

# PERIODIC MAINTENANCE AND TUNE-UP PROCEDURES

2

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## PERIODIC MAINTENANCE SCHEDULE

The chart below lists the recommended intervals for all the required periodic service work necessary to keep the motorcycle operating at peak performance and economy. Mileages are expressed in terms of kilometers.

### NOTE:

Vehicles operated under severe conditions may require more frequent servicing.

## PERIODIC MAINTENANCE CHART

This interval should be judged by odometer reading or months, whichever comes first.	km	1 000	6 000	12 000	18 000	24 000
	months	2	12	24	36	48
Battery		—	I	I	I	I
Engine bolts and nuts		T	T	T	T	T
Cylinder head, cylinder and muffler		—	C	C	C	C
Air cleaner		Clean every 3 000 km				
Spark plugs		I	R	R	R	R
Carburetors		I	I	I	I	I
Fuel lines		I	I	I	I	I
		Replace every 4 years				
Oil pump		I	I	I	I	I
Clutch		I	I	I	I	I
Transmission oil		R	—	R	—	R
Radiator hoses		I	—	I	—	I
		Replace every 4 years				
Coolant		Change every 2 years				
Drive chain		I	I	I	I	I
		Clean and lubricate every 1 000 km				
Brakes		I	I	I	I	I
Brake hoses		I	I	I	I	I
		Replace every 4 years				
Brake fluid		Change every 2 years				
Tires		I	I	I	I	I
Steering		I	I	I	I	I
Front fork		—	—	I	—	I
Rear suspension		—	—	I	—	I
Chassis bolts and nuts		T	T	T	T	T

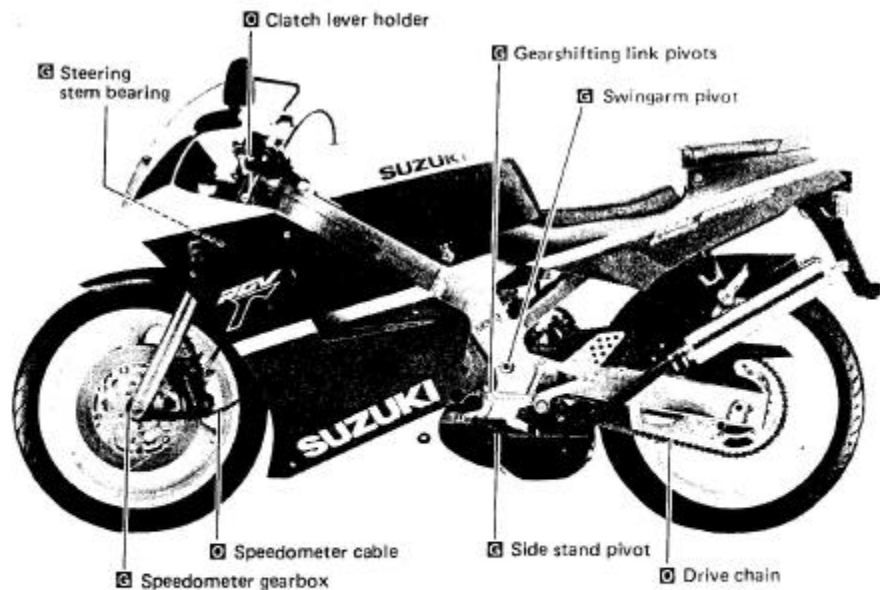
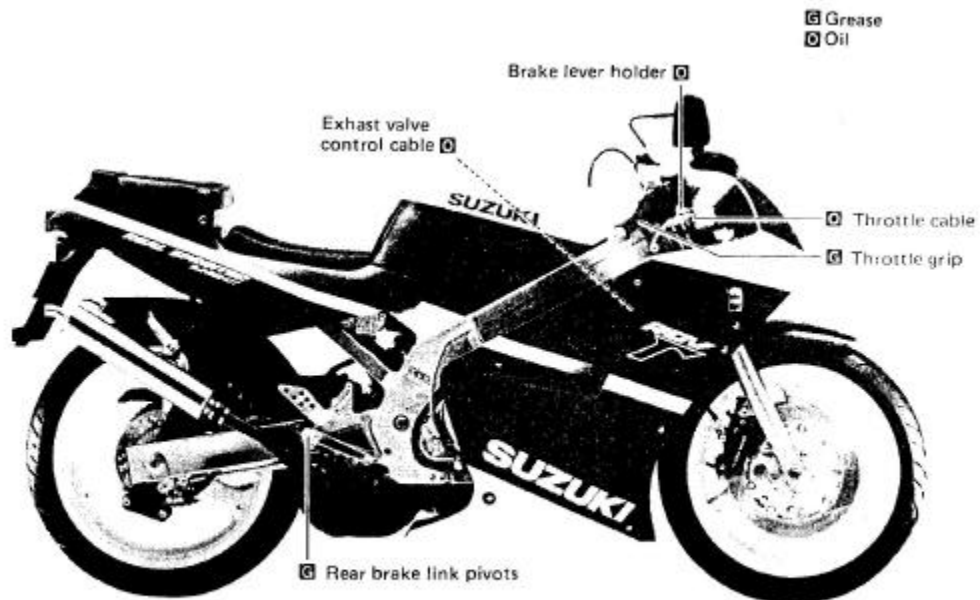
T : Tighten, I : Inspect and clean, adjust, replace or lubricate as necessary, R : Replace, C : Clean

## LUBRICATION POINTS

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

### 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 motor oil or grease.



## MAINTENANCE AND TUNE-UP PROCEDURES

This section describes the service procedures for each section of Periodic Maintenance.

### BATTERY

Inspect Every 6 000 km (12 months)

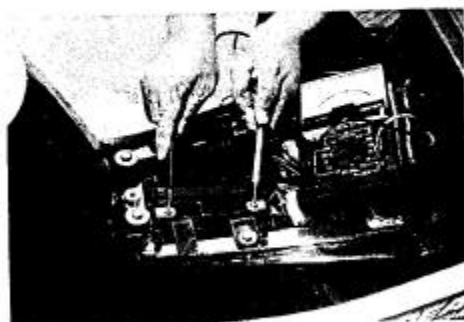
- Remove the fuel tank. (Refer to page 3-2.)
- Check the battery voltage with the SUZUKI pocket tester. If the voltage reading is below 12.0V, this battery needs recharging.

Battery voltage: Above 12.0V

- Remove the battery  $\ominus$  and  $\oplus$  lead wires and remove the battery from the frame.

#### CAUTION:

Read the "ELECTRICAL SECTION", for servicing the battery.



### ENGINE BOLTS AND NUTS

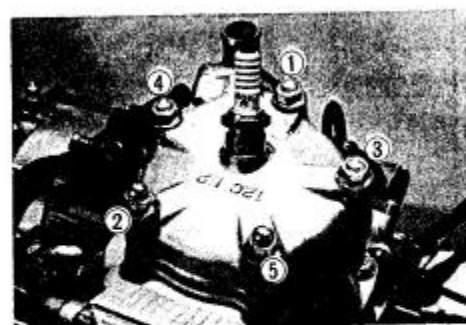
Tighten at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)

#### CYLINDER HEAD NUTS

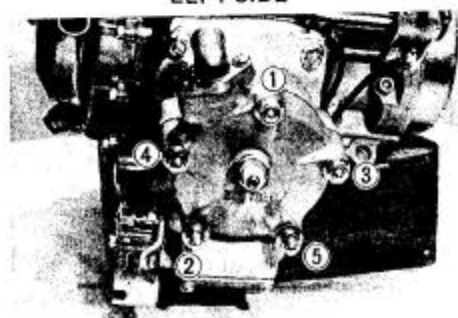
- Remove the lower fairings. (Refer to page 7-1.)
- First loosen nuts by 1/4 turn and tighten the cylinder nuts to the specified torque in ascending numerical order as shown in the illustration.

#### Nut

Tightening torque: 23 – 27 N·m (2.3 – 2.7 kg·m)



LEFT SIDE

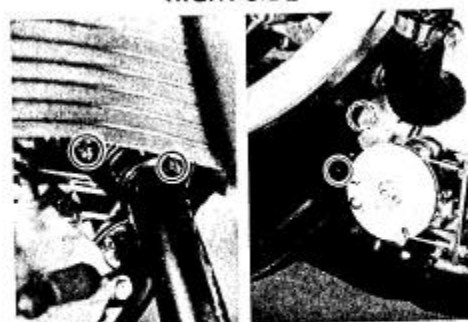


RIGHT SIDE

#### EXHAUST PIPE NUTS

- Tighten the exhaust pipe nuts to the specified torque.

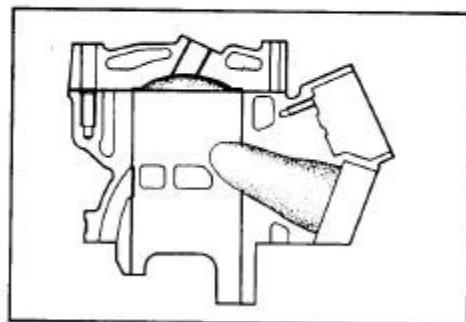
Tightening torque: 18 – 28 N·m (1.8 – 2.8 kg·m)



## CYLINDER HEAD, CYLINDER AND MUFFLER

Clean Every 6 000 km (12 months)

- Carbon deposits in the combustion chamber of the cylinder head and at the piston crown will raise the compression ratio and may cause preignition or overheating.
- Carbon deposited at the exhaust port of the cylinder will prevent the flow of exhaust gas, reducing the output. Remove carbon deposits periodically.



## AIR CLEANER

Clean Every 3 000 km

- Remove the seat. (Refer to page 3-2.)
- Unfasten the hook at the front part of both right and left frame covers.
- Remove the fuel tank. (Refer to page 3-2.)
- Remove the air cleaner cover, then remove the air cleaner element frame and air cleaner element from the air cleaner cover.
- Fill a washing pan of a proper size with nonflammable cleaning solvent. Immerse the air cleaner element in the cleaning solvent and wash it clean.
- Squeeze the cleaning solvent out of the washed element by pressing it between the palms of both hands; do not twist or wring the element or it will develop tears.
- Immerse the air cleaner element in motor oil, and squeeze the oil out of the element leaving it slightly wet with oil.
- Fit the air cleaner element and its frame to the air cleaner cover properly.



### CAUTION:

- \* Before and during the cleaning operation, inspect the element for tears. A torn element must be replaced.
- \* Be sure to position the element snugly and correctly, so that no incoming air will bypass it. Remember, rapid wear of piston rings and cylinder bore is often caused by a defective or poorly fitted element.

### CAUTION:

If driving under dusty conditions, clean the air cleaner element more frequently. The surest way to accelerate engine wear is to use the engine without the element or to use a ruptured element. Make sure that the air cleaner is in good condition at all times. Life of the engine depends largely on this component!

## SPARK PLUGS

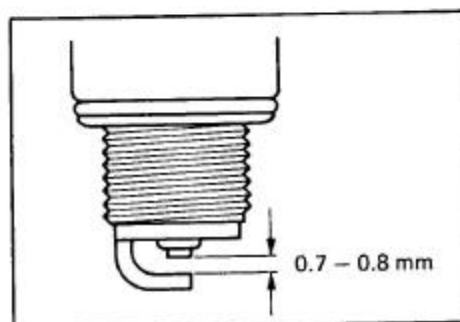
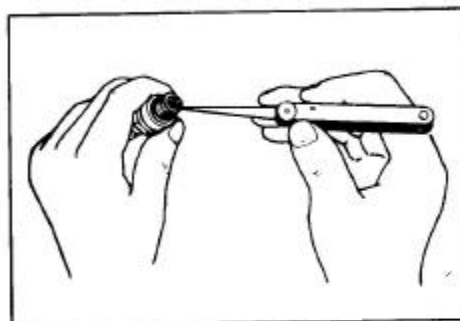
Inspect at Initially 1 000 km (2 months) and  
Replace Every 6 000 km (12 months)

- Remove the fuel tank. (Refer to page 3-2.)

The plug gap is adjusted to 0.7 – 0.8 mm (0.028 – 0.031 in). The gap is correctly adjusted using a thickness gauge. When carbon is deposited on the spark plug, remove the carbon with a spark plug cleaning machine or by carefully using a tool with a pointed end. If electrodes are extremely worn or burnt, replace the plug. Also replace the plug if it has a broken insulator, damaged thread, etc.

NGK BR9ES listed in the table should be used as the standard plug. However, the heat range of the plug should be selected to meet the requirements of speed, actual load, fuel, etc. If the plugs need to be replaced, it is recommended that the standard plugs listed in the table be selected. Remove the plugs and inspect the insulators. Proper heat range would be indicated if both insulators were light brown in color. If they are blackened by carbon, they should be replaced by a hot type BR8ES if baked white, by NGK BR10ES.

Plugs with high heat range number are used for high speed running. These plugs are designed to be sufficiently cooled to prevent overheating and are called cold type plugs.



## Recommended spark plug

NGK	REMARKS
BR8ES	If the standard plug is apt to get wet, replace with this plug. Hot type.
BR9ES	Standard
BR10ES	If the standard plug is apt to overheat, replace with this plug. Cold type.

## NOTE:

"R" type spark plug is installed for some specifications. "R" type spark plug has a resistor located at the center electrode to prevent radio noise.

## CAUTION:

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

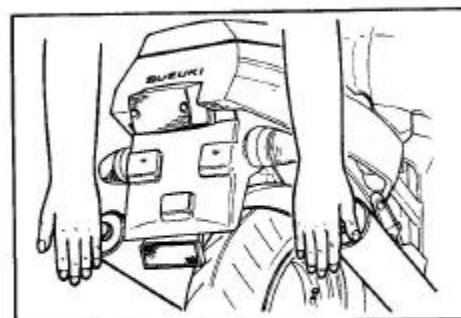
## CARBURETORS

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)

## IDLE RPM ADJUSTMENT

## NOTE:

Make this adjustment when the engine is hot.

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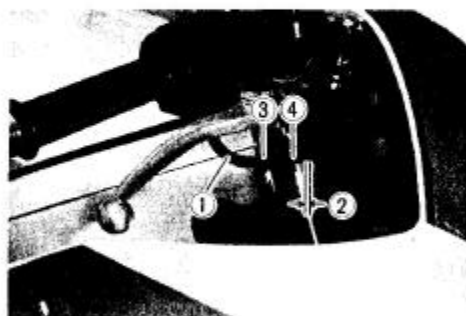


**THROTTLE CABLE**

The throttle cable ① should be adjusted to have a play ② of 0.5 mm (0.04 in).

If the adjustment is necessary, adjust the play in the following way.

- Remove the lower fairings. (Refer to page 7-1.)
- Remove the air cleaner. (Refer to page 3-2.)
- Loosen the lock nut ③ and turn the adjuster ④ in or out to obtain the correct play ② 0.5 mm (0.04 in).
- After adjusting the cable play, tighten the lock nut ③ and re-check cable play.
- Adjust the other carburetors in the same manner as above.

**CAUTION:**

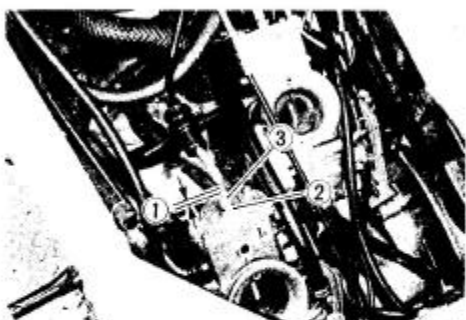
This adjustment could affect the oil pump control cable play, so readjust the oil pump control cable play if necessary.

**THROTTLE CABLE PLAY**

The throttle cable should be adjusted to have a play ① of 0.5 – 1.0 mm (0.02 – 0.04 in).

If the adjustment is necessary, adjust the play in the following way:

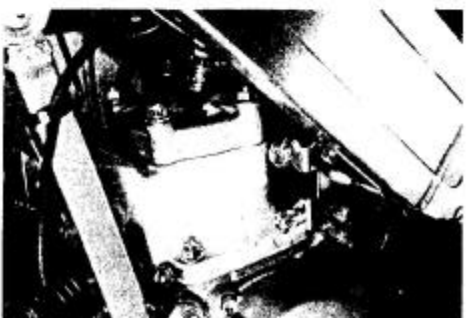
- Loosen the lock nut ② and turn the adjuster ③ in or out to obtain the correct play ① 0.5 – 1.0 mm (0.02 – 0.04 in).
- After adjusting the play, tighten the lock nut ②.

**WARNING:**

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

- Connect a tachometer.
- Start up the engine and set its speed at anywhere between 1 150 and 1 450 r/min by turning the right and left throttle stop screws.

Engine idle speed: 1 300 ± 150 r/min

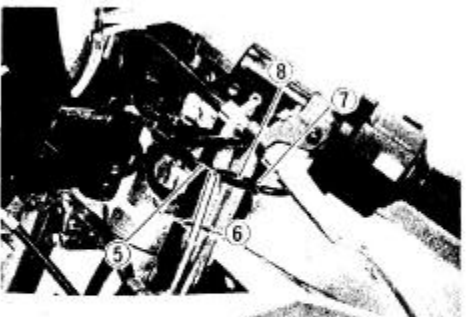
**CHOKE CABLE**

The choke cable ⑤ should be adjusted to have a play ⑥ of 0.5 – 1.0 mm (0.02 – 0.04 in). If the adjustment is necessary, adjust the play in the following way.

- Loosen the lock nut ⑦ and turn the adjuster ⑧ in or out to obtain the correct play ⑥ 0.5 – 1.0 mm (0.02 – 0.04 in).
- After adjusting the play, tighten the lock nut ⑦ and re-check cable play.

**WARNING:**

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



## FUEL LINES

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)  
Replace Every 4 years

## OIL PUMP

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)

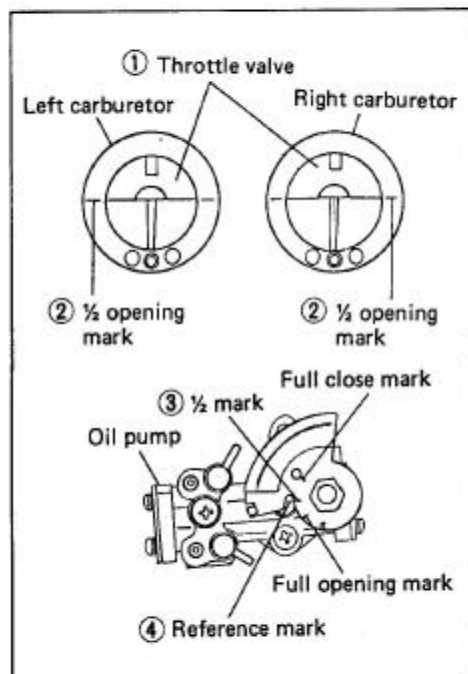
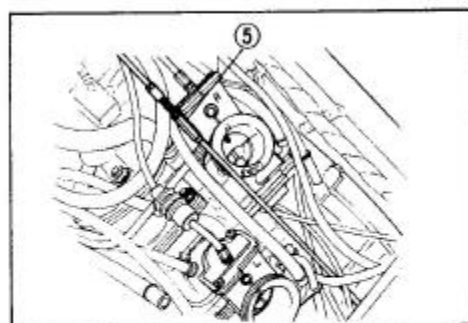
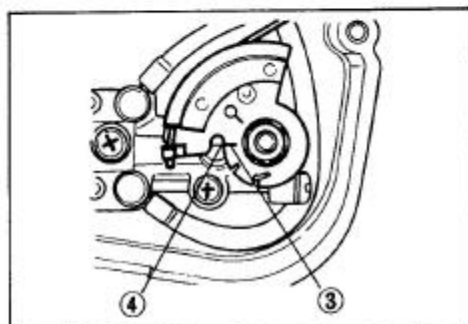
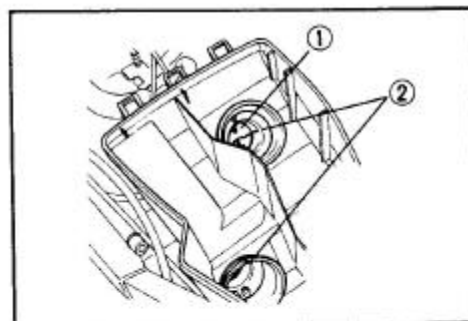
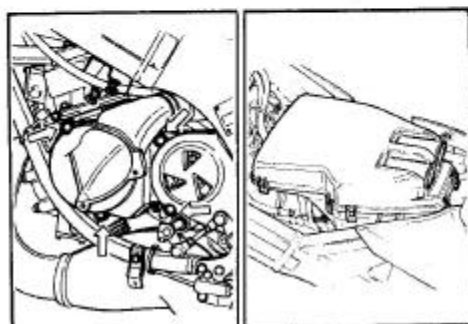
The engine oil is fed by the oil pump to the engine. The amount of oil fed to it is regulated by engine speed and the oil pump control lever which is controlled by the amount of throttle opening.

Check the oil pump in the following manner to confirm correct operation for all throttle valve opening positions.

- Remove the magneto cover.
- Remove the oil pump inspection cap.
- Remove the air cleaner cap.
- Turn the throttle grip gradually and raise the throttle valve ① until the valve's lower end aligns with the line ② on the carburetor bore. Hold the throttle in this position.
- Adjust the oil pump cable adjuster ⑤ so that the line ③ on the oil pump lever aligns with the notch line ④ on the body.

## CAUTION:

Oil pump cable adjustment must be done after throttle cable adjustment.





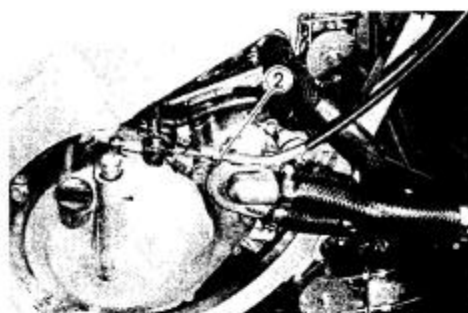
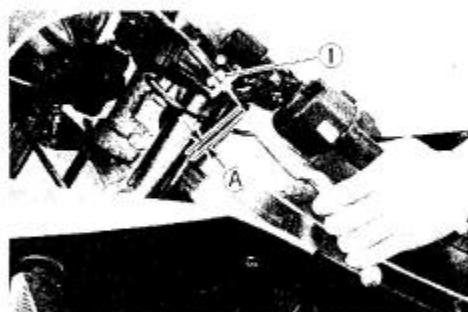
## CLUTCH

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)

- Remove the lower fairing. (Refer to page 7-1.)
- Loosen the lock nut and turn the adjust nut ① fully in on the clutch lever side.
- Loosen the cable lock nut, tighten the adjusting nut to provide play in the outer cable. Adjust the play of the cable with adjusting nut ② until play A of the clutch lever is 2 – 3 mm. Next, secure the lock nut.

Cable play: 2 – 3 mm (0.078 – 0.118 in)

- If the specified play can not be obtained with adjusting nut ②, carry out the adjustment using the adjusting nut ① on the clutch lever side.



## TRANSMISSION OIL

Check Initial 1 000 km (2 months) and  
Every 6 000 km (12 months)

After a long period of use, the transmission oil will deteriorate and quicken the wear of sliding and interlocking surfaces. Replace the transmission oil periodically following the procedure below.

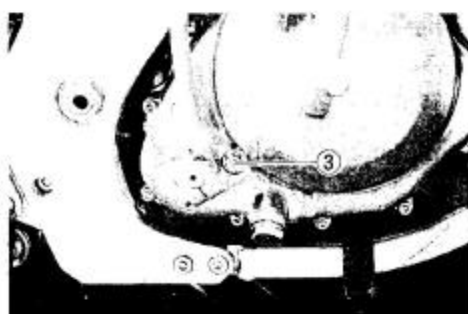
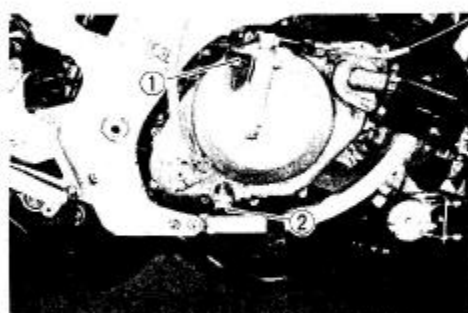
- Start the engine to warm up the oil, this will facilitate draining of oil. Shut off the engine.
- Unscrew the oil filler cap ① and drain plug ②, and drain the oil completely.
- Tighten the drain plug.

Tightening torque: 20 – 25 N·m  
(2.0 – 2.5 kg-m)

- Supply a good quality SAE 10W/40 MOTOR OIL.

Capacity: 700 ml (23.7/24.6 US/Imp qt)

- Check the oil level with the oil level screw ③ after running engine for 3 minutes.



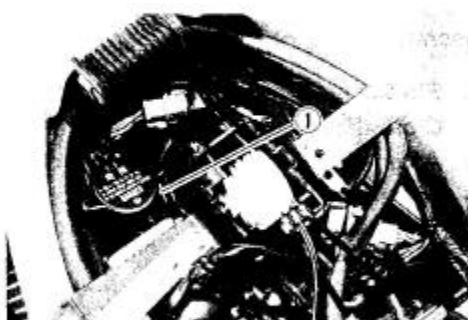
## COOLING SYSTEM

Inspect at Initially 1 000 km (2 months) and  
Every 12 000 km (24 months)

Change coolant Every 2 years  
Replace hoses Every 4 years

### CHANGE THE COOLANT

- Remove the lower fairings. (Refer to page 7-1.)
- Remove the radiator cap ①.



## 2.9 PERIODIC MAINTENANCE AND TUNE-UP PROCEDURES

- Remove the seat. (Refer to page 3-2.)
- Remove the fuel tank. (Refer to page 3-2.)
- Remove the lower fairing. (Refer to page 7-2.)
- Remove the radiator hose ①.
- Remove the drain plug from both right and left cylinders.

### CAUTION:

The cylinder drain plug must be removed when replacing the coolant.

Drain plug: 8 – 12 N·m

(0.8 – 1.2 kg·m, 5.8 – 8.7 lb·ft)

### WARNING:

Do not open the radiator cap when the engine is hot, as you may be injured by escaping hot liquid or vapor.

### WARNING:

Coolant may be harmful if swallowed or if it comes in contact with skin or eyes. If coolant gets into the eyes or in contact with the skin, it should be flushed thoroughly with plenty of water. If swallowed, induce vomiting and call physician immediately!

- Flush the radiator with fresh water.
- Tighten the radiator hose clamp ② securely.
- Pour the specified coolant up to the radiator inlet hole.
- Loosen the air bleeder bolt ③, ④ for water pump and for radiator to expel air. Tighten the bleeder bolts when air has been bled and coolant comes out.
- Attempt to tip the motorcycle to the right side to let the trapped air go out.

Radiator expel bolt tightening torque: 2 – 3 N·m

(0.2 – 0.3 kg·m)

Water pump expel bolt tightening torque: 8 – 12 N·m

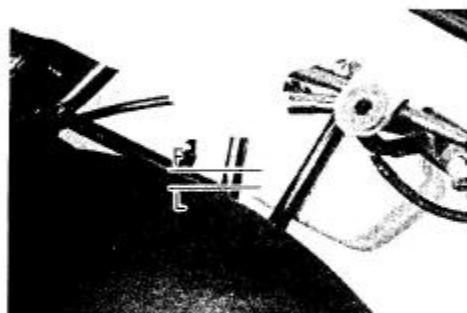
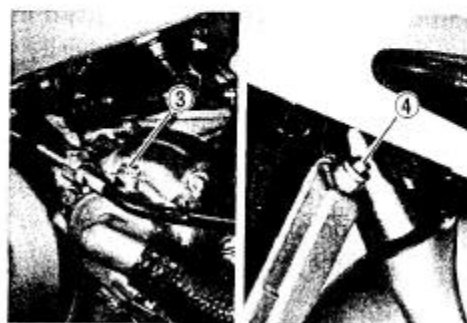
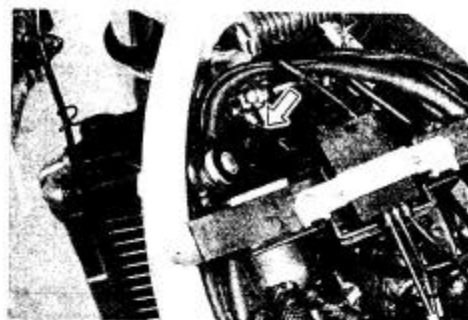
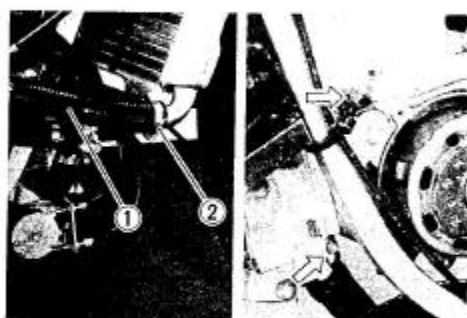
(0.8 – 1.2 kg·m)

### NOTE:

For coolant information, refer to "COOLING SYSTEM" section page 5-2.

- Fill the reservoir tank to the "F" level with coolant.
- Close the radiator cap securely.
- After warming up then cooling down the engine, check the coolant level of the reservoir tank and add the coolant to the "F" level if the level is below "L".

1 350 ml including reservoir tank
250 ml reservoir tank



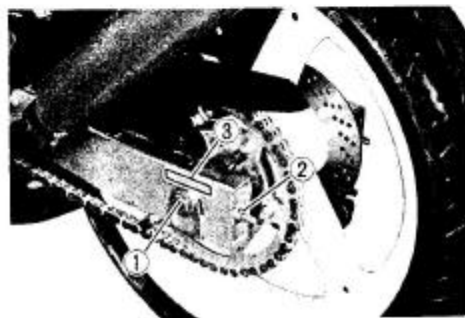
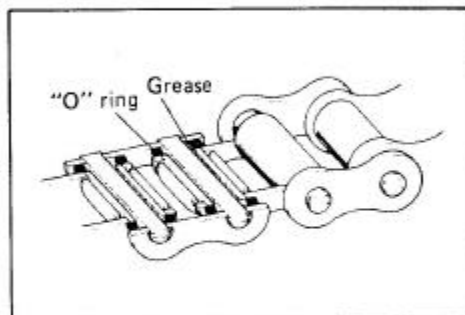
## DRIVE CHAIN

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)  
Clean and Lubricate Every 1 000 km

Visually check the drive chain for the below-listed possible malconditions. (Support the motorcycle by jack and wooden block, and turn the rear wheel slowly by hand with the transmission shifted to Neutral.)

- \* Loose pins
- \* Damaged rollers
- \* Dry or rusted links
- \* Kinked or binding links
- \* Excessive wear
- \* Improper chain adjustment
- \* Missing O-ring seals

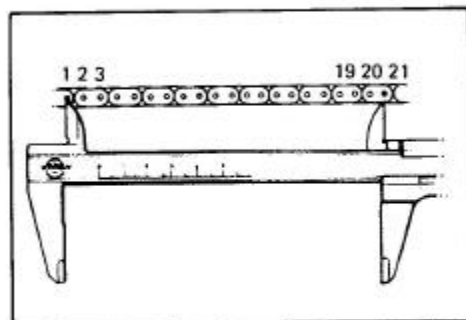
If any defects are found, the drive chain must be replaced.



### CHECKING

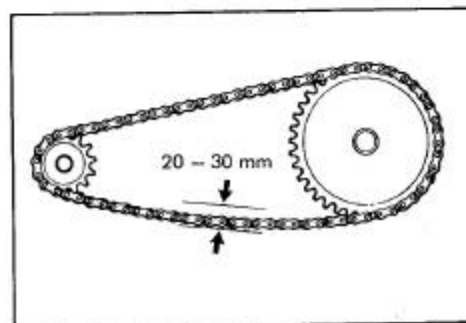
- Remove the cotter pin.
- Loosen axle nut ①.
- Tense the drive chain fully by tightening the chain adjuster lock nuts ②.
- Count out 21 pins (20-pitch) on the chain and measure the distance between the two. If the distance exceeds following limit, the chain must be replaced.

**Service Limit: 318.1 mm**



### ADJUSTING

- Loosen the chain adjuster lock nuts ② until the chain has 20 – 30 mm of sag at the middle between engine and rear sprockets. The mark ③ on both chain adjusters must be at the same position on the scale to ensure that the front and rear wheels are correctly aligned. Place the motorcycle on the side stand for accurate adjustment.
- After adjusting the drive chain, tighten the axle nut ① securely.
- Tighten the chain adjuster lock nuts securely.



**Rear axle nut tightening torque: 85 – 115 N·m  
(8.5 – 11.5 kg·m)**

## 2-11 PERIODIC MAINTENANCE AND TUNE-UP PROCEDURES

### CLEANING AND LUBRICATING

- Wash the chain with kerosene. If the chain tends to rust faster, the intervals must be shortened.

#### CAUTION:

Do not use trichlene, gasoline or any similar fluids: These fluids have too great a dissolving power for this chain and, what is more important, can spoil the "O" rings (or seals) confining the grease in the bush to pin clearance. Remember, high durability comes from the presence of grease in that clearance.

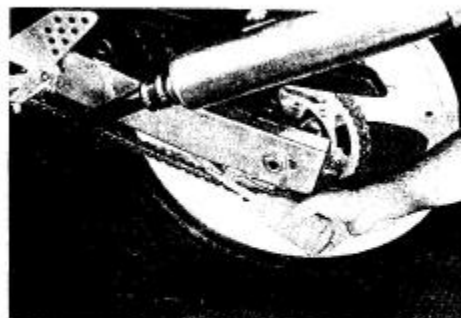
- After washing and drying the chain, oil it with a heavy-weight motor oil.

#### CAUTION:

Do not use any oil sold commercially as "drive chain oil". Such oil too can spoil the "O" rings (or seals).

#### CAUTION:

The standard drive chain is DAIDO D.I.D 520V<sub>2</sub> or TAKASAGO RK520M06. SUZUKI recommends that the above-mentioned standard drive chain be used for the replacement.



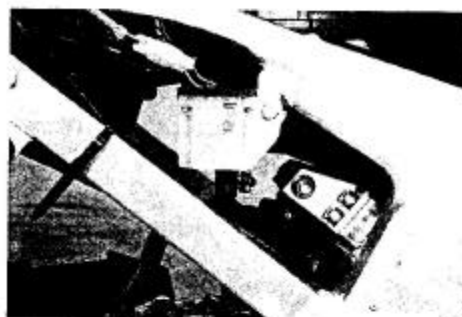
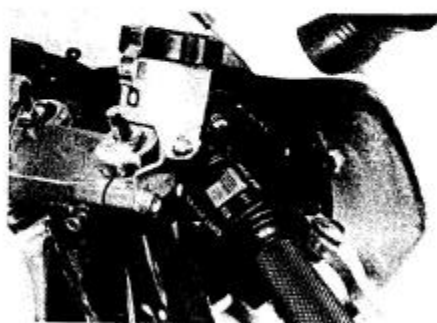
### BRAKES

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)  
Replace hoses Every 4 years  
Replace fluid Every 2 years

#### BRAKE FLUID LEVEL

- Keep the motorcycle upright and place the handlebars straight.
- Remove the right frame cover.
- Check the brake fluid level by observing the upper (only for rear brake) and lower (both front and rear brake) limit lines on the brake fluid reservoirs.
- When the level is below the lower limit line, replenish with brake fluid that meets the following specification.

Specification and Classification: SAE J1703, DOT3 or DOT4



**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. Do not use any brake fluid taken from old, used or unsealed containers. Never re-use the brake fluid left over from the last servicing and stored for long periods.

**WARNING:**

Brake fluid, if it leaks, will interfere with safe running and immediately discolor painted surfaces.

Check the brake hoses for cracks and hose joints for leakage before riding.

**BRAKE PADS**

Wearing condition of brake pads can be checked by observing the limit line ① marked on the pad. When the wear exceeds the limit line, replace the pads with new ones. (Refer to pages 0-0 and 0-0.)

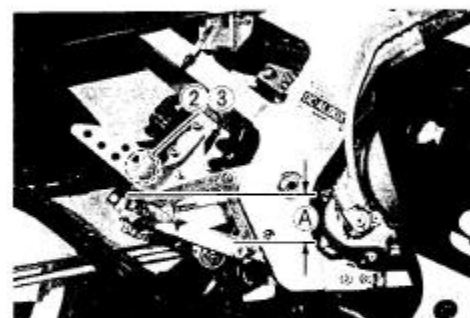
**BRAKE PEDAL HEIGHT**

- Remove the right frame cover.
- Loosen the lock nut ②, and rotate push rod ③ to locate brake pedal 50 – 60 mm (2.0 – 2.4 in) ④ below the top face of the footrest.
- Retighten the lock nut ② to secure the push rod ③ in the proper position.

Brake pedal height: 50 – 60 mm (2.0 – 2.4 in)

**BRAKE LIGHT SWITCHES**

Adjust both brake light switches, front and rear, so that brake light will come on just before a pressure is felt when the brake lever is squeezed, or the brake pedal is depressed.





## 2-13 PERIODIC MAINTENANCE AND TUNE-UP PROCEDURES

### BLEEDING AIR FROM THE BRAKE FLUID CIRCUIT

Air trapped in the 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:

- Fill up the master cylinder reservoir to the upper end of the inspection window (for front brake) and upper line (for rear brake). Replace the reservoir cap to prevent entry of dirt.
- Attach a pipe to the caliper bleeder valve, and insert the free end of the pipe into a receptacle.

#### NOTE:

*When bleeding the air, always start with the inboard valve, and then the outboard valve.*

- Squeeze and release the brake lever several times in rapid succession, and squeeze the lever fully without releasing it. Loosen the 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. Then, close the valve, pump and squeeze the lever, and open the valve. Repeat this process until the fluid flowing into the receptacle no longer contains air bubbles.

#### NOTE:

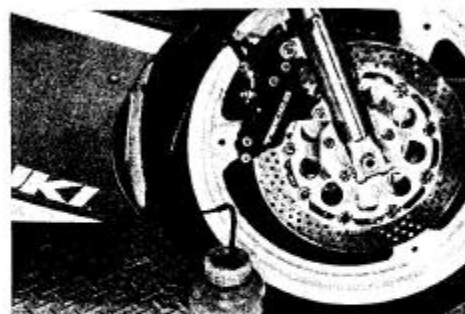
*Replenish the brake fluid reservoir as necessary while bleeding the brake system. Make sure that there is always some fluid visible in the reservoir.*

- Close the bleeder valve, and disconnect the pipe. Fill the reservoir to the upper end of the inspection window (for front brake) and upper line (for rear brake).
- Rear brake: Differences between front and rear are that the master cylinder is actuated by a pedal.

Bleeder valve tightening torque: 6 – 9 N·m (0.6 – 0.9 kg·m)

#### CAUTION:

Handle the brake fluid with care: the fluid reacts chemically with paint, plastics, rubber materials, etc.



## TIRES

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (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 the tire when the remaining depth of tire tread reaches the following specifications.

#### Tire tread depth limit

**FRONT:** 1.6 mm (0.063 in)

**REAR:** 2.0 mm (0.079 in)

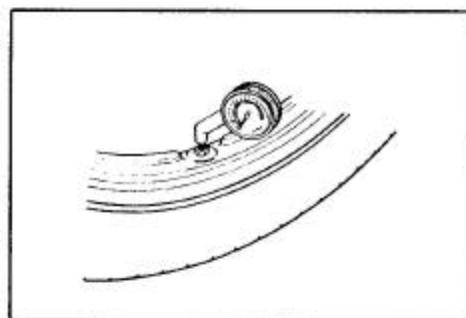
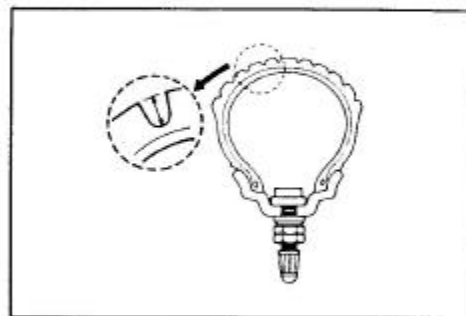
### TIRE PRESSURE

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.

	Solo riding		Dual riding	
	kg/cm <sup>2</sup>	kPa	kg/cm <sup>2</sup>	kPa
FRONT	2.00	200	2.00	200
REAR	2.25	225	2.50	250

### CAUTION:

The standard tire fitted on this motorcycle is 110/70R17 53H for front and 140/60R18 64H for rear. The use of a tire other than the standard may cause instability. It is highly recommended to use a SUZUKI Genuine Tire.

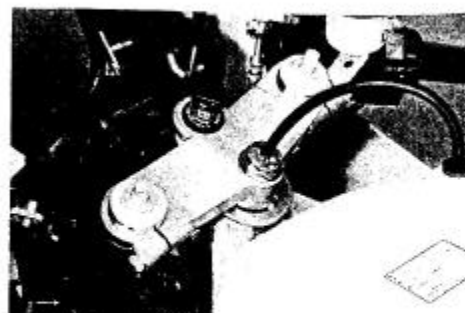


### STEERING

Inspect at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)

Bearings are applied on the steering system for better handling. Steering should be adjusted properly for smooth turning of handlebars and safe running. Too stiff steering prevents smooth turning of handlebars and too loose steering will cause poor stability.

Check that there is no play in the front fork assembly by grasping the lower fork tubes near the axle and pulling forward when the machine is supported with the front wheel off the ground and positioned straight ahead. If play is found, perform steering bearing adjustment. (Refer to page 7-21.)



### FRONT FORK

Inspect Every 12 000 km (24 months)  
Inspect air pressure Every 6 months

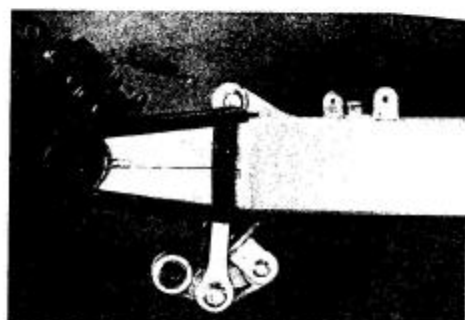
- Inspect the front forks for oil leakage, scoring and scratches on the outer surface of the inner tubes.  
Replace any defective parts, if necessary. (Refer to page 7-13.)



### REAR SUSPENSION

Inspect Every 12 000 km (24 months)

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



## CHASSIS BOLTS AND NUTS

Tighten at Initially 1 000 km (2 months) and  
Every 6 000 km (12 months)

The nuts and bolts listed below are important safety parts. They must be retightened when necessary to the specified torque with a torque wrench. (Refer to page 2-17 for the locations of the following nuts and bolts on the motorcycle.)

Item	N·m	kg-m
① Steering stem head nut	60 – 100	6.0 – 10.0
② Handlebars set bolt	6 – 10	0.6 – 1.0
③ Front fork upper clamp bolt	15 – 25	1.5 – 2.5
④ Front fork lower clamp bolt	15 – 25	1.5 – 2.5
⑤ Front fork cap bolt	15 – 30	1.5 – 3.0
⑥ Front axle shaft	50 – 80	5.0 – 8.0
⑦ Front axle clamp bolt	15 – 20	1.5 – 2.0
⑧ Handlebars mounting bolt	15 – 25	1.5 – 2.5
⑨ Front brake master cylinder mounting bolt	5 – 8	0.5 – 0.8
⑩ Front caliper mounting bolt	25 – 40	2.5 – 4.0
⑪ Front caliper housing bolt	18 – 23	1.8 – 2.3
⑫ Brake hose union bolt	15 – 20	1.5 – 2.0
⑬ Air bleeder valve (Front and rear)	6 – 9	0.6 – 0.9
⑭ Front and rear disc bolt	15 – 25	1.5 – 2.5
⑮ Swingarm pivot nut	85 – 110	8.5 – 11.0
⑯ Rear brake rod lock nut	15 – 25	1.5 – 2.5
⑰ Rear shock absorber mounting nut (Upper and lower)	40 – 60	4.0 – 6.0
⑱ Rear cushion lever nut	70 – 100	7.0 – 10.0
⑲ Rear cushion rod nut (Upper and lower)	70 – 100	7.0 – 10.0
⑳ Rear caliper housing bolt	18 – 23	1.8 – 2.3
㉑ Rear torque link nut (Front and rear)	22 – 34	2.2 – 3.4
㉒ Rear master cylinder mounting bolt	8 – 12	0.8 – 1.2
㉓ Rear axle nut	85 – 115	8.5 – 11.5
㉔ Rear sprocket nut	20 – 30	2.0 – 3.0
㉕ Front footrest bolt	15 – 25	1.5 – 2.5
㉖ Rear brake master cylinder hose union bolt	15 – 20	1.5 – 2.0
㉗ Rear brake caliper hose union bolt	20 – 25	2.0 – 2.5

