

- 4) When the switch is immersed in kerosene, the bulb should go out. If the bulb remains lit, replace the unit with a new one.

NOTE

- When the bulb turns off, immediately pick up the switch from kerosene.
- After the check has been completed, wash the switch with gasoline.



I822H1930011-03

- 5) Reinstall the removed parts. Refer to "Fuel Pump Disassembly and Assembly in Section 1G (Page 1G-11)".

Fuel Level Gauge Inspection

B822H19306009

Inspect the fuel level gauge in the following procedures:

- 1) Remove the fuel level gauge. Refer to “Fuel Pump Assembly / Fuel Level Gauge Removal and Installation in Section 1G (Page 1G-10)”.
- 2) Measure the resistance at each fuel level gauge in float position. If the resistance is incorrect, replace fuel level gauge with a new one.

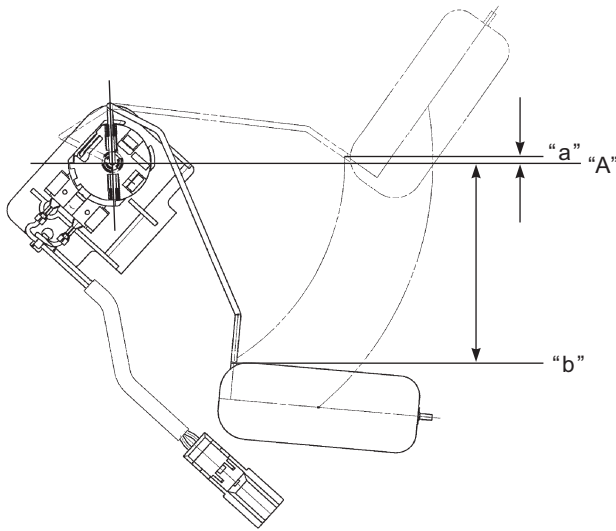
Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Resistance (Ω)

Float position	Resistance
Full “a”	Approx. 10 Ω
Empty “b”	Approx. 216 Ω



I822H1930029-02

“a”: 2.6 mm (0.1 in)	“b”: 69.4 mm (2.73 in)	“A”: Horizontal
----------------------	------------------------	-----------------

- 3) Install the fuel level gauge. Refer to “Fuel Pump Assembly / Fuel Level Gauge Removal and Installation in Section 1G (Page 1G-10)”.

Speedometer Inspection

B822H19306010

If the speedometer, odometer or tripmeter does not function properly, inspect the speed sensor and the coupler connections. If the speed sensor and coupler connections are OK, replace the combination meter unit with a new one. Refer to “Combination Meter Removal and Installation (Page 9C-2)”.

Speed Sensor Removal and Installation

B822H19306011

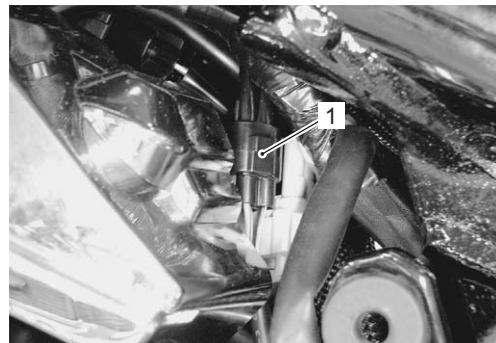
Removal

- 1) Remove the secondary gear case cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Remove the left frame lower cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 3) Release the speed sensor lead wire from the clamps.



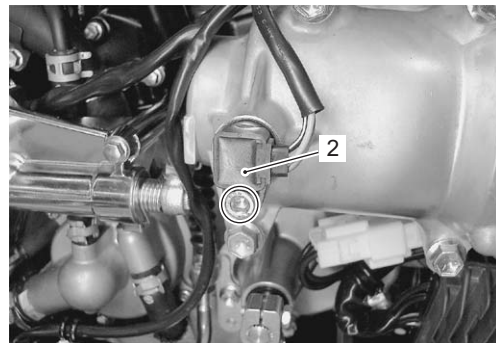
I822H1930026-01

- 4) Disconnect the speed sensor coupler (1).



I822H1930013-02

- 5) Remove the speed sensor (2).



I822H1930014-03

Installation

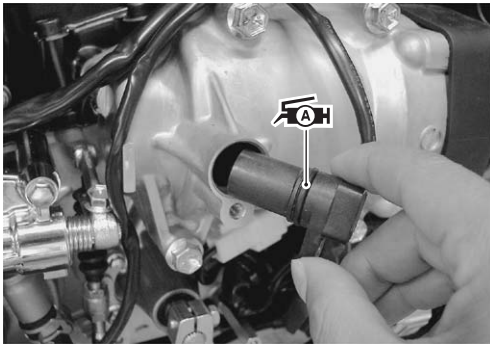
Install the speed sensor in the reverse order of removal. Pay attention to the following points:

- Apply grease to the O-ring.

⚠ CAUTION

Use a new O-ring to prevent oil leakage.

🔧 : Grease 99000-25010 (SUZUKI SUPER GREASE A or equivalent)

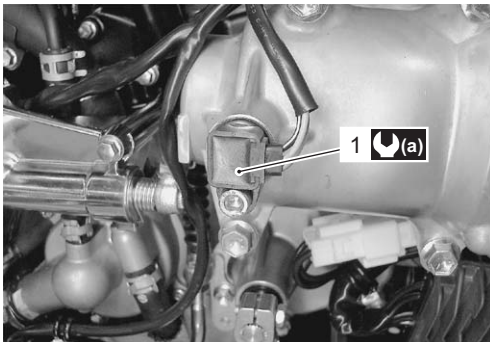


I822H1930015-01

- Tighten the speed sensor mounting bolt (1) to the specified torque.

Tightening torque

Speed sensor mounting bolt (a): 10 N·m (1.0 kgf-m, 7.0 lb-ft)



I822H1930016-02

- Route the speed sensor lead wire. Refer to “Wiring Harness Routing Diagram in Section 9A (Page 9A-7)”.

Speed Sensor Inspection

B822H19306012

Inspect the speed sensor in the following procedures:

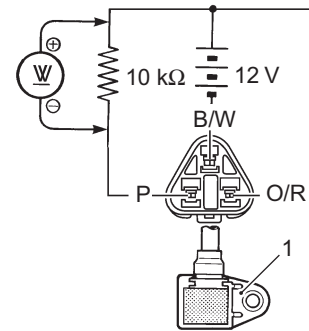
- 1) Remove the speed sensor. Refer to “Speed Sensor Removal and Installation (Page 9C-6)”.
- 2) Connect a 12 V battery (between B and B/W), 10 kΩ resistor (between B/R and B) and multi-circuit tester (tester (+) probe to B and tester (-) probe to B/R) as shown in the figure.

Special tool

🔧 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Voltage (---)



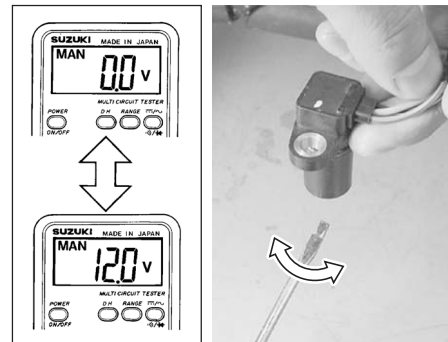
I822H1930017-03

1. Speed sensor

- 3) Move a screwdriver back and forth across the pick-up surface of the speed sensor. The voltage readings should cycle as follows (0 V → 12 V or 12 V → 0 V). If the voltage reading does not change, replace the speed sensor with a new one.

NOTE

While testing, the highest voltage reading should be the same as the battery voltage (12 V).



I822H1930031-02

Oil Pressure Indicator Inspection

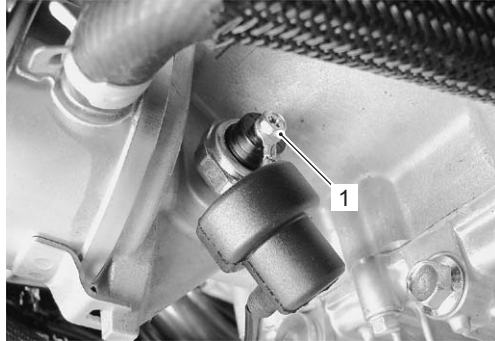
B822H19306013

Inspect the oil pressure indicator in the following procedures:

NOTE

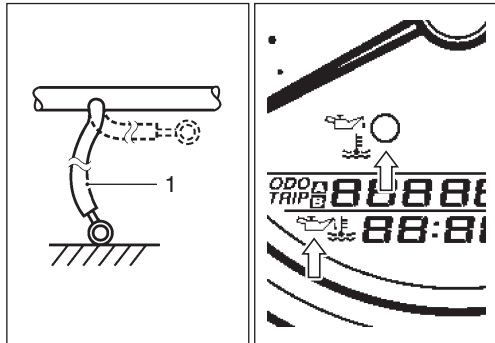
Before inspecting the oil pressure switch, check if the engine oil level is correct. Refer to “Engine Oil and Filter Replacement in Section 0B (Page 0B-11)”.

- 1) Disconnect the oil pressure switch lead wire (1) from the oil pressure switch.



I822H1930018-01

- 2) Turn the ignition switch ON.
- 3) Check if the oil pressure indicator (LED) and LCD will light up when grounding the lead wire (1). If the oil pressure indicator does not light up, replace the combination meter unit with a new one after checking the connection of couplers.



I822H1930019-04

Oil Pressure Switch Removal and Installation

B822H19306014

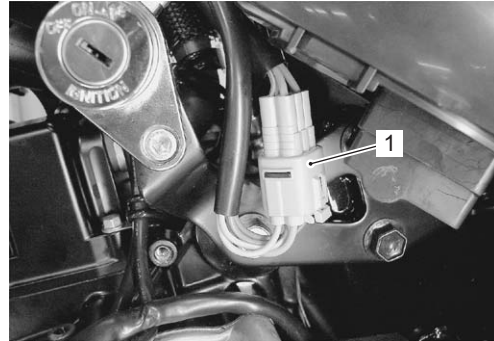
Refer to “Oil Pressure Switch Removal and Installation in Section 1E (Page 1E-7)”.

Ignition Switch Inspection

B822H19306015

Inspect the ignition switch in the following procedures:

- 1) Remove the left frame cover. Refer to “Exterior Parts Removal and Installation in Section 9D (Page 9D-3)”.
- 2) Disconnect the ignition switch coupler (1).



I822H1930020-01

- 3) Inspect the ignition switch for continuity with a tester. If any abnormality is found, replace the ignition switch with a new one.

Special tool

TOOL : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (••))

Color	R	O	O/Y	Gr	Br
Position OFF					
ON	○	○	○	○	○
P	○				○

I822H1930021-06

- 4) After finishing the ignition switch inspection, reinstall the removed parts.

Ignition Switch Removal and Installation

B822H19306016

Refer to “Ignition Switch Removal and Installation in Section 1H (Page 1H-10)”.

Horn Inspection

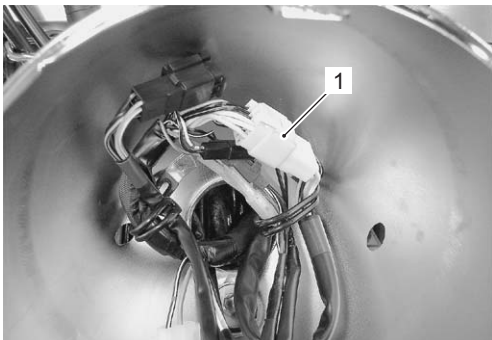
B822H19306017

NOTE

If the horn sound condition is normal, it is not necessary to inspect the horn button continuity.

Horn Button Inspection

- 1) Remove the headlight. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Disconnect the left handlebar switch coupler (1).



I822H1930022-01



- 3) Inspect the horn button for continuity with a tester. If any abnormality is found, replace the left handlebar switch assembly with a new one. Refer to "Handlebars Removal and Installation in Section 6B (Page 6B-2)".

Special tool

 : 09900-25008 (Multi-circuit tester set)

Tester knob indication

Continuity (•)))

Color	B/BI	B/W
Position		
•		
PUSH		

I822H1930030-02

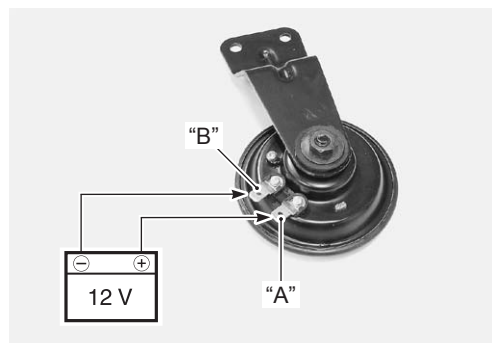
Horn Inspection

- 1) Disconnect the horn couplers (1).



I822H1930023-02

- 2) Connect a 12 V battery to terminal "A" and terminal "B". If the sound is not heard from the horn, replace the horn with a new one.



I822H1930024-02

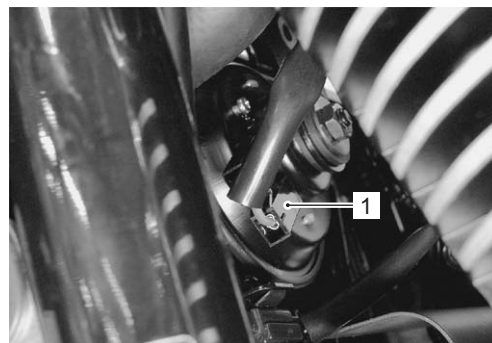
- 3) Connect the horn coupler.

Horn Removal and Installation

B822H19306018

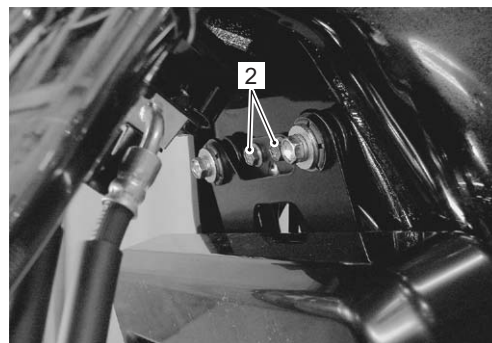
Removal

- 1) Remove the left frame head cover. Refer to "Exterior Parts Removal and Installation in Section 9D (Page 9D-3)".
- 2) Disconnect the horn couplers (1).



I822H1930025-02

- 3) Remove the horn (2) by removing the mounting bolt.



I822H1930027-03

Installation

Install the horn in the reverse order of removal.

Specifications

Service Data

B822H19307001

Wattage

Unit: W

Item	Specification
Brake light/Taillight	LED
Speedometer light	LED
Turn signal indicator light	LED
High beam indicator light	LED
Neutral position indicator light	LED
Fuel level indicator light	LED
Coolant temperature/Oil pressure indicator light	LED
FI indicator light	LED

Tightening Torque Specifications

B822H19307002

Fastening part	Tightening torque			Note
	N·m	kgf·m	lb·ft	
Speed sensor mounting bolt	10	1.0	7.0	☞ (Page 9C-7)

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

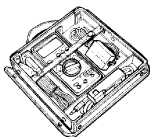
Recommended Service Material

B822H19308001

Material	SUZUKI recommended product or Specification		Note
Grease	SUZUKI SUPER GREASE A or equivalent	P/No.: 99000-25010	☞ (Page 9C-7)

Special Tool

B822H19308002

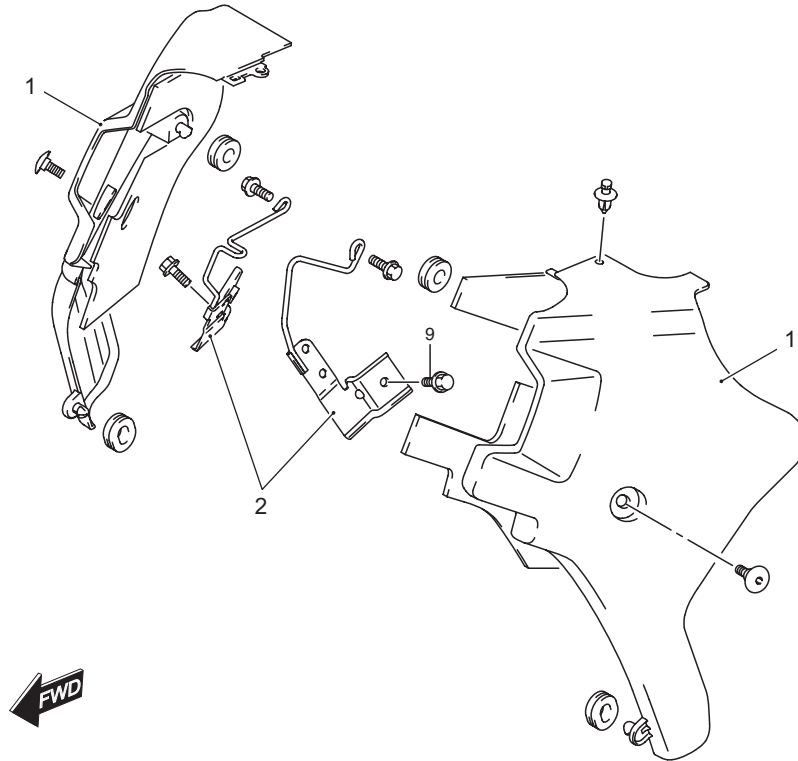
09900-25008 Multi-circuit tester set ☞ (Page 9C-6) / ☞ (Page 9C-7) / ☞ (Page 9C-8) / ☞ (Page 9C-9)	
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Exterior Parts

Repair Instructions

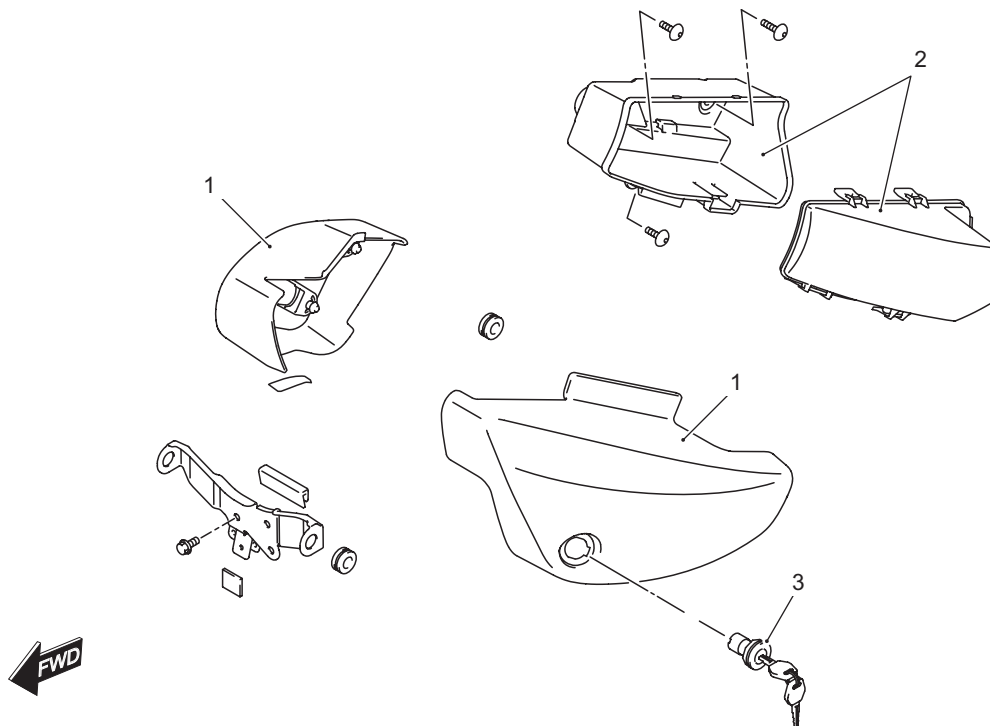
Exterior Parts Construction

B822H19406001



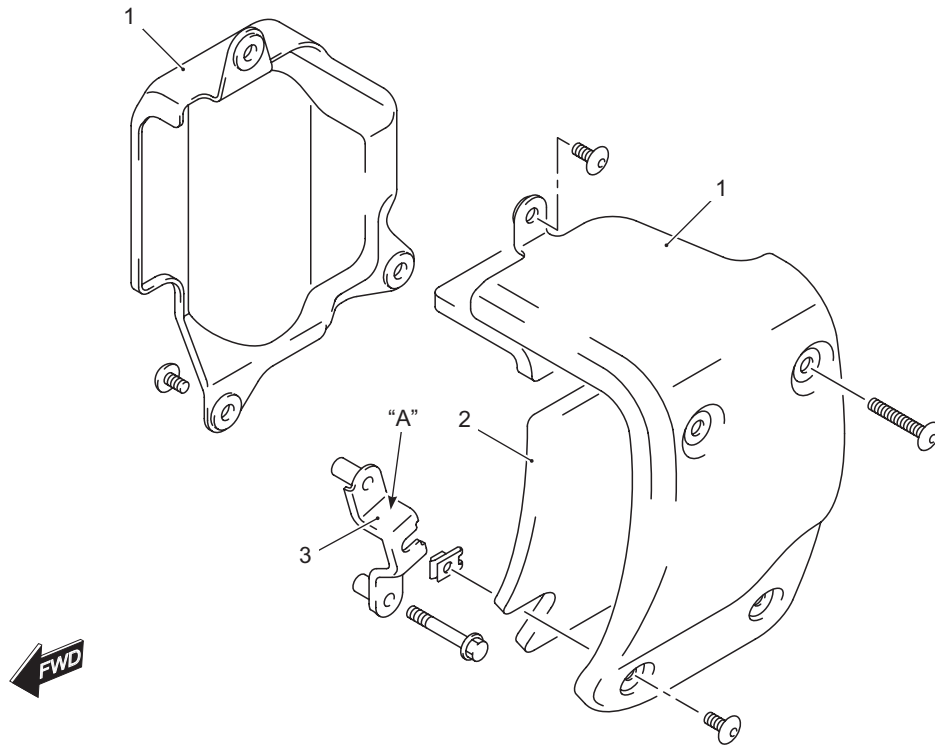
1. Frame head cover	2. Frame head cover plate
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I822H1940015-01



1. Frame side cover	2. Luggage box	3. Frame cover lock
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I822H1940016-01



I822H1940017-01

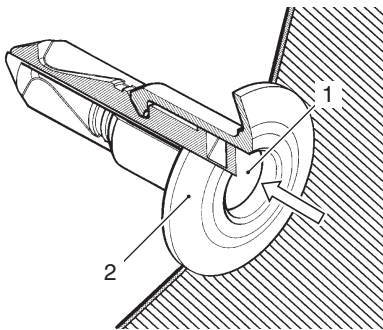
1. Frame lower cover	2. Cushion	3. Frame lower cover bracket	"A": UP mark
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Fastener Removal and Installation

B822H19406005

Removal

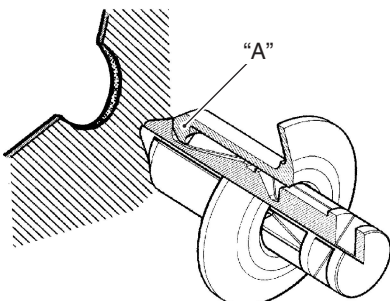
- 1) Depress the head of fastener center piece (1).
- 2) Pull out the fastener (2).



I649G1940005-02

Installation

- 1) Let the center piece stick out toward the head so that the pawls "A" closes.



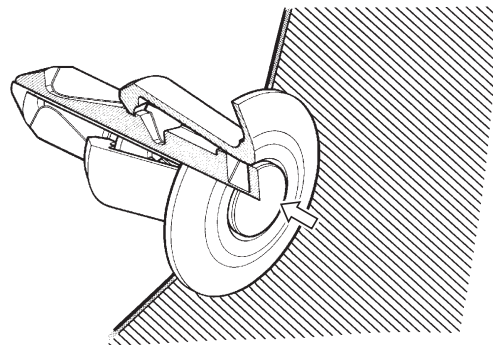
I649G1940006-02

- 2) Insert the fastener into the installation hole.

NOTE

To prevent the pawl "A" from damage, insert the fastener all the way into the installation hole.

- 3) Push in the head of center piece until it becomes flush with the fastener outside face.



I649G1940007-02

Exterior Parts Removal and Installation

B822H19406006

Seat Removal

- 1) Remove the rear seat (1).



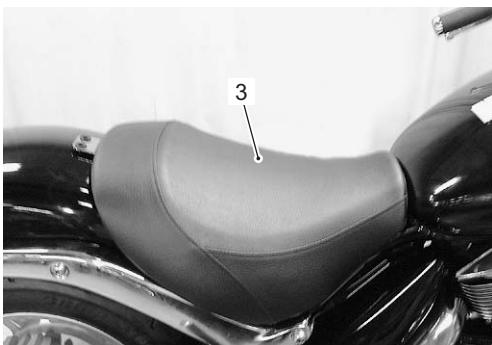
I822H1940001-01

- 2) Remove the band (2).



I822H1940002-01

- 3) Remove the front seat (3).



I822H1940003-02

Installation

- 1) Slide the front seat hooks into the seat hook retainer.



I822H1940004-01

- 2) Install the rear seat band and tighten the bolts.



I822H1940005-01

- 3) Slide the rear seat hooks into the seat hook retainers.



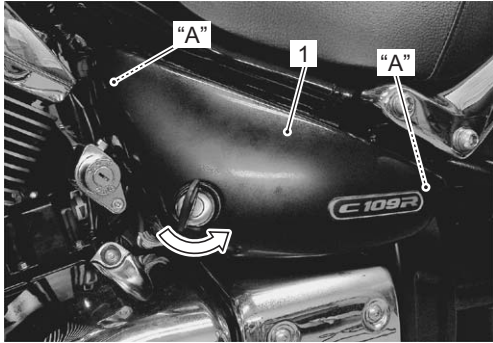
I822H1940006-01

9D-4 Exterior Parts:

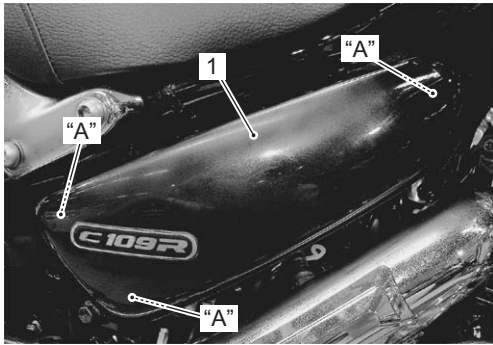
Frame Cover / Luggage Box

Removal

- Remove the frame covers (1), left and right.



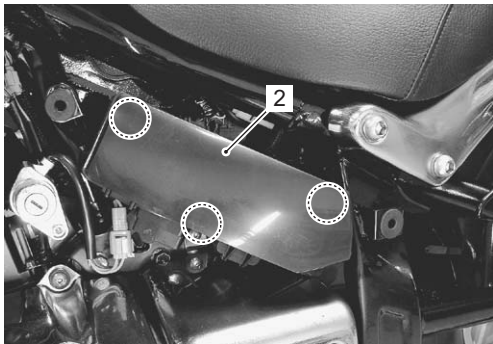
I822H1940007-01



I822H1940008-01

"A": Hooked point

- Remove the luggage box (2).



I822H1940009-01

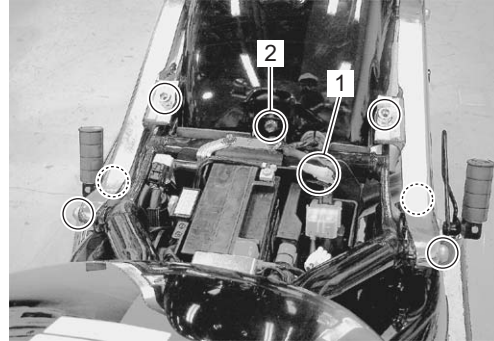
Installation

Install the frame covers in the reverse order of removal.

Rear Fender

Removal

- Remove the seat.
- Disconnect the rear combination light coupler (1).
- Remove the rear fender mounting bolt (2).
- Remove the rear frame mounting bolts, left and right.



I822H1940010-01

- Remove the rear fender.

Installation

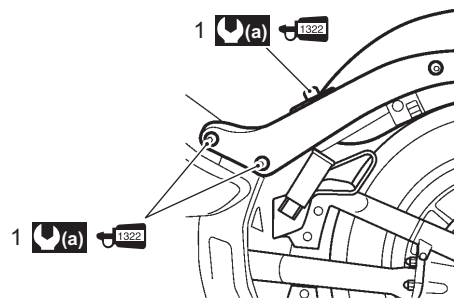
Install the rear fender in the reverse order of removal. Pay attention to the following point:

- Apply thread lock to the rear frame mounting bolts (1) and tighten them to the specified torque.

 : Thread lock cement 99000-32110 (THREAD LOCK CEMENT SUPER 1322 or equivalent)

Tightening torque

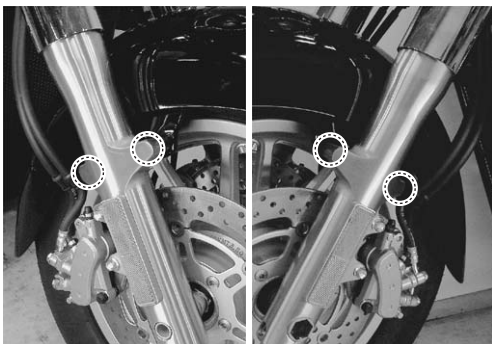
Rear frame mounting bolt (a): 85 N·m (8.5 kgf·m, 61.5 lb-ft)



I822H1940018-04

Front Fender Removal

- Remove the front fender mounting bolts.
- Remove the front fender.

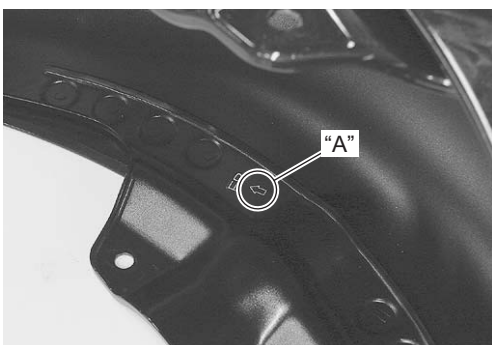


I822H1940011-01

Installation

Install the front fender in the reverse order of removal. Pay attention following point:

- When installing the front fender, bring the arrow mark "A" forward.



I822H1940019-01

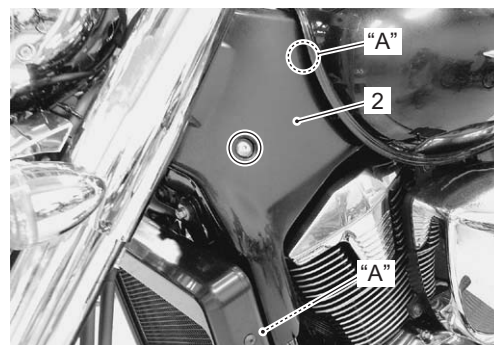
Frame Head Cover Removal

- 1) Move the fuel tank backward. Refer to "Fuel Tank Removal and Installation in Section 1G (Page 1G-8)".
- 2) Remove the fastener (1). Refer to "Fastener Removal and Installation (Page 9D-2)".



I822H1940012-01

- 3) Remove the frame head covers (2), left and right.



I822H1940013-01

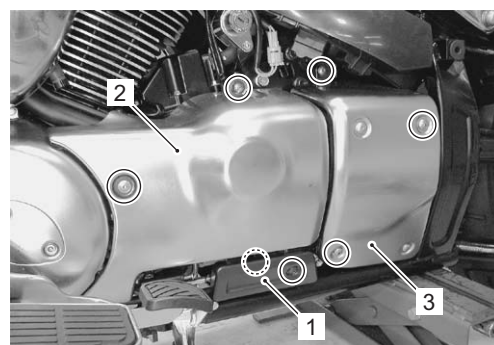
"A": Hooked point

Installation

Install the frame head covers in the reverse order of removal.

Secondary Gear Case Cover / Frame Lower Cover Removal

- 1) Remove the left frame lower cover. Refer to "Exterior Parts Removal and Installation (Page 9D-3)".
- 2) Remove the cover (1) and secondary gear case cover (2).
- 3) Remove the frame lower cover (3).



I822H1940014-02

Installation

Install the covers in the reverse order of removal.

Specifications

Tightening Torque Specifications

B822H19407001

Fastening part	Tightening torque			Note
	N·m	kgf-m	lb-ft	
Rear frame mounting bolt	85	8.5	61.5	☞ (Page 9D-4)

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H19408001

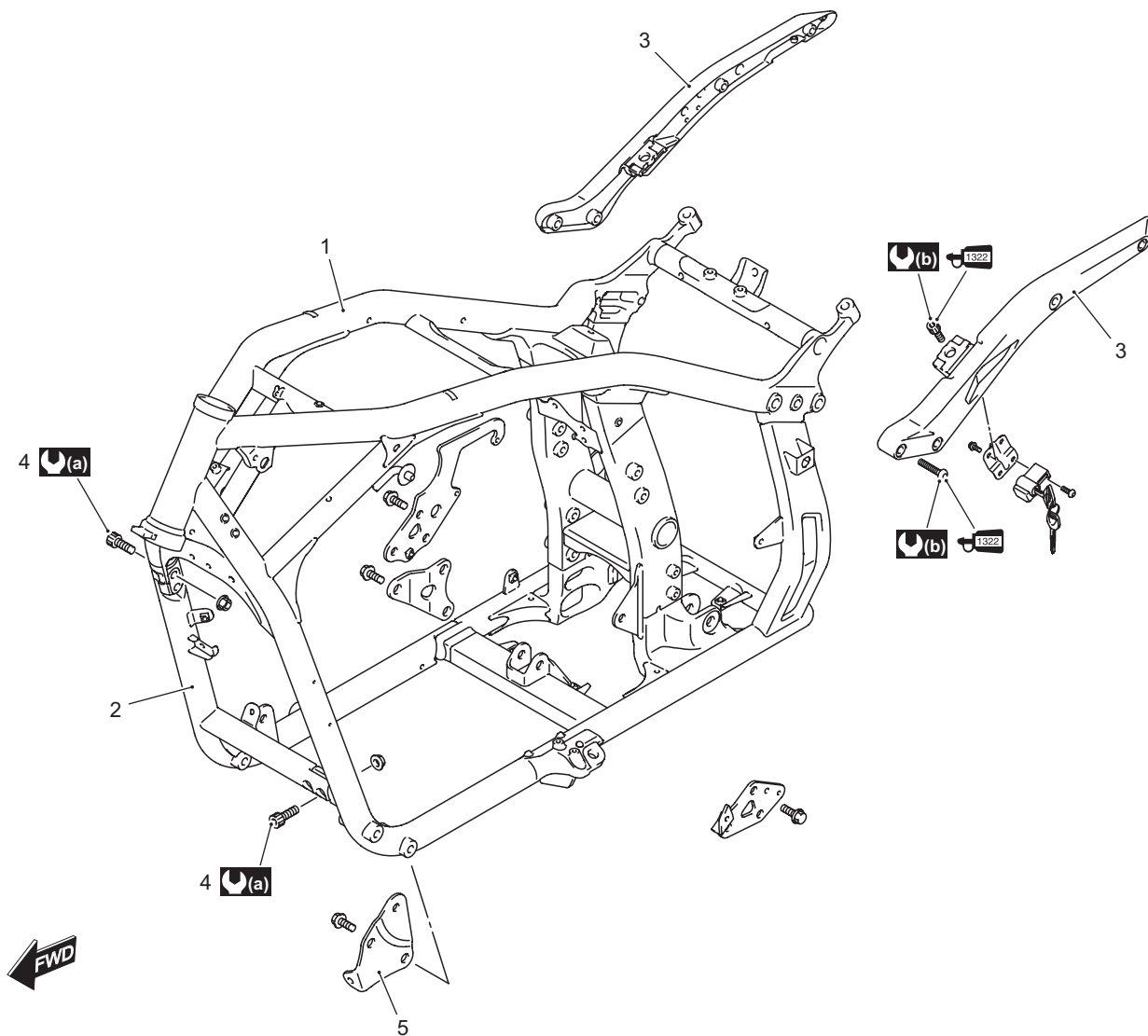
Material	SUZUKI recommended product or Specification		Note
Thread lock cement	THREAD LOCK CEMENT SUPER 1322 or equivalent	P/No.: 99000-32110	☞ (Page 9D-4)

Body Structure

Repair Instructions

Body Frame Construction

B822H19506001

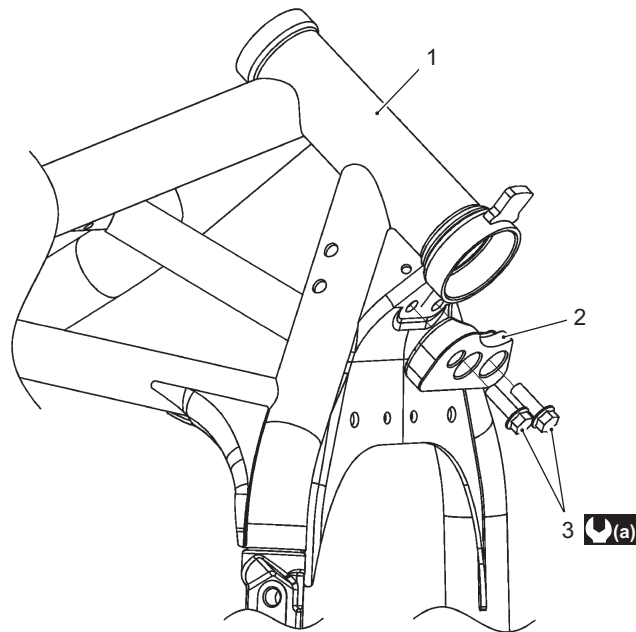


1. Frame	5. Engine bracket
2. Frame down tube	(a) : 50 N-m (5.0 kgf-m, 36.0 lb-ft)
3. Rear frame	(b) : 85 N-m (8.5 kgf-m, 61.5 lb-ft)
4. Frame down tube bolt	1322 : Apply thread lock to the thread part.

I822H1950004-01

Steering Lock Bracket Construction

B822H19506007

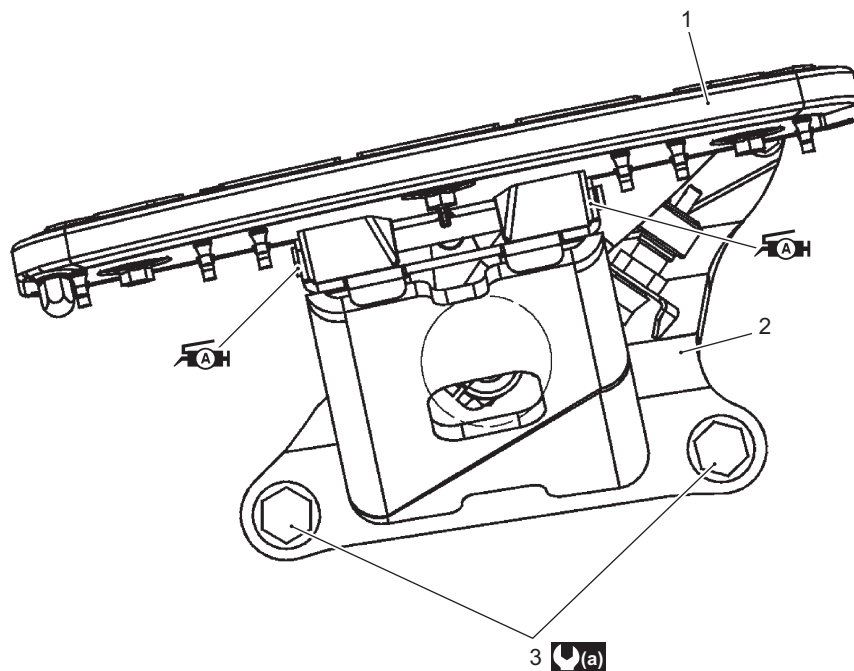


I822H1950003-01

1. Frame	2. Steering lock bracket	3. Steering lock bracket bolt	: 26 N·m (2.6 kgf·m, 19.0 lb·ft)
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Front Footrest Bracket Construction

B822H19506004

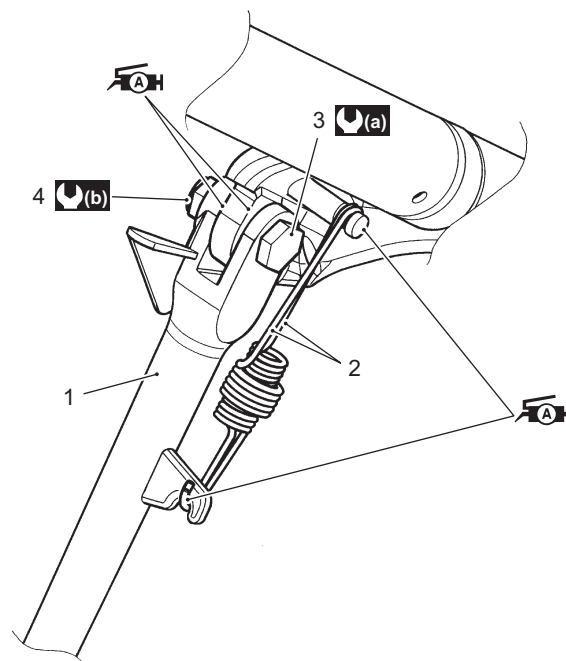


I822H1950001-02

1. Footrest	3. Bolt	: Apply grease to sliding surface.
2. Footrest bracket	: 85 N·m (8.5 kgf·m, 61.5 lb·ft)	

Side-stand Construction

B822H19506005



I822H1950002-02

1. Side-stand	3. Side-stand bolt	: 50 N·m (5.0 kgf·m, 36.0 lb-ft)	: Apply grease to sliding surface.
2. Spring	4. Side-stand nut	: 40 N·m (4.0 kgf·m, 29.0 lb-ft)	

Side-stand Removal and Installation

B822H19506006

Removal

- 1) Support the motorcycle with the jack or wooden block.
- 2) Remove the side-stand as shown in the side-stand construction. Refer to "Side-stand Construction (Page 9E-3)".

Installation

Install the side-stand as shown in the side-stand construction. Refer to "Side-stand Construction (Page 9E-3)".

Specifications

Tightening Torque Specifications

B822H19507001

NOTE

The specified tightening torque is also described in the following.

“Body Frame Construction (Page 9E-1)”

“Steering Lock Bracket Construction (Page 9E-2)”

“Front Footrest Bracket Construction (Page 9E-2)”

“Side-stand Construction (Page 9E-3)”

Reference:

For the tightening torque of fastener not specified in this section, refer to “Tightening Torque List in Section 0C (Page 0C-8)”.

Special Tools and Equipment

Recommended Service Material

B822H19508001

NOTE

Required service material is also described in the following.

“Body Frame Construction (Page 9E-1)”

“Front Footrest Bracket Construction (Page 9E-2)”

“Side-stand Construction (Page 9E-3)”

Prepared by
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