

SUZUKI

OWNER'S MANUAL

GSX-R400R

IMPORTANT

BREAK-IN INFORMATION FOR YOUR MOTORCYCLE

The first 1600 km (1000 miles) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.

Motorcycle reliability and performance depend on special care and restraint exercised during the break-in period. It is especially important that you avoid operating the engine in a manner which could expose the engine parts to excessive heat.

Please refer to the BREAK-IN section for specific break-in recommendations.

WARNING/CAUTION/NOTE

Please read this manual and follow its instructions carefully. To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully reviewed.

WARNING

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

CAUTION

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

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

FOREWORD

THANK YOU for choosing Suzuki. We at Suzuki have designed, tested and produced this motorcycle using the most modern technology available to provide you with many happy, enjoyable, safe riding. Motorcycling is one of the most exhilarating sports and to ensure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long troublefree operating life for your motorcycle. Your Suzuki dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

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

Please note that this manual applies to all specifications for all respective destinations and explains all equipments. Therefore, your model may have different standard features from those shown in this manual.

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

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

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

- (1) Anytime that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid, non-movable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.

- (2) Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.

- (3) Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork should be as light as possible and kept to a minimum.

- (4) The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.

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

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

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

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal.

The frame of this motorcycle is made of an aluminum alloy. Therefore, never make any modifications such as drilling or welding to the frame as it weakens the strength of the frame significantly. Failure to heed this warning could result in an unsafe vehicle operating condition and subsequent accident. Suzuki will not be responsible in any way for personal injury or damage to the motorcycle caused by frame modifications.

SAFE RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider and passenger. These precautions are:

WEAR A HELMET

Motorcycle safety equipment starts with a quality safety helmet. One of the most serious injuries that can happen is a head injury. ALWAYS wear a properly approved helmet. You should also wear suitable eye protection.

RIDING APPAREL

Loose, fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

INSPECTION BEFORE RIDING

Review thoroughly the instructions in the "INSPECTION BEFORE RIDING" section of this manual. Do not forget to perform an entire safety inspection to ensure the safety of the rider and its passenger.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Remember practice makes perfect.

KNOW YOUR LIMITS

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

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

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

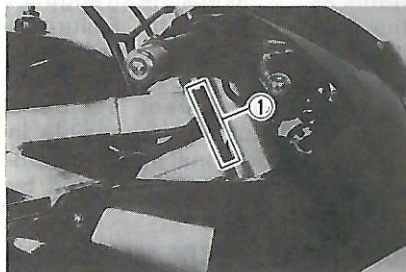
SERIAL NUMBER LOCATION

The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information. The frame number ① is stamped on the steering head tube. The engine serial number ② is stamped on the right side of the crankcase assembly.

Please write down the numbers in the box provided below for your future reference.

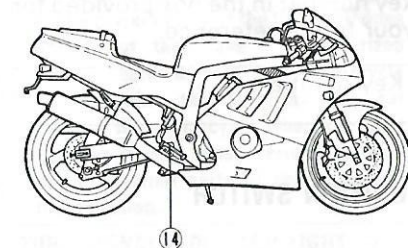
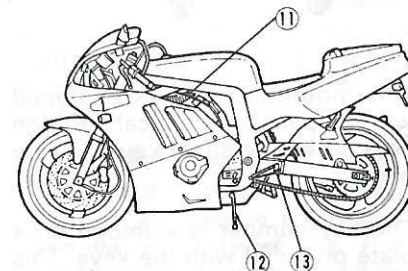
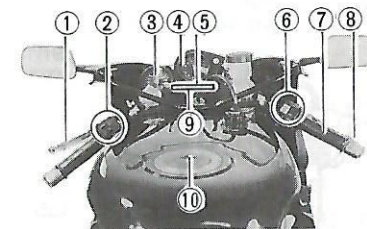
Frame number:

Engine number:



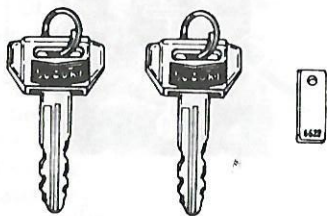
LOCATION OF PARTS

- ① Clutch lever
- ② Left handlebar switches
- ③ Speedometer
- ④ Tachometer
- ⑤ Indicator lights
- ⑥ Right handlebar switches
- ⑦ Throttle grip
- ⑧ Front brake lever
- ⑨ Ignition switch
- ⑩ Fuel tank cap
- ⑪ Fuelcock
- ⑫ Side stand
- ⑬ Gearshift lever
- ⑭ Rear brake pedal



CONTROLS

KEY

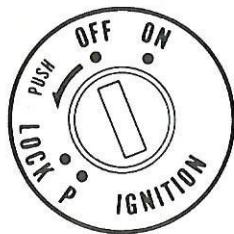


This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place.

The key number is stamped on a plate provided with the keys. This number is used when making replacement keys. Please write your key number in the box provided for your future reference.

Key number:

IGNITION SWITCH



The ignition switch has four positions:

"ON" POSITION

The ignition circuit is completed and the engine can now be started. The key cannot be removed from the ignition switch in this position.

"OFF" POSITION

All electrical circuits are cut off.

"LOCK" POSITION

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

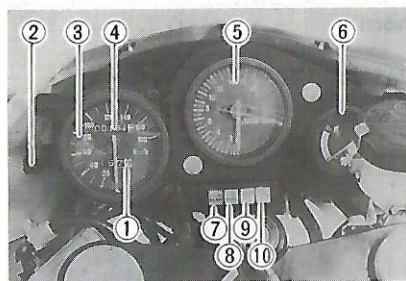
"P" (PARKING) POSITION

When parking the motorcycle, lock the steering and turn the key to the "P" position. The key can now be removed and the taillight will remain lit. This position is for temporary roadside parking to increase visibility.

▲WARNING

- Before turning the ignition switch to the "P" (PARKING) or "LOCK" position, stop the motorcycle and place the motorcycle on the side stand.
- Never attempt to move the motorcycle when the steering is locked, or you may lose balance.

INSTRUMENT PANEL



TRIP METER ①

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

SPEEDOMETER ③

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

ODOMETER ④

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

TACHOMETER ⑤

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

COOLANT TEMPERATURE CHECK LIGHT ⑥

With the ignition switch in the "ON" position but the engine not started the coolant temperature check light should be lit. As soon as the engine is started, the light should go out. If this light comes on, it means that the coolant temperature is too high.

HIGH BEAM INDICATOR LIGHT ⑦

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

NEUTRAL INDICATOR LIGHT ⑧

The green light will come on when the transmission is in neutral. The light will go out when you shift into any gear other than neutral.

OIL PRESSURE INDICATOR LIGHT ⑨

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

▲CAUTION

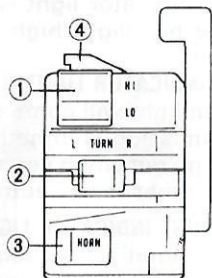
Whenever the oil pressure indicator lights up, indicating no oil pressure, stop the engine immediately. First check the oil level and determine if the proper amount of oil is in the engine. If the oil level is low, refill the engine to the correct level. If the light still does not go out, then have your authorized Suzuki dealer inspect your motorcycle to determine the difficulty. Do not operate the motorcycle when the light is lit as it may cause serious damage to the internal parts of the engine or transmission.

TURN SIGNAL INDICATOR LIGHT ⑩

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

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

LEFT HANDLEBAR



DIMMER SWITCH ①

When the switch is in "HI" position, the high beam will be lit. At the same time that the high beam is lit, the high beam indicator will also light in the instrument panel. When the switch is in "LO" position, the low beam will be lit.

TURN SIGNAL LIGHT SWITCH ②

Sliding the switch to the "L" position will flash the left turn signals. Sliding the switch to the "R" position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch on.

▲WARNING

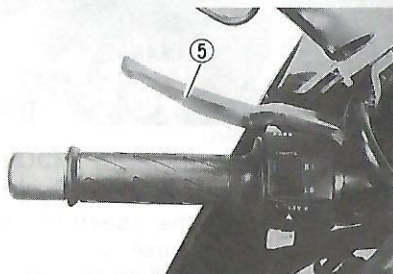
Always use the turn signals when you intend to change lanes or make a turn. Be sure to turn off the turn signals after completing the turn or lane change.

HORN SWITCH ③

Press the switch to operate the horn.

PASSING LIGHT SWITCH ④

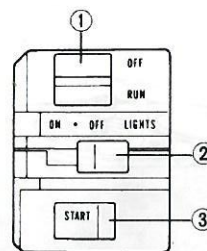
Press the switch to light the headlight.



CLUTCH LEVER ⑤

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

RIGHT HANDLEBAR



ENGINE STOP SWITCH ①

The engine stop switch is located on the top of the right handlebar grip switch housing. This is a rocker style switch which pivots in the center. In the "RUN" position the ignition circuit is on and the engine will operate. The switch is intended primarily as an emergency switch. When the switch is in the "OFF" position neither the starter motor nor the ignition circuit will be energized.

LIGHTING SWITCH ②

Sliding the switch to the "●" position will light the parking light and taillight. Sliding the switch to the "ON" position will light the headlight and taillight. Returning the switch to the "OFF" position will turn out the lights.

ELECTRIC STARTER BUTTON ③

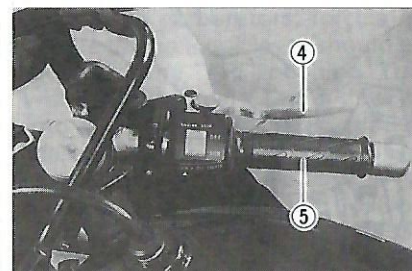
This button is used to turn the starter motor. With the ignition switch in the "ON" position, the transmission in neutral, and the engine stop switch in the "RUN" position, push the electric starter button to engage the starter motor and start the engine.

NOTE: This motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- (1) The transmission is in neutral.
- (2) The transmission is in gear, the side stand is fully up and the clutch is disengaged.

▲CAUTION

Do not engage the starter motor for more than five seconds at a time. The starter motor and wiring harness may overheat. If the engine does not start after several attempts, check the fuel supply and ignition system. (Refer to the TROUBLESHOOTING section.)



FRONT BRAKE LEVER ④

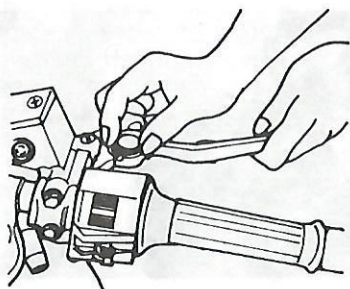
The front brake is applied by squeezing the brake lever gently toward the throttle grip. This motorcycle is equipped with disc brake system and excessive pressure is not required to slow the machine down properly. The brake light will be lit when the lever is squeezed inward.

THROTTLE GRIP ⑤

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

Front Brake Lever Adjustment

The distance between the throttle grip and the front brake lever is adjustable in four positions. To change the position, push the brake lever forward and turn the adjuster to the desired position. When changing the brake lever position, always be sure the adjuster stops in the proper position; a projection of the brake lever holder should fit into the depression of the adjuster. This motorcycle is delivered from the factory with its adjuster set on position 2.

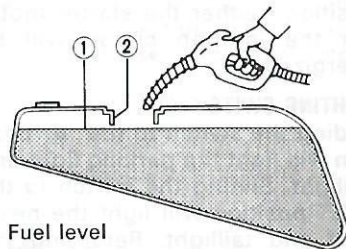
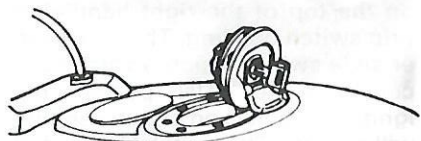
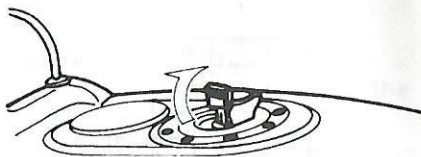


⚠ WARNING

Never attempt to change the front brake lever position while riding, or you may lose control.

FUEL TANK CAP

To open the fuel tank cap, open the lock lid, insert the ignition key into the lock and turn it clockwise. With the key still held in position, lift up with the key and open the fuel tank cap. To replace the fuel tank cap, push the cap down firmly with the key in the cap lock.



- ① Fuel level
- ② Filler tube

⚠ WARNING

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

FUELCOCK

This motorcycle is equipped with an automatic type, diaphragm style fuelcock. There are three positions: "ON," "RES" and "PRI."

"ON" POSITION



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

"RES" POSITION



If the fuel level in the tank is too low, turn the lever to the "RES" position to use the reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.

RESERVE FUEL SUPPLY:

4.0 L (1.1/0.9 US/Imp gal)

"PRI" POSITION



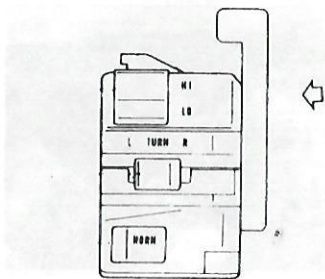
If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetors. In this instance the fuelcock lever should be moved to the "PRI" position. This will allow the fuel to flow directly into the carburetors even though the engine is not operating.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

⚠ CAUTION

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

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

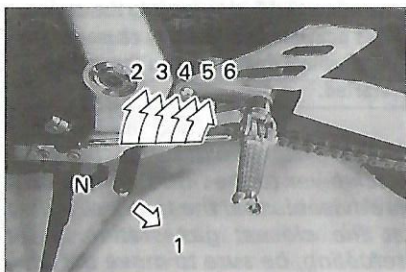
CARBURETOR CHOKE LEVER



The carburetors of this motorcycle have a choke system to provide easy starting when the engine is cold. The choke system works by moving the choke lever towards you. The choke system works best when the throttle is in the closed position. When the engine is warm, the choke system does not need for starting.

NOTE: Refer to the **STARTING THE ENGINE** section of this manual for the engine starting procedure.

GEARSHIFT LEVER

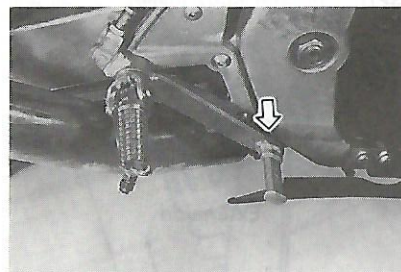


This motorcycle is equipped with a 6 speed constant mesh transmission which operates as shown in the figure. The shift lever is

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

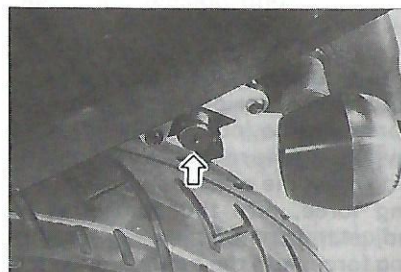
NOTE: When the transmission is in neutral the green indicator light on the instrument panel will be lit. However, even though the light is illuminated, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

REAR BRAKE PEDAL



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

HELMET HOLDER

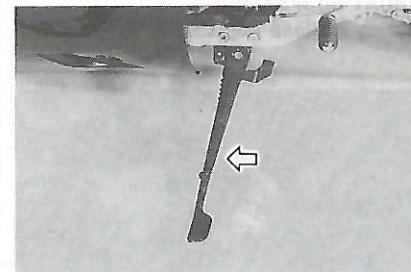


Insert the key and twist it clockwise to open the latch. Hook your helmet fastener ring to the latch and twist the key back to lock the holder.

⚠ WARNING

Do not operate the motorcycle with a helmet fastened to the helmet holder. The helmet may interfere with the safe operation of the motorcycle.

SIDE STAND



This motorcycle is equipped with a side stand to support the motorcycle when parking. An interlock switch is provided to cut off the ignition circuit when the side stand is down and the transmission is in any gear other than neutral.

The side stand/ignition interlock switch works as follows:

- (1) If the side stand is down and the transmission is in gear, the engine can not be started.
- (2) If the engine is running and the transmission is shifted into gear with the side stand down, the engine will stop running.
- (3) If the engine is running and the side stand is put down with the transmission in gear, the engine will stop running.

⚠ WARNING

Be sure to check the side stand/ignition interlock switch for proper operation before riding, according to the instructions in the **SIDE STAND/IGNITION INTERLOCK SWITCH** section. If the switch is not working and the side stand is left down, it may interfere with rider control during a left turn.

SUSPENSION ADJUSTMENT

FRONT SUSPENSION

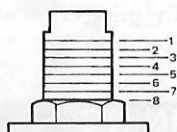
Spring Pre-load Adjustment



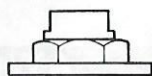
To change the spring preload, turn the adjuster clockwise or counter-clockwise. Turning the adjuster clockwise will increase the spring preload. Turning the adjuster counter-clockwise will decrease the spring preload. There are eight grooved lines on the side of the adjuster for reference. Position 8 provides the minimum spring preload and position 1 provides the maximum preload. Standard spring preload setting

GSX-R400R: position 5

GSX-R400R (SP): position 3

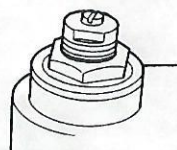


Position 8

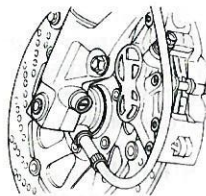


Position 1

Damping Force Adjustment (GSX R400R (SP))



Extension



Compression

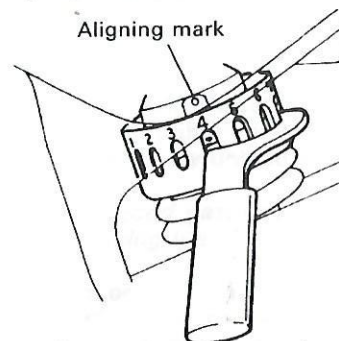
The extension side damping force and compression side damping force can be individually adjusted by turning the respective adjusters. To adjust the extension side damping force, turn the adjusters. To adjust the compression side damping force, turn the adjusters. Turning the adjusters clockwise will increase the damping force and turning the adjusters counter-clockwise will decrease it. As you turn the adjusters, you will notice the clicks. This motorcycle is delivered from the factory with the extension side adjuster set 9 clicks turn out and the compression side adjuster set on 8 clicks turn out form the fully turned-in position.

⚠ WARNING

Be sure to adjust the spring preload and damping force on both front forks equally. Setting one front fork harder than the other will interfere with the stability of the motorcycle.

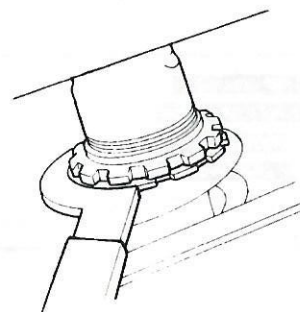
REAR SUSPENSION

Spring Adjustment (GSX-R400R)



The adjustment can be performed in 7 positions. To change the spring preload setting, place the motorcycle on the side stand. Twist the spring tension ring to the desired position with the adjuster provided in the tool kit. Position 1 provides the softest spring tension and position 7 provides the stiffest. This motorcycle is delivered from the factory with its adjuster set in position 4.

Spring Adjustment (GSX-R400R(SP))



Damping Force Adjustment

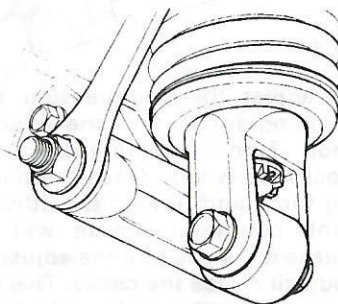
The adjustment can be performed by changing the adjuster ring posi-

tion. However, it is recommended that this adjustment be done by your authorized Suzuki dealer.

Damping Force Adjustment

The extension side damping force and compression side damping force can be individually adjusted by turning the respective adjusters.

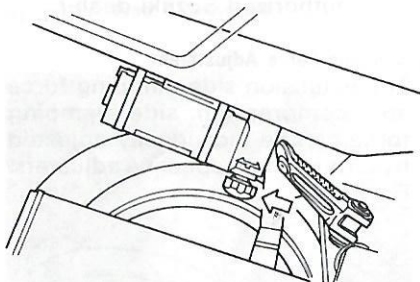
Extension



To adjust the extension side damping force, turn the adjuster. As you turn the adjuster, you will notice a click as you reach each number position. Position 1 provides the softest damping force and position 4 provides the stiffest. The standard setting of damping force is position 2.

NOTE: Do not operate rear damper (Extension) unit in any positions other than the click or detented positions. If positions 2-1/2, 3-1/2, etc. are used, the damping force will automatically have the same damping force as number 4 (stiffest) position.

Compression (GSX-R400R (SP))



To adjust the compression side damping force, turn the adjuster knob. Turning the adjuster knob clockwise will increase the damping force and turning the adjuster knob counterclockwise will decrease it. As you turn the adjusters, you will notice the clicks. This motorcycle is delivered from the factory with the compression side adjuster set on 14 clicks turn out from the fully turned-in position.



FUEL, OIL AND COOLANT RECOMMENDATION

FUEL

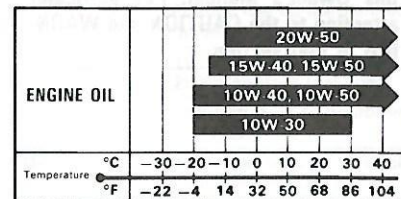
Use gasoline with an octane number of 91 or higher in Research Method, preferably unleaded.

NOTE: Unleaded gasoline will extend spark plug life.

If pinking or knocking is experienced, substitute higher octane grade gasoline or another brand, because there are differences between brand.

ENGINE OIL

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



COOLANT

Use an anti-freeze compatible with aluminum radiator mixed with distilled water only at the ratio of 50:50.

Water for mixing

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

Anti-freeze

The coolant performs as rust inhibitor and water pump lubricant as well as anti-freeze. Therefore the coolant should be used at all times even though the atmospheric temperature in your area does not go down to freezing point.

Required amount of water/coolant

Cooling solution capacity (total): 2100ml (2.2/1.8 US/Imp qt)

30%	Water	1470ml (1.6/1.3 US/Imp qt)
	Coolant	630ml (0.7/0.6 US/Imp qt)
40%	Water	1260ml (1.3/1.1 US/Imp qt)
	Coolant	840ml (0.9/0.7 US/Imp qt)
50%	Water	1050ml (1.1/0.9 US/Imp qt)
	Coolant	1050ml (1.1/0.9 US/Imp qt)

⚠ CAUTION

Mixing of anti-freeze should be limited to 60%. Mixing beyond it would reduce its efficiency. If the anti-freeze mixing ratio is below 30% rust inhibiting performance is greatly reduced. Be sure to mix it above 30% even though the atmospheric temperature does not go down to freezing point.

BREAK-IN

The opening explains how important proper break-in is to achieving maximum life and performance from your new Suzuki. The following guidelines explain proper break-in procedures.

MAXIMUM ENGINE SPEED RECOMMENDATION

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

Initial	800 km (500 miles)	Below 7000 r/min
Up to	1600 km (1000 miles)	Below 11000 r/min
Over	1600 km (1000 miles)	Below 15000 r/min

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be "loaded" with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts. It is essential that some stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine.

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1600 km (1000 miles).

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

Allow sufficient idling time after warm or cold engine start up before applying load or revving the engine. This allows time for the lubricating oil to reach all critical engine components.

OBSERVE YOUR FIRST, AND MOST CRITICAL, SERVICE

The 1000 km (600 miles) service is the most important service your motorcycle will receive. During break-in all of the engine components will have worn in and all of the other parts will have seated in. All adjustments will be restored, all fasteners will be tightened, and the dirty oil and oil filter will be replaced. Timely performance of the 1000 km (600 miles) service will ensure optimum service life and performance from the engine.

⚠ CAUTION

The 1000 km (600 miles) service should be performed as outlined in the INSPECTION AND MAINTENANCE section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

INSPECTION BEFORE RIDING

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

WHAT TO CHECK	CHECK FOR:
Steering	1) Smoothness 2) No restriction of movement 3) No play or looseness
Throttle	1) Correct play in the throttle cable 2) Smooth operation and positive return of the throttle grip to the closed position
Clutch	1) Correct play in the cable 2) Smooth and progressive action
Brakes	1) Fluid level in the reservoir to be above "LOWER" line 2) Correct pedal and lever play 3) No "sponginess" 4) No fluid leakage
Suspensions	Smooth movement
Fuel	Enough fuel for the planned distance of operation
Cooling system	1) Proper coolant level 2) No coolant leakage
Battery	Solution level to be above "LOWER" line
Drive chain	1) Proper tension or slack 2) Adequate lubrication
Tires	1) Correct pressure 2) Adequate tread depth 3) No cracks or cuts
Engine oil	Correct level

WHAT TO CHECK	CHECK FOR:
Lights	Operation of all lights and indicators
Horn	Correct function
Engine stop switch	Correct function
Side stand/ Ignition interlock switch	Proper operation

▲WARNING

- If this is the first time that you have ridden a machine of this type, we suggest that you practice on a non-public road to become thoroughly familiar with the controls and operation of the motorcycle.
- One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and both feet securely on the footrests. Under no circumstances should both hands be removed from the handlebars.
- Do not downshift in the midst of cornering. Slow down to a safe speed before negotiating a corner.
- When the road surface is wet or slushy, there is a reduction in tire traction. You should reduce speed whenever these conditions exist as braking and cornering ability are reduced.
- At side winds which may be experienced at the exits of tunnels, when passing by the cut of a hill, or when being overtaken by larger vehicles, you should reduce speed and ride alertly.
- Obey the speed limit and traffic regulations at all times.

STARTING THE ENGINE

▲WARNING

Never start the engine or let it run indoors or where there is little or no ventilation. Exhaust gas contains carbon monoxide, a potentially lethal gas that is colorless and odorless.

▲CAUTION

Do not let the engine run too long without riding, or it will overheat and may damage internal engine components.

Before attempting to start the engine, make sure:

- (1) The transmission is in neutral.
- (2) The fuelcock lever is in the "ON" position.
- (3) The engine stop switch is in the "RUN" position.

NOTE: This motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- (1) The transmission is in neutral.
- (2) The transmission is in gear, the side stand is fully up.

When the engine is cold:

- (1) Turn the choke lever fully towards you.
- (2) Close the throttle completely. Push the electric starter switch and the engine will start.

- (3) Return the choke lever halfway immediately after engine starts. Warm up the engine until the engine runs smoothly without choke.

When the engine is warm:

Open the throttle 1/8 to 1/4 turn and push the electric starter switch. Operation of the carburetor choke system is usually not necessary when the engine is warm.

STARTING OFF

After moving the side stand to the fully up position, pull the clutch lever in and pause momentarily. Engage first gear by depressing the gear shift lever downward. Twist the throttle grip toward you and at the same time release the clutch lever gently and smoothly. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, accelerate gently, then close the throttle and pull the clutch lever in simultaneously. Lift the gear shift lever upward to select the next gear and release the clutch lever and open the throttle again. Select the gears in this manner until top gear is reached.

NOTE: This motorcycle is equipped with a side stand/ignition interlock switch. If you shift the transmission into gear when the side stand is down, the engine will stop running.

USING THE TRANSMISSION

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

▲CAUTION

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

RIDING ON HILLS

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

STOPPING AND PARKING

- Twist the throttle grip away from yourself to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.
- Downshift through the gears as road speed decreases.
- Select neutral with the clutch lever squeezed toward the grip (disengaged position) just before the motorcycle stops. Neutral position can be confirmed by observing the neutral indicator light.

⚠ WARNING

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

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

- Park the motorcycle on a firm, flat surface.

⚠ WARNING

The muffler and exhaust pipe become very hot during and after operation. Avoid burns by being careful not to touch these parts. Park the motorcycle where others are not likely to touch them.

- If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Return to neutral before starting engine.
- Turn the ignition key to the "OFF" position.
- Lock the steering for security.

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

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

⚠ WARNING

Proper break-in maintenance (600 miles or 1000 km) is a **MANDATORY** item for making certain that your motorcycle is reliable and gives full performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

⚠ CAUTION

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

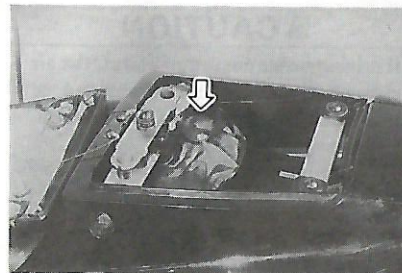
MAINTENANCE CHART

Interval: This interval should be judged by odometer reading or months, whichever comes first.

Item	Interval	km	1000	6000	12000	18000	24000
		miles	600	4000	7500	11000	15000
		months	2	12	24	36	48
Battery			—	I	I	I	I
Cylinder head nuts & exhaust pipe bolts			T	T	T	T	T
Air cleaner elements			Clean every 6000 km (4000 miles) and replace every 12000 km (7500 miles)				
*Valve clearance			I	I	I	I	I
Spark plugs <i>Runch</i>			—	I	R	I	R
Fuel line			I	I	I	I	I
			*Replace every four years				
Engine oil and oil filter			R	R	R	R	R
Engine idle speed			I	I	I	I	I
Coolant			Replace every two years				
Radiator hose			I	—	I	—	I
			*Replace every four years				
Clutch			I	I	I	I	I
*Brakes			I	I	I	I	I
Brake hose			I	I	I	I	I
			*Replace every four years				
Brake fluid			I	I	I	I	I
			*Replace every two years				
Drive chain			I	I	I	I	I
			Clean and lubricate every 1000 km (600 miles)				
Tires			I	I	I	I	I
*Steering			I	I	I	I	I
*Front forks			I	—	I	—	I
*Rear suspension			I	—	I	—	I
*Chassis bolts and nuts			T	T	T	T	T

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

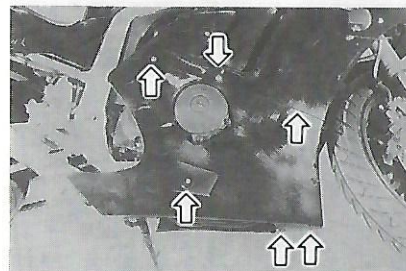
TOOLS



To assist you in the performance of periodic maintenance, a tool kit is supplied and is located under the rear seat.

FAIRING REMOVAL

The fairing parts can be removed when servicing your motorcycle. Remove the fairing parts in the following procedures:



- (1) Place the motorcycle on the side stand.
- (2) Remove the screws (right and left side).
- (3) Remove the fairing part.

⚠ WARNING

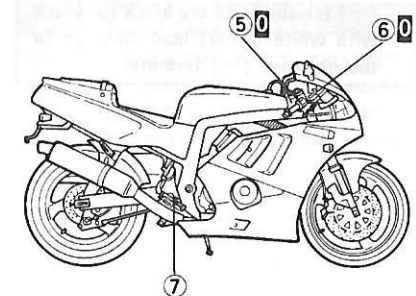
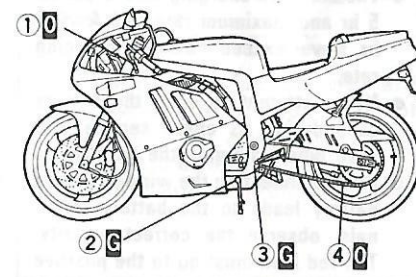
Fairing parts must be reinstalled securely. After reinstallation, check that they are positioned without looseness.

LUBRICATION POINTS

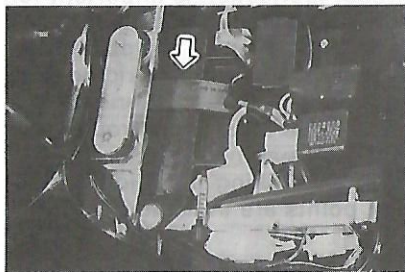
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to lubricate the motorcycle after a long rough ride and after getting it wet in the rain or after washing it. Major lubrication points are indicated below.

- ①... Clutch lever holder and clutch cable
- ②... Side stand pivot and spring hook
- ③... Gearshift lever pivot and link pivot
- ④... Drive chain
- ⑤... Brake lever holder
- ⑥... Throttle cable
- ⑦... Brake pedal pivot and brake rod link

- ⑧... Motor oil
⑨... Grease



BATTERY



⚠ CAUTION

- Never charge a battery while still in the machine as damage may result to the battery or regulator rectifier.
- When disconnecting the battery terminals, be sure to remove the negative terminal first, then remove the positive terminal.
- The standard charging rate is 1.2×5 hr and maximum rate is $5 \text{ A} \times 1$ hr. Never exceed maximum charging rate.
- Never attempt to open the battery caps during its entire service life, even when charging the battery.
- When connecting the wiring harness battery leads to the battery terminals, observe the correct polarity. The red lead must go to the positive (+) terminal and the black (or black with white tracer) lead must go to the negative (-) terminal.

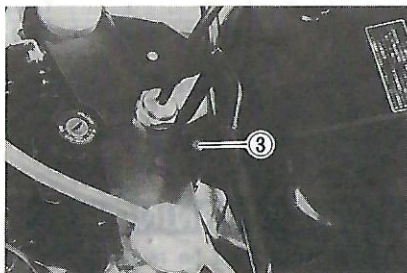
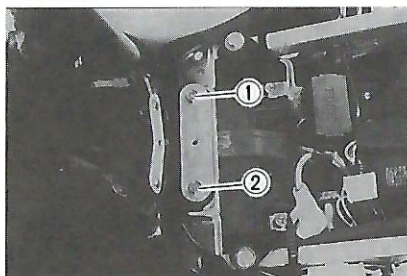
AIR CLEANER

⚠ CAUTION

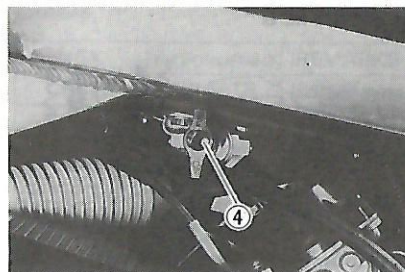
If driving under dusty conditions, the air cleaner element must be cleaned or replaced more frequently than maintenance schedule.

The air cleaner element used in this motorcycle are paper type. If the element has become clogged with dust intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. Check and clean the cleaner periodically according to the following procedure.

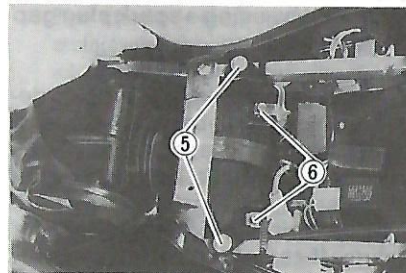
- (1) Place the motorcycle on the side stand.
- (2) Remove the seat



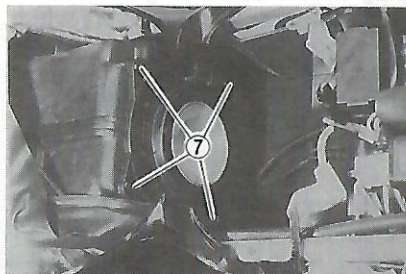
- (3) Remove bolts ①, ② and ③.



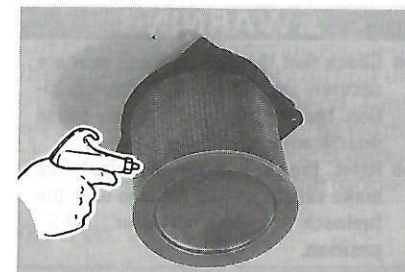
- (4) Loosen a screw ④ and remove fuel cock lever.
- (5) Take off the fuel tank.



- (6) Remove bolts ⑤ and battery holder terminals ⑥.



- (7) Remove screws ⑦ and take off the air cleaner element.



- (8) Carefully use an air hose to blow the dust from the air cleaner element.

⚠ CAUTION

When cleaning the element always apply air pressure to the outside of the air cleaner element only. If air pressure is used on the inside dirt will be forced into the pores of the cleaner element restricting the air flow through the cleaner element.

- (9) Reinstall the cleaned element or new one in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

⚠ WARNING

When installing the fuel tank, care must be taken to avoid pinching the hoses or wires against the frame or other parts. If the hoses or wires are pinched severe damage may result.

⚠ WARNING

- Check that the fuel tank and seat are securely installed in the proper position. Incorrect assembling may cause interference with rider control.
- After the fuel hose is reinstalled make sure of no fuel leakage with the fuelcock in the "ON" or "RES" position.

NOTE: Replace the air cleaner element with new one every 12000 km (7500 miles).

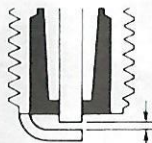
⚠ CAUTION

Never operate the engine without the element in position. Operating the engine without the air cleaner element will increase engine wear. Always be sure that the air cleaner element is in excellent operational condition at all times. The life of the engine depends largely on this single component.

SPARK PLUG



0.6 – 0.7 mm
(0.024 – 0.028 in)



Remove the carbon deposits from the spark plugs with a piece of hard wire or pin. Readjust the spark plug gap to 0.6 – 0.7 mm (0.024 – 0.028 in) by using a spark plug gap thickness gauge.

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

Plug replacement guide For Singapore

NGK	NIPPONDENSO	REMARKS
CR7EK	U22ETR	Hotter type
CR8EK	U24ETR	Standard
CR9EK	U27ETR	Colder type

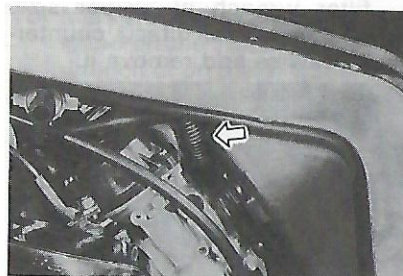
Others

NGK	NIPPONDENSO	REMARKS
CR8EK	U24ETR	Hotter type
CR9EK	U27ETR	Standard
CR10EK	U31ETR	Colder type

⚠ CAUTION

- Do not overtorque or cross thread the spark plugs or the aluminum threads of the cylinder head will be damaged.
- Do not allow contaminants to enter the engine through the spark plug holes when the plugs are removed.
- The standard spark plug for this motorcycle has been carefully selected to meet the vast majority of all operational ranges. If the spark plug color indicates that other than a standard spark plug be used, it is best to consult your Suzuki dealer before selecting an alternate plug or heat range. The selection of an improper spark plug can lead to severe engine damage.

FUEL LINE



Replace the fuel line periodically.

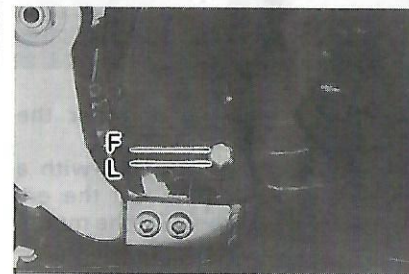
ENGINE OIL

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

OIL LEVEL CHECK

⚠ CAUTION

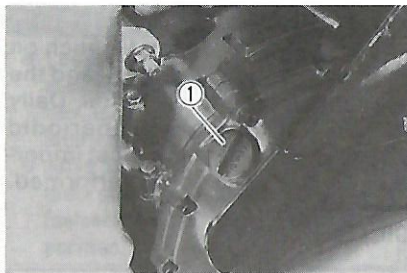
The engine oil level should be between the "L" and "F" level lines in the inspection window at all times with the motorcycle standing straight up. Never operate the motorcycle if the engine oil level is below the "L" (Low) line. Never fill the engine oil level above the "F" (Full) line.



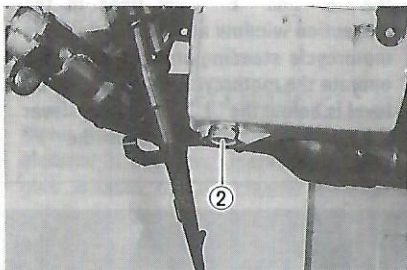
ENGINE OIL AND FILTER CHANGE

Change the engine oil and oil filter at the initial 1000 km (600 miles) and at each maintenance interval. The oil should be changed when the engine is hot so that the oil will drain thoroughly from the engine. The procedure is as follows:

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



- (2) Remove the oil filler cap ①.

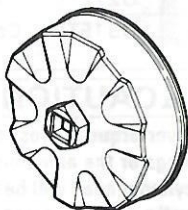


- (3) Place a drain pan under the drain plug ②.
 (4) Remove the drain plug with a wrench and drain out the engine oil while holding the motorcycle in a vertical position.

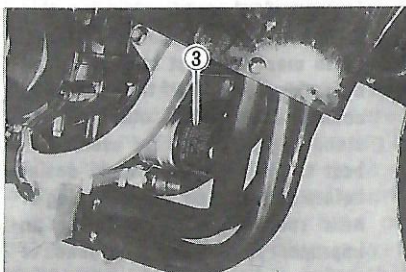
▲WARNING

- The engine oil temperature may be high enough to burn you when you loosen the drain plug. Wait until the drain plug is cool enough to touch with bare hand.
- Be careful not to touch the exhaust pipe when it is hot; a hot exhaust pipe can burn you.

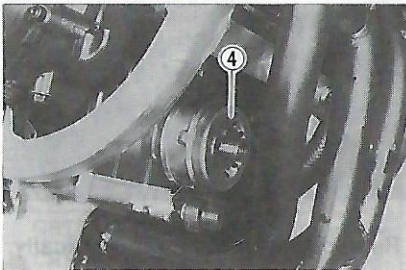
- (5) Reinstall the drain plug and gasket. Tighten the plug securely with a wrench.



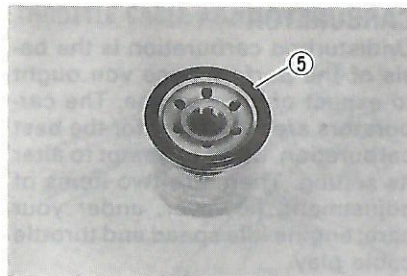
Oil filter wrench
 (Part No. 09915-40611)



- (6) Using a Suzuki "cap type" oil filter wrench or a "strap type" filter wrench of proper size, unscrew the oil filter ③ counter-clockwise and remove it.



- (7) Using a clean rag, wipe off the mounting surface ④ on the engine where the new filter will be seated.

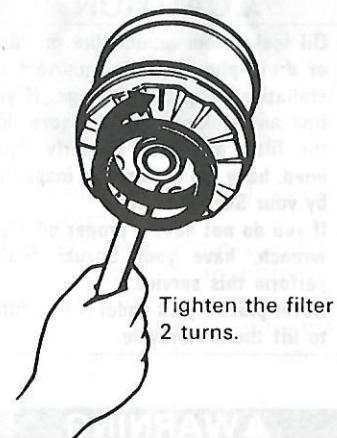
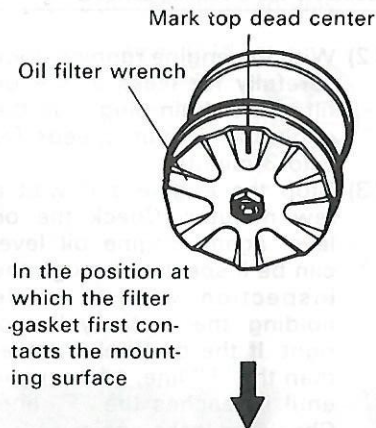


- (8) Smear a little engine oil around the rubber gasket ⑤ of the new oil filter.

▲CAUTION

When replacing the oil filter, it is highly recommended that you use a genuine Suzuki motorcycle oil filter designed for your motorcycle, as other filters may have different design and thread specifications, which could cause engine damage or oil leaks.

- (9) Screw on the new filter by hand until the filter gasket contacts the mounting surface (a small resistance will be felt).
 (10) Mark the top dead center position on the "cap type" filter wrench or on the oil filter. Use an oil filter wrench to tighten the filter 2 turns.
 (11) Pour 3200 ml (3.4/2.8 US/Imp qt) of new oil through the filler hole and install the filler cap. Be sure to always use the specified engine oil described in the FUEL, OIL AND COOLANT RECOMMENDATION section.



⚠ CAUTION

To tighten the oil filter properly, it is important to accurately identify the position at which the filter gasket first contacts the mounting surface.

- (12) With the engine running, look carefully for leaks at the oil filter and drain plug. Run the engine at various speeds for 2 to 3 minutes.
- (13) Stop the engine and wait a few minutes. Check the oil level again. Engine oil level can be inspected through the inspection window while holding the motorcycle upright. If the oil level is lower than the "F" line, add new oil until it reaches the "F" line. Check for leaks again.

⚠ CAUTION

- Oil leaks from around the oil filter or drain plug indicate incorrect installation or gasket damage. If you find any leaks or are not sure that the filter has been properly tightened, have the motorcycle inspected by your Suzuki dealer.
- If you do not have a proper oil filter wrench, have your Suzuki dealer perform this service.
- Never place a jack under the oil filter to lift the motorcycle.

⚠ WARNING

Failure to follow the instructions above may result in severe engine damage or personal injury.

CARBURETOR

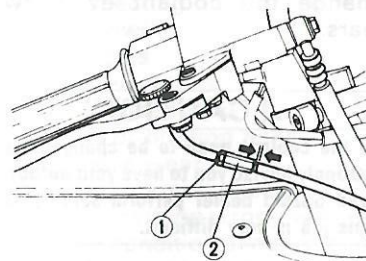
Undisturbed carburetion is the basis of the performance you ought to expect of your engine. The carburetors are factoryset for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: engine idle speed and throttle cable play.

ENGINE IDLE SPEED ADJUSTMENT

- (1) Start up the engine and warm it up by running it at 2000 r/min for 10 minutes in summer (where ambient temperature is 30°C (86°F) or thereabout) or for 20 minutes in winter (where ambient temperature is down to -5°C (23°F) or thereabout).
- (2) After engine warms up, turn the throttle stop screw located on the carburetor in or out so that engine may run at 1200 - 1400 r/min.



THROTTLE CABLE ADJUSTMENT



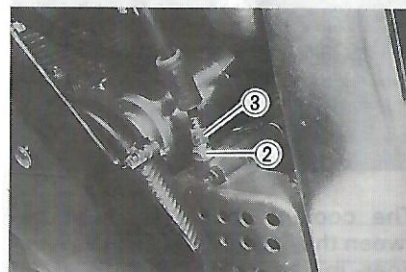
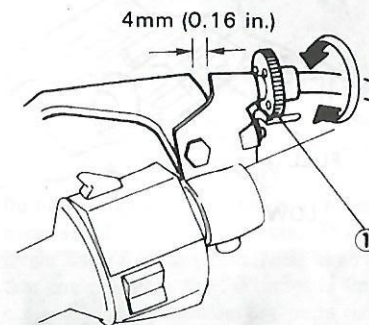
- (1) Loosen the lock nut ①.
- (2) Adjust the cable slack by turning adjuster ② in or out to obtain the correct slack of 0.5 - 1.0 mm (0.02 - 0.04 in).
- (3) After adjusting the slack, tighten the lock nut.

⚠ WARNING

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

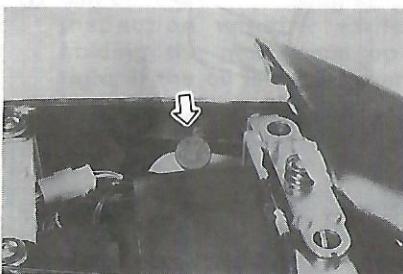
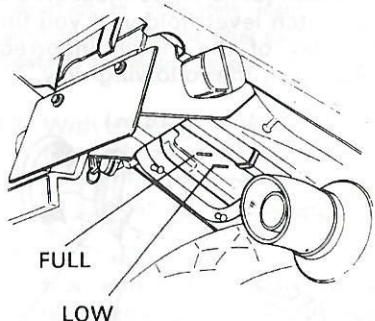
CLUTCH

The play of the clutch lever should be 4 mm (0.16 in) as measured at the clutch lever holder. If you find the play of the clutch incorrect, adjust it in the following way.



- (1) Turn in the adjuster ① as far as it will go.
- (2) Loosen the lock nut ② and turn the adjuster ③ to obtain the correct play.
- (3) Minor adjustment can be made with the clutch lever side adjuster ①.
- (4) Tighten the lock nut ②.

COOLANT COOLANT LEVEL



The coolant should be kept between the "FULL" and "LOW" level lines in the reservoir tank at all times. Inspect the level every time before riding the motorcycle in a vertical position. If the coolant is found lower than the "LOW" level line, add properly mixed coolant through the filler hole until it reaches the "FULL" line.

▲CAUTION

- Do not add water only to the coolant. Adding water only will dilute the coolant and lower its performance.
- If coolant loss should be found to become frequent during usage, take your motorcycle to an authorized Suzuki dealer for inspection as there may be leaks in the system.

CHANGING THE COOLANT

Change the coolant every two years.

▲CAUTION

If the coolant need to be changed we strongly advise you to have your authorized Suzuki dealer perform service as this job is very difficult.

NOTE: About 2100 ml (2.2/1.8 US/lmp qt) of coolant will required when filling the radiator and reservoir tank.

DRIVE CHAIN

This motorcycle has a continuous drive chain constructed from special materials. It does not use a master link. We recommend that you take your motorcycle to an authorized Suzuki dealer if the drive chain needs replacing.

The condition and adjustment of the drive chain should be checked before each day before you ride. Always follow the guidelines below for inspecting and servicing the chain.

▲WARNING

For maximum safety, the drive chain condition and adjustment should be checked prior to operating the motorcycle.

Inspecting the Drive Chain

When inspecting the chain, look for the following:

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

If you find anything wrong with the drive chain condition or adjustment, correct the problem if you know how. If necessary, consult your authorized Suzuki dealer.

Damage to the drive chain means that the sprockets may also be damaged. Inspect the sprockets for the following:

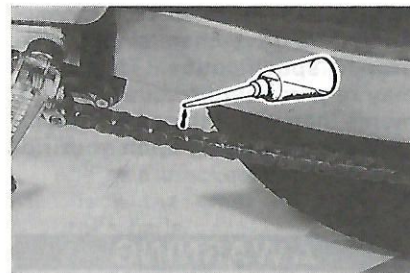
- (1) Excessively worn teeth
- (2) Broken or damaged teeth
- (3) Loose sprocket mounting nuts

If you find any of these problems with your sprocket, consult your Suzuki dealer.

DRIVE CHAIN CLEANING AND OILING

This drive chain has special "O"-rings that permanently seal grease inside. Clean and oil the chain periodically, as follows:

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



▲CAUTION

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

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

▲CAUTION

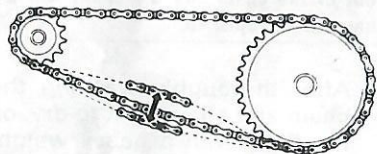
Do not use any oil sold commercially as drive chain oil. These oils contain solvents and additives which could damage the "O" rings in the chain.

DRIVE CHAIN ADJUSTMENT

Adjust the drive chain slack to the proper specification. The chain may require more frequent adjustments than it is with periodic maintenance depending upon your riding conditions.

▲WARNING

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



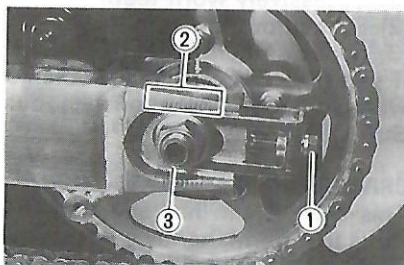
25 – 35 mm
(1.0 – 1.4 in)

- (1) Place the motorcycle on the side stand.
- (2) Loosen the axle nut ②.

▲WARNING

Be careful not to touch the muffler when it is hot; a hot muffler can burn you.

- (3) Adjust the slack in the drive chain by turning the right and left chain adjusting nuts. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
- (4) After aligning and adjusting the slack in the drive chain to 25 – 35 mm (1.0 – 1.4 in), retighten the axle nut securely.



- ① Chain adjusting nut
- ② Reference mark
- ③ Axle nut

▲CAUTION

The drive chain for this motorcycle is made of the special material. The chain should be replaced with a TAKASAGO RK525SMO2. Use of another chain may lead to premature chain failure.

NOTE

- The two sprockets should be inspected for wear when a new chain is installed and replace them if necessary.
- The chain is an endless type chain (no master link) for maximum strength. Chain replacement requires that the swingarm be removed. Trust this work only to a qualified technician. Do not install a master link type chain.

BRAKES

This motorcycle utilizes front and rear disc brakes. Properly operating brake systems are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

BRAKE SYSTEM

▲WARNING

- If the brake system or pads need to be repaired or serviced we strongly advise you to have your authorized Suzuki dealer perform service. He has the proper tools and proper training to perform the job in a safe and economical manner.
- Disc brake systems operate under extremely high pressures. For safety, the brake hose and brake fluid should be changed at intervals of no longer than those scheduled in MAINTENANCE SCHEDULE section of this manual.

Inspect your brake system for the following items daily:

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

BRAKE FLUID

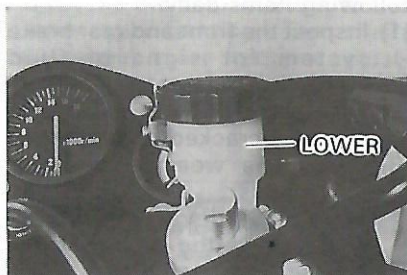
▲WARNING

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

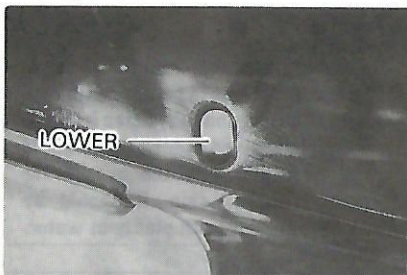
▲CAUTION

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

FRONT



REAR



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

BRAKE PAD

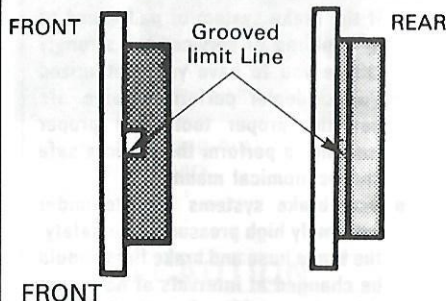
Inspect the front and rear brake pads by noting whether or not the friction pads are worn down to the grooved limit line. If a pad is worn to the grooved limit line it must be replaced with a new one by your authorized Suzuki dealer or qualified service mechanic.

▲WARNING

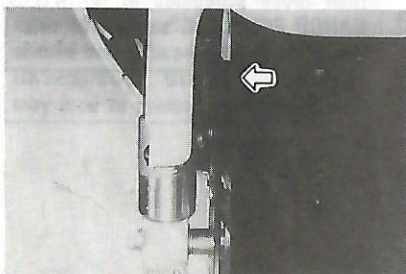
After front or rear disc brake pad replacement, do not ride the motorcycle until the brake lever/pedal has been "pumped" several times to extend the pads and restore the proper lever/pedal stroke and firm feel.

▲CAUTION

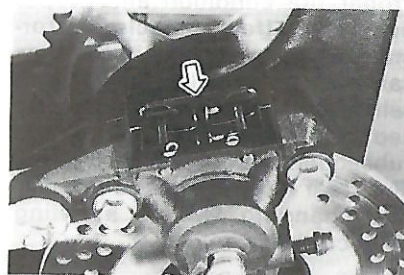
Do not squeeze/depress the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back and brake fluid leakage may result.



FRONT

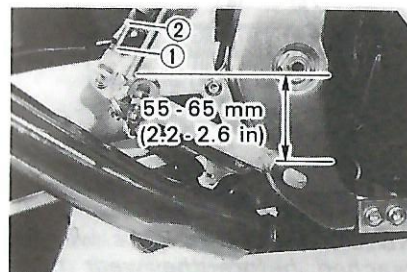


REAR



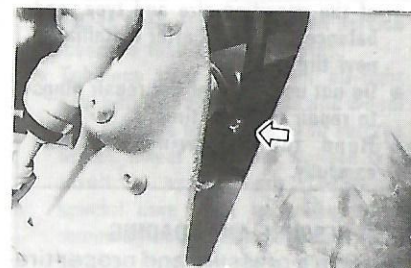
REAR BRAKE PEDAL ADJUSTMENT

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



- (2) Loosen lock nut ①, and rotate push rod ② to locate the pedal 55 – 65 mm (2.2 – 2.6 in) below the top face of the footrest.
- (3) Retighten lock nut ① to secure push rod ② in the proper position.

REAR BRAKE LIGHT SWITCH



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

TIRES

▲WARNING

The tires on your motorcycle form the crucial link between your motorcycle and the road. Proper tire inflation pressure, condition, loading, and tire type are important conditions for you to monitor. Failure to follow these warnings may result in an accident due to tire failure or motorcycle control difficulty:

- Check tire pressure and condition each day before you ride.
- Do not overload your tires.
- Replace tires when tread is worn to specified limits, or if tires show visual evidence of damage, such as cracks or cuts.

- When replacing tires, use only tires of the specified size and type, and balance the wheel after installing a new tire.
- Do not use external tire repair plugs to repair tubeless tires.
- Read the following sections carefully.

TIRE PRESSURE AND LOADING

Proper tire pressure and proper tire loading are important factors. Overloading your tires can lead to tire failure and loss of motorcycle control.

Check tire pressure each day before you ride, and be sure the pressure is correct for the vehicle load according to the table below. Tire pressure should only be checked and adjusted before riding, since riding will heat up the tires and lead to higher inflation pressure readings.

Cold Tire Inflation Pressure

	FRONT	REAR
SOLD RIDING	200 kPa 2.00 kg/cm ² 29 psi	225 kPa 2.25 kg/cm ² 33 psi
DUAL RIDING	200 kPa 2.00 kg/cm ² 29 psi	250 kPa 2.50 kg/cm ² 36 psi

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 road, which can contribute to skidding and loss of control.

TIRE CONDITION AND TYPE

Proper tire condition and proper tire type affect vehicle performance. Cuts or cracks in the tires can lead to tire failure and loss of vehicle control. Worn tires are susceptible to puncture failures and subsequent loss of vehicle control. Tire wear also affects the tire profile, changing vehicle handling characteristics.

Check tire conditions each day before you ride. Replace tires if tires show visual evidence of damage, such as cracks or cuts, or if tread depth is less than 1.6 mm (0.06 in) for front, 2.0 mm (0.08 in) for rear.



NOTE: These wear limits will be reached before the wear bars molded into the tire make contact with the road.

When you replace a tire, be sure to replace it with a tire of the size and type listed below. If you use a different size or type of tire, vehicle handling may be adversely affected, possibly resulting in loss of vehicle control.

GSX-R400R

	FRONT	REAR
SIZE	120/60R17 55H	160/60R17 69H
TYPE	DUNLOP K510F	DUNLOP K510

GSX-R400R (SP)

	FRONT	REAR
SIZE	120/60R17 55H	160/60R17 69H
TYPE	MICHELIN TX11	MICHELIN TX23

Be sure to balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-road contact, and to avoid uneven tire wear.

⚠ WARNING

Proper procedures for repairing or replacing tires, and balancing wheels, are very important. These procedures should only be performed by those with the proper tools and experience. For this reason, we recommend that you have an authorized Suzuki dealer perform these procedures.

⚠ CAUTION

The front and rear tires of this motorcycle are directional. This means they must be mounted on the wheels in a specified direction, as indicated by the arrow on the tire's side wall. Whenever the tire is dismounted or replaced, be sure that the tire is mounted in the proper direction. Installing the tire in the reverse direction will affect tire life.

⚠ WARNING

Tubeless tires require different service procedures than tube type tires.

- Tubeless tires require an air-tight seal between the tire bead and wheel rim. Damage to the tire bead surface or the wheel rim inner surface will result in an air leak. Therefore, special care must be taken when removing or installing the tire. Special tire irons and rim protectors, or a specialized tire mounting machine, must be used to prevent damage.
- Repair punctures in tubeless tires by removing the tire and applying an INTERNAL patch.
- After reinstalling a repaired tire, do not exceed 80 km/h (50 mph) for at least 24 hours. This will help avoid excessive heat buildup which could lead to tire repair failure and subsequent tire deflation.
- Do not operate your motorcycle at speeds above 130 km/h (80 mph) with a repaired tire. Heat buildup could lead to tire repair failure and subsequent tire deflation.
- Do not use an external tire repair plug to repair a puncture, since the plug may work loose as a result of the cornering forces experienced in a motorcycle tire.
- Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 5 mm (3/16 in). These punctures cannot be required adequately.

SIDE STAND/IGNITION INTERLOCK SWITCH



Check the side stand/ignition interlock switch for proper operation as follows:

- (1) Sit on the motorcycle in the normal riding position, with the side stand up.
- (2) Shift into first gear, hold the clutch in, and start the engine.
- (3) While continuing to hold the clutch in, move the side stand to the down position.

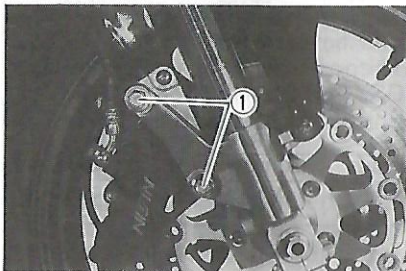
If the engine stop running when the side stand is moved to the down position, then the side stand/ignition interlock switch is working properly. If the engine continues to run with the side stand down and the transmission in gear, then the side stand/ignition interlock switch is not working properly. Have your motorcycle inspected by an authorized Suzuki dealer or a qualified service mechanic.

⚠ WARNING

Make sure that the side stand/ignition interlock switch is working properly before riding. If the switch is not working and the side stand is left down, it may interfere with rider's control during a left turn.

FRONT WHEEL REMOVAL

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



- (2) Remove either one of two calipers, left or right, from the fork by unfastening its two mounting bolts ①.

⚠ CAUTION

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

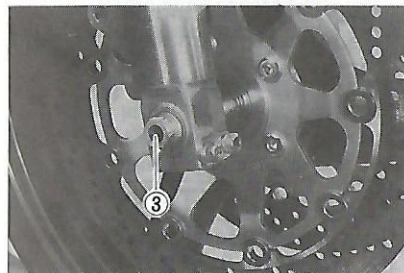


- (3) Loosen the axle holder bolts ②.

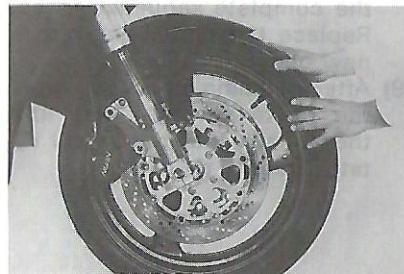
- (4) Lift the front end of the motorcycle up and place a jack or a block under the engine or chassis tube.

⚠ CAUTION

Do not apply the jack head to the fairing lower part when jacking up the motorcycle.



- (5) Turn the axle shaft ③ counter-clockwise and draw it out.



- (6) Slide the front wheel forward.
- (7) To reinstall the wheel assembly reverse the sequence as described.
- (8) After installing the wheel, apply the brake several times to restore the proper lever stroke.

⚠ WARNING

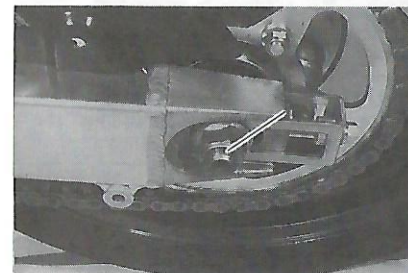
- Do not ride the motorcycle until the front brake lever has been "pumped" several times to extend the pads and restore the proper lever stroke and firm feel.
- If the front wheel has to be removed, it is very important to have the loosened nuts and bolts torqued to the proper specifications. We suggest that you have this performed by an authorized Suzuki dealer.

⚠ CAUTION

- Locate the speedometer drive gear box so that the cable is routed smoothly without an excessive bent.
- Do not twist or bent the brake hose excessively when installing the brake caliper.

REAR WHEEL REMOVAL

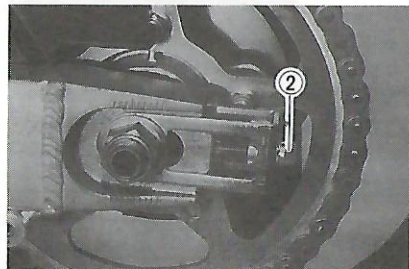
- (1) Place the motorcycle on the side stand.



- (2) Remove the axle nut ①.

▲WARNING

Be careful not to touch the muffler when it is hot; a hot muffler can burn you.

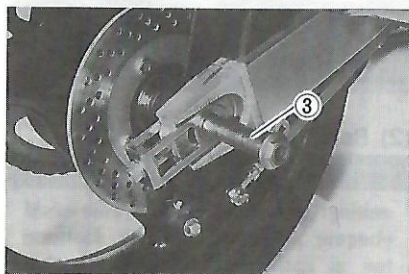


- (3) Turn the chain adjusting nuts ② clockwise.
- (4) Lift the rear end of the motorcycle up and place a jack or a block under the engine or chassis tubes.

NOTE: If you have a service stand, you can do this job more easily.

▲CAUTION

Do not apply the jack head to the fairing lower part when jacking up the motorcycle.



- (5) Draw out the axle shaft ③.



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

▲CAUTION

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

- (8) To replace the wheel reverse the complete sequence listed. Replace the cotter pin with a new one.
- (9) After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

▲WARNING

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

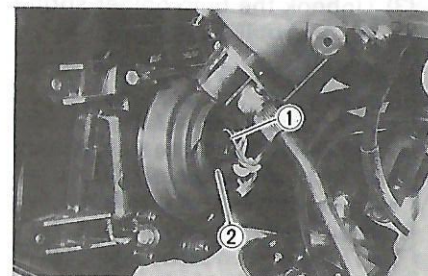
LIGHT BULB REPLACEMENT

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

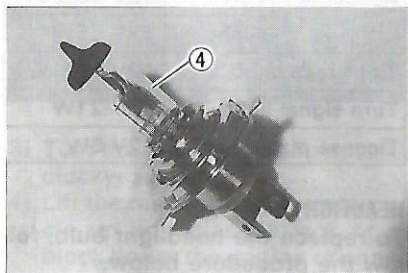
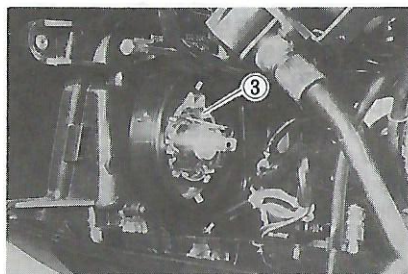
Headlight	Left	12V 60/55W
	Right	12V 55W
Tail/brake light		12V 5/21W
Turn signal light		12V 21W
License plate light		12V 5W

HEADLIGHT

To replace the headlight bulb, follow the procedure below:



- (2) Disconnect socket ① from the headlight bulb, and remove the rubber cap ②.



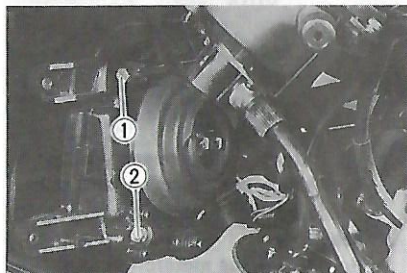
- (3) Unhook the bulb holder spring ③, and pull out bulb ④.

⚠ CAUTION

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

HEADLIGHT BEAM ADJUSTMENT

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



To adjust the beam horizontally:
Turn the adjuster ① clockwise or counterclockwise.

To adjust the beam vertically:
Turn the adjuster ② clockwise or counterclockwise.

TAIL/BRAKE LIGHT

To replace the tail/brake light bulb, follow the procedure below:



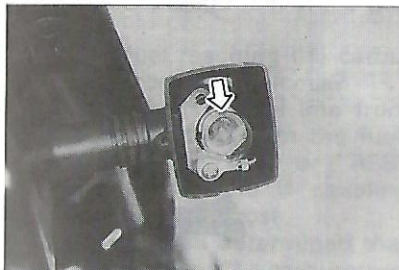
- (1) Turn the socket counterclockwise and remove it.
- (2) Push in on the bulb, twisting it to the left, and push it out.

TURN SIGNAL LIGHT

To replace the turn signal light bulb, follow the procedure below:

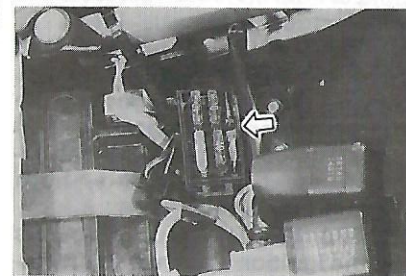


- (1) Remove two screws ① and take off the lens.



- (2) Push in on the bulb, twisting it to the left, and pull it out.

FUSES



The fuses are located behind the left frame cover. To maintain fuses, remove the right frame cover. They are designed to open when a circuit overload exists in individual electrical system circuits. If any electrical system fails to operate, then the fuses must be checked. Spare fuses are provided inside the fuse box cover.

⚠ CAUTION

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

FUSE LIST

1. 25A MAIN fuse protects all electrical system.
2. 10A FAN fuse protects the cooling fan motors.
3. 10A SIGNAL fuse protects the turn signal lights, turn signal indicator light, brake light, instrument panel lights, horn and tachometer.
4. 10A IGNITION fuse protects the ignition system and electrical start system.



TROUBLESHOOTING

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

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

Fuel Supply Check

- (1) Is there enough fuel in the fuel tank?
- (2) Is the fuel reaching the carburetors from the fuelcock?
- (3) Disconnect the fuel line from the carburetors, turn the fuelcock to the "ON" or "RES" position and see if gasoline flows from the hose.
- (4) If it has been determined that fuel is reaching the carburetors, the ignition system should be checked next.

⚠ WARNING

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

Ignition System Check

- (1) Remove the four spark plugs and re-attach them to the spark plug leads.
- (2) While holding the spark plugs firmly against the engine, push the starter switch with the ignition switch in the "ON" position, the engine stop switch in the "RUN" position, the transmission in neutral, and the clutch disengaged. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your Suzuki dealer for repairs.

⚠ WARNING

Do not hold the spark plug close to the open spark plug hole in the cylinder head as gasoline vapor inside the cylinder could be ignited, creating a fire hazard. To reduce the chance of electrical shock, hold the metal shell of the spark plug against an unpainted metal portion of the engine. Due to the possibility of electrical shock, anyone with a heart condition or pacemaker should avoid this check.

ENGINE STALLING

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

MOTORCYCLE CLEANING

Washing the Motorcycle

When washing the motorcycle, follow the instruction below:

- (1) Remove dirt and mud from the motorcycle with running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
- (2) Wash the entire motorcycle with a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

⚠ CAUTION

Oil cooler fins can be damaged by spraying high pressure water on them.

Do not spray high pressure water on the oil cooler fins.

NOTE: Avoid spraying or allowing water to flow over the following places:

- Ignition switch
- Spark plug(s)
- Fuel tank cap
- Carburetor(s)
- Brake master cylinder(s)

- (3) Once the dirt has been completely removed, rinse off the detergent with running water.
- (4) After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.

- (5) Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage following the procedure below:

- a) Clean all damaged spots and allow them to dry.
- b) Stir the paint and "touch-up" the damaged spots lightly with a small brush.
- c) Allow the paint to dry completely.

Windshield Cleaning

Clean the windshield with a soft cloth and warm water with a mild detergent. If scratched, polish with a commercially available plastic polish. Replace the windshield if it becomes scratched or discolored so as to obstruct view. When replacing the windshield, use a Suzuki replacement windshield.

⚠ CAUTION

Improper cleaning can damage the windshield. Using gasoline, alcohol, acid or other cleaning solvents will damage the windshield.

Use only mild or neutral detergent to wash windshield.

Waxing the Motorcycle

After washing the motorcycle, waxing and polishing are recommended to further protect and beautify the paint.

- Only use waxes and polishes of good quality.
- When using waxes and polishes, observe the precautions specified by the manufacturers.

INSPECTION AFTER CLEANING

For extended life of your motorcycle, lubricate according to "GENERAL LUBRICATION" section.

⚠ WARNING

Operating the motorcycle with wet brakes can be hazardous. Wet brakes may not provide as much stopping power as dry brakes. This could lead to an accident. Test your brakes after washing the motorcycle, while riding at slow speed. If necessary, apply brakes several times to let friction dry out the lining.

Follow the procedures in the "INSPECTION BEFORE RIDING" section to check your motorcycle for any problems that may have arisen during your last ride.



STORAGE PROCEDURE

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

MOTORCYCLE

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

FUEL

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

⚠ CAUTION

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

ENGINE

- Pour one tablespoon of motor oil into the each spark plug hole. Reinstall the spark plugs and crank the engine a few times.
- Drain the engine oil thoroughly and fill the crankcase with the fresh engine oil all the way up to the filler hole.

BATTERY

- Remove the battery from the motorcycle.

⚠ CAUTION

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

- Clean the outside of the battery with a mild detergent and remove any corrosion from the terminals and wiring harness connections.
- Store the battery in a room above freezing.

TIRE

- Inflate the tires to the normal specifications.

EXTERNAL

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

PROCEDURE DURING STORAGE

- Once a month, recharge the battery with a charging rate (Ampere) of $1.4 \text{ A} \times 5 \text{ hours}$.

PROCEDURE FOR RETURNING TO SERVICE

- Clean the entire motorcycle.
- Reinstall the battery.

⚠ CAUTION

- Make sure that the battery vent hose is routed properly.
- Be sure to connect the positive terminal first, then connect the negative terminal.

- Remove the spark plugs. Turn the engine a few times by putting the transmission in top gear and turning the rear wheel. Reinstall the spark plugs.
- Drain the engine oil thoroughly. Replace the oil filter with a new one and pour fresh oil as outlined in this manual.
- Adjust the pressure of tires as described in the TIRE section.
- Lubricate all places as instructed in this manual.
- Do the "Inspection Before Riding" as listed in this manual.



SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length.....	1995 mm (78.5 in)
Overall width.....	710 mm (28.0 in)
Overall height.....	1060 mm (41.7 in)
Wheelbase.....	1375 mm (54.1 in)
Seat height.....	750 mm (29.5 in)
Dry mass.....	167 kg (368 lbs)

ENGINE

Type.....	Four-stroke, water-cooled, DOHC, TSCC
Number of cylinders.....	4
Bore.....	56.0 mm (2.205 in)
Stroke.....	40.4 mm (1.591 in)
Piston displacement.....	398 cm ³ (24.3 cu. in)
Compression ratio.....	12.0 : 1
Caburetor.....	MIKUNI BST33SS, four.....GSX-R400R
.....	MIKUNI BST35SS, four.....GSX-R400R (SP)
Air cleaner.....	Polyester fiber element
Starter system.....	Electric starter motor
Lubricationsystem.....	Wet sump

TRANSMISSION

Clutch.....	Wet multi-plate type
Transmission.....	6-speed constant mesh
Gearshift pattern.....	1-down, 5-up
Primary reduction ratio.....	1.954 (86/44)
Final reduction.....	3.285 (46/14).....GSX-R400R
.....	3.428 (48/14).....GSX-R400R (SP)
Gear ratios, Low.....	3.363 (37/11).....GSX-R400R
.....	3.428 (33/15).....GSX-R400R (SP)
2nd.....	2.307 (30/13).....GSX-R400R
.....	1.866 (28/15).....GSX-R400R (SP)
3rd.....	1.750 (28/16).....GSX-R400R
.....	1.588 (27/17).....GSX-R400R (SP)
4th.....	1.437 (23/16).....GSX-R400R
.....	1.375 (22/16).....GSX-R400R (SP)
5th.....	1.250 (30/24)
Top.....	1.150 (23/20)
Drive chain.....	TAKASAGO RK525SMOZ ₂ , 110 links

CHASSIS

Front suspension.....	Telescopic, coil spring, spring preload 8-way adjustable.....GSX-R400R
.....	Telescopic, coil spring, compression damping force adjustable, rebound damping force adjustable.....GSX-R400R (SP)
Rear suspension.....	Full-floating suspension system, gas/oil damped, spring preload 7-way adjustable, rebound damping force 4-way adjustable.....GSX-R400R
.....	Full-floating suspension system, gas/oil damped, spring preload fully adjustable, rebound damping force 4-way adjustable, compression damping force adjustable.....GSX-R400R (SP)
Steering angle.....	30° (right & left)
Caster.....	65°
Trail.....	94 mm (3.7 in)
Turning radius.....	3.1 m (10.2 ft)
Front brake.....	Disc, twin
Rear brake.....	Disc
Front tire size.....	120/60 R17 55H
Rear tire size.....	160/60 R17 69H
Front fork stroke.....	120 - 135 mm (4.7 - 5.3 in)
Rear wheel travel.....	135 mm (5.3 in)

ELECTRICAL

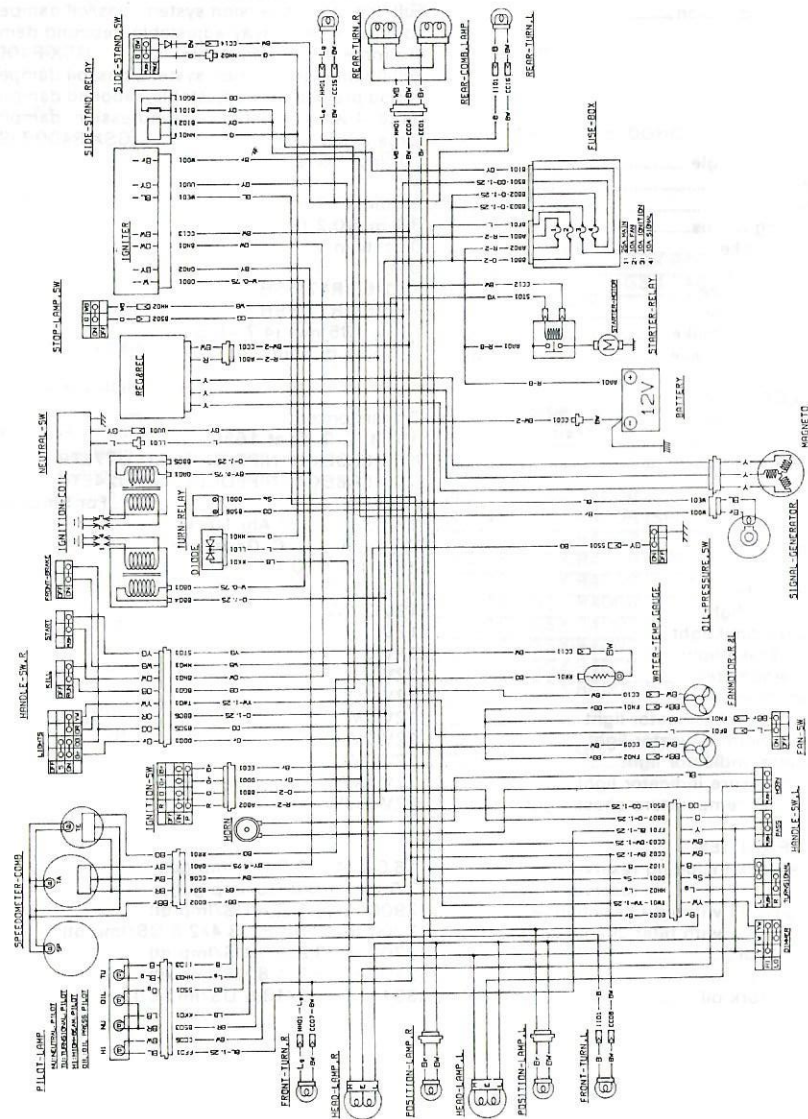
Ignition type.....	Transistorized
Ignition timing.....	15° B. T. D. C. at 1650 r/min
Spark plug.....	NGK CR9EK or NIPPONDENSO U27ETR
.....	NGK CR8EK or NIPPONDENSO U24ETR
Battery.....	12V 28.8 kC (8 Ah) 10 HR
Generator.....	Three-phase A.C. Generator
Fuse.....	25/10/10/10 A
Headlight.....	12V 55/50W
Position light.....	12V 3.4W
Turn signal light.....	12V 15W
Tail/Brake light.....	12V 5/21W
Speedometer.....	12V 3W
Tachometer light.....	12V 3W
Turn signal indicator light.....	12V 2W
High beam indicator light.....	12V 2W
Neutral indicator light.....	12V 2W
Oil pressure indicator light.....	12V 2W
Coolant temperature check light.....	12V 1.7W

CAPACITIES

Fuel tank including reserve.....	16.0 L (4.2/3.5 US/Imp gal)
reserve.....	3.5 L (0.9/0.8 US/Imp gal)
Engine oil without filter change.....	2900 ml (3.1/2.6 US/Imp qt)
with filter change.....	3200 ml 2100 ml (3.4/2.8 US/Imp qt)
Overhaul.....	3700 ml (3.9/3.3 US/Imp qt)
Coolant.....	2100 ml (2.2/1.8 US/Imp qt)
Front fork oil.....	391 ml (13.2/13.8 US/Imp oz)

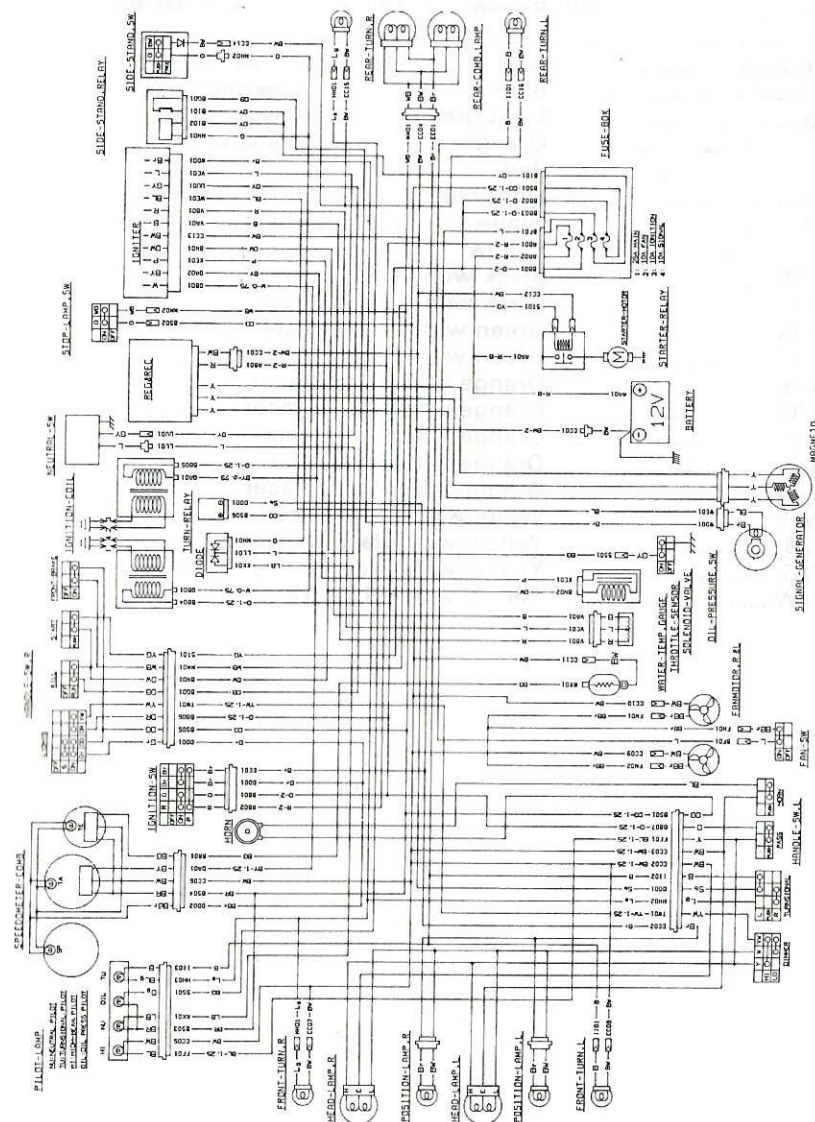
WIRING DIAGRAM

GSX-R400R



WIRING DIAGRAM

GSX-R400R (SP)



WIRE COLOR

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

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Owners are warned that the law may prohibit:

- (a) 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; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

10.10.94 7000km

MIZU
MOTORRADTECHNIK
Weidgang 8
78247 HILZINGEN
Telefon 07731/68343
Fax 07731/68990

5.6.1995 6500 1/2

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78247 HILZINGEN
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Fax 07731/68990

12.9.95 77800km

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10.9.96 78000 1/2

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01.07.97 24100 km

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