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## 1. SPECIFICATIONS

### DIMENSIONS

Overall length .....	1,760 mm (69.3 in)
Overall width .....	780 mm (30.7 in)
Overall height .....	975 mm (38.4 in)
Wheel base .....	1,190 mm (46.9 in)
Ground clearance .....	160 mm ( 6.3 in)
Dry weight .....	75 kg (165 lbs)
Tire, Front .....	2.50-16-4PR
Rear .....	3.00-14-4PR

### PERFORMANCE

Maximum horse power .....	5.0 hp/6,500 rpm
Maximum torque .....	0.58 kg-m (4.19 ft-lb)/6,000 rpm

### ENGINE

Type .....	2-stroke, air cooled, gasoline
Cylinder .....	Single, inclined forward
Bore x Stroke .....	47 x 42 mm (1.85 x 1.65 in)
Piston displacement .....	72 cc (4.4 cu in)
Compression ratio (corrected) .....	6.8 : 1
Starter .....	Kick starter

### FUEL SYSTEM

Carburetor .....	VM16SC
Air cleaner .....	Wet polyurethane filter
Fuel tank capacity .....	4.5 ltr (1.2/1.0 gal, US/IMP)

### LUBRICATION SYSTEM

Engine .....	Suzuki CCI
Gear Box .....	Oil bath, 0.7 ltr (1.5/1.3 pt, US/IMP)
Engine oil tank capacity .....	1.0 ltr (2.1/1.8 pt, US/IMP)

### IGNITION SYSTEM

Type .....	Flywheel magneto
Ignition timing .....	20 degree (1.56 mm) before T.D.C.
Spark plug .....	NGK B-7HS

### POWER TRANSMISSION

Clutch type .....	Wet, multi-disc type
Transmission .....	4 speeds
Gear shifting .....	Left foot operated



Transmission gear ratios ..... 1st — 3.31 = 43/13 (35.59)  
 ..... 2nd — 2.05 = 39/19 (22.04)  
 ..... 3rd — 1.47 = 34/23 (15.80)  
 ..... 4th — 1.07 = 30/28 (11.50)  
 ( ) shows overall reduction ratios.

Primary reduction ratio ..... 3.84 = 73/19  
 Final reduction ratio ..... 2.80 = 42/15

## SUSPENSION

Front suspension . . . . .	Telescopic forks, with hydraulic damper
Rear suspension . . . . .	Swinging arm, with hydraulic damper

## STEERING

Steering angle.....	43 degree (right and left)
Caster angle.....	61 degree
Trail.....	71 mm (2.80 in)
Turning radius.....	1,490 mm (57.4 in)

## BRAKES

Front brake .....	Right hand, internal expanding
Rear brake .....	Right foot, internal expanding

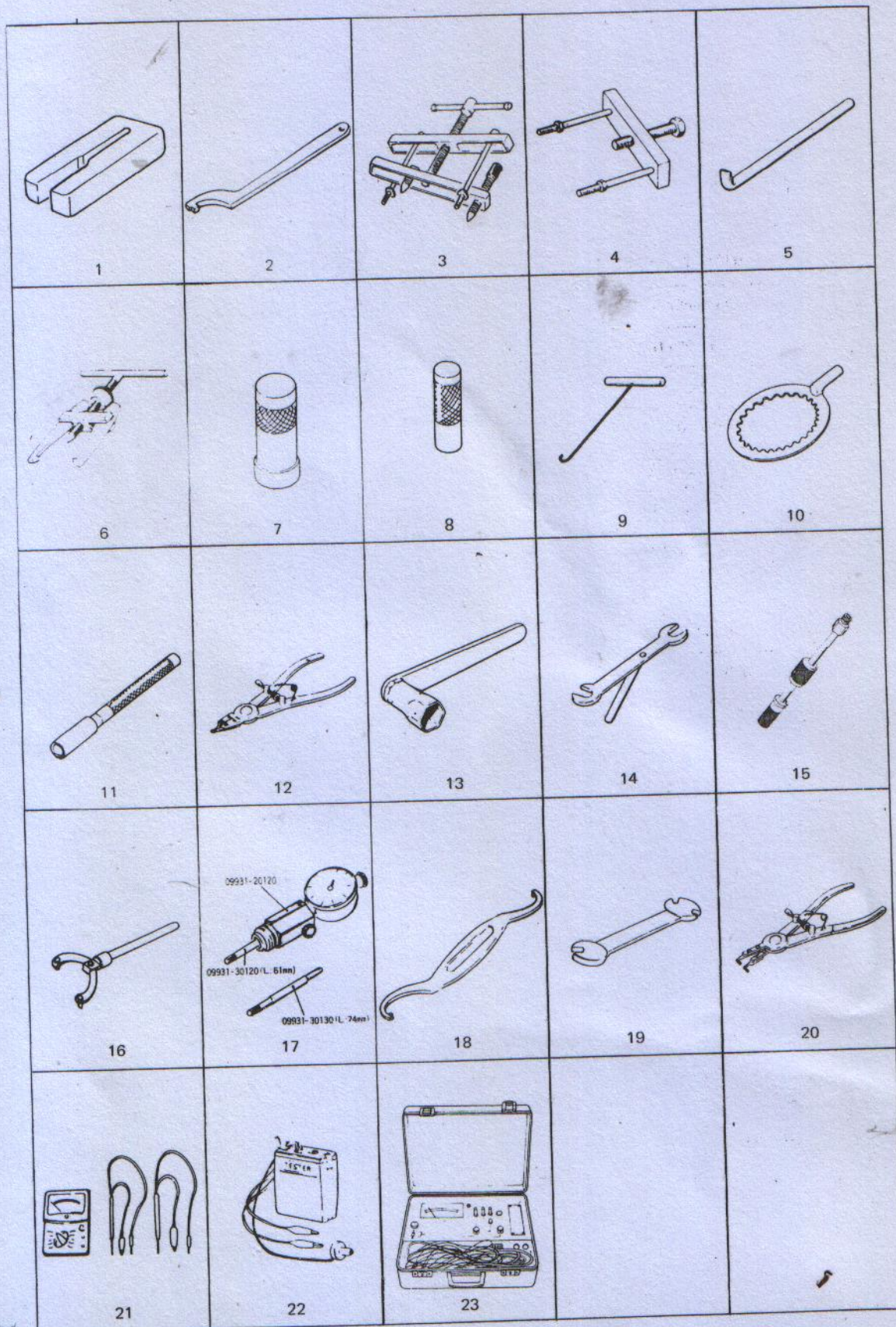


## 2. SPECIAL TOOLS

Special tools listed below are used to disassemble, assemble and to perform maintenance and service. These special tools make works easy which cannot be done simply with ordinary tools and prevent the parts from damage. It is recommended to provide these special tools as shop equipment.

Ref. No.	Tool No.	Tool Name	Use for
1	09910-20115	Piston holder	Locking crankshaft
2	09910-60610	Exhaust pipe ring nut wrench	Locking exhaust pipe ring nut
3	09910-801.5	Crankcase separating tool	Separating crankcase
4	09913-20611	Outer valve seat remover	Removing outer valve seat
5	09913-50110	Oil seal remover	Removing oil seal
6	09913-60910	Bearing puller	Removing bearing
7	09913-70122	Bearing & oil seal installing tool	Installing bearing & oil seal
8	09913-80112	Bearing & oil seal installing tool	Installing bearing & oil seal
9	09920-20310	Clutch spring hook	Installing and removing clutch spring pin
10	09920-53710	Clutch sleeve hub holder	Locking clutch sleeve hub
11	09920-60310	Clutch sleeve hub holder handle	Locking clutch sleeve hub
12	09900-06107	Snap ring opener	Removing or installing circlip
13	09930-10111	Spark plug wrench	Removing or installing spark plug
14	09930-20111	Point wrench with 0.35 mm gauge	Adjusting contact point
15	09930-30133	Flywheel roter remover	Removing flywheel
16	09930-40113	Engine sprocket & flywheel holder	Locking engine sprocket and flywheel
17	09931-00112	Ignition timing gaug	Adjusting ignition timing
18	09940-10122	Steering stem lock nut wrench	Locking steering stem lock nut
19	09940-60113	Spoke nipple wrench	Adjusting spoke tension
20	09900-06106	Snap ring opener	Removing or installing front fork circlip
21	09900-25002	Pocket tester	Checking electrical circuit
22	09900-27003	Ignition timing tester	Checking ignition timing
23	09900-28106	Electro-tester	Checking electrical equipment







### 3. GENERAL INSTRUCTION

To keep the motorcycle in peak condition, advise your customers to follow these instructions and this will give top performance at all times.

#### 3-1. BREAKING-IN

In the initial 30 minutes driving, use only half-throttle.

#### 3-2. FUEL AND OIL

FUEL ..... GASOLINE OF 85 - 95  
OCTANE IN RESEARCH  
METHOD

ENGINE OIL ..... SUZUKI CCI OIL

- \* If Suzuki CCI oil is not available, non-diluent (non-self mixing type) two stroke oil with around SAE 30 may be used instead.

TRANSMISSION OIL... MOTOR OIL OF SAE  
20W/40, 550cc (1.16/0.97  
pt, US/IMP).

#### 3-3. GENUINE PARTS

When replacing parts, always use Suzuki Genuine parts, which are precision-made under severe quality control. If imitation parts (not genuine parts) are used, good performance cannot be expected from the motorcycle and in the worst case, they may cause a breakdown.

#### 3-4. PERIODICAL INSPECTION

To prolong the life of the motorcycle and avoid unforeseen occurrence of serious troubles, the periodical inspection is indispensable. Be sure to check the motorcycle periodically according to the list given at the end of this manual.



Fig. 3-1. CCI oil

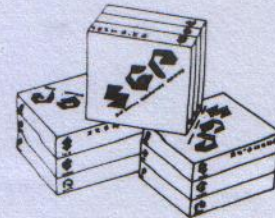


Fig. 3-2. Suzuki genuine parts

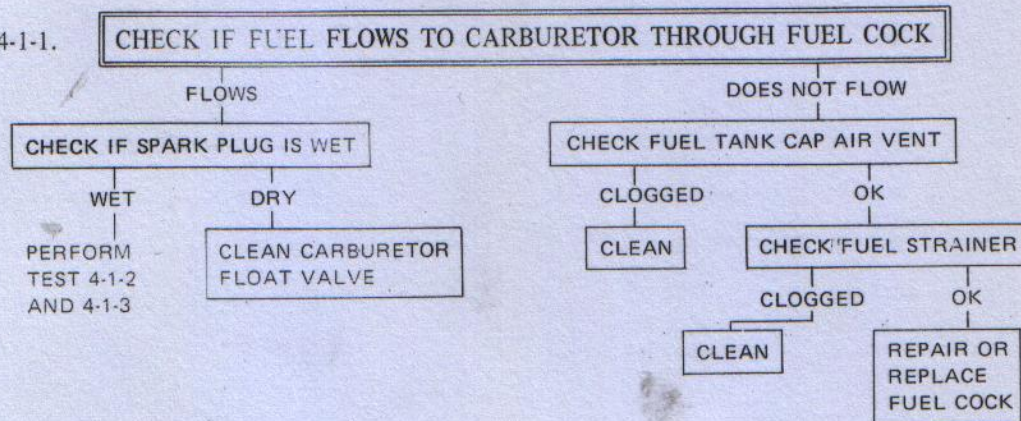


## 4. TROUBLE SHOOTING

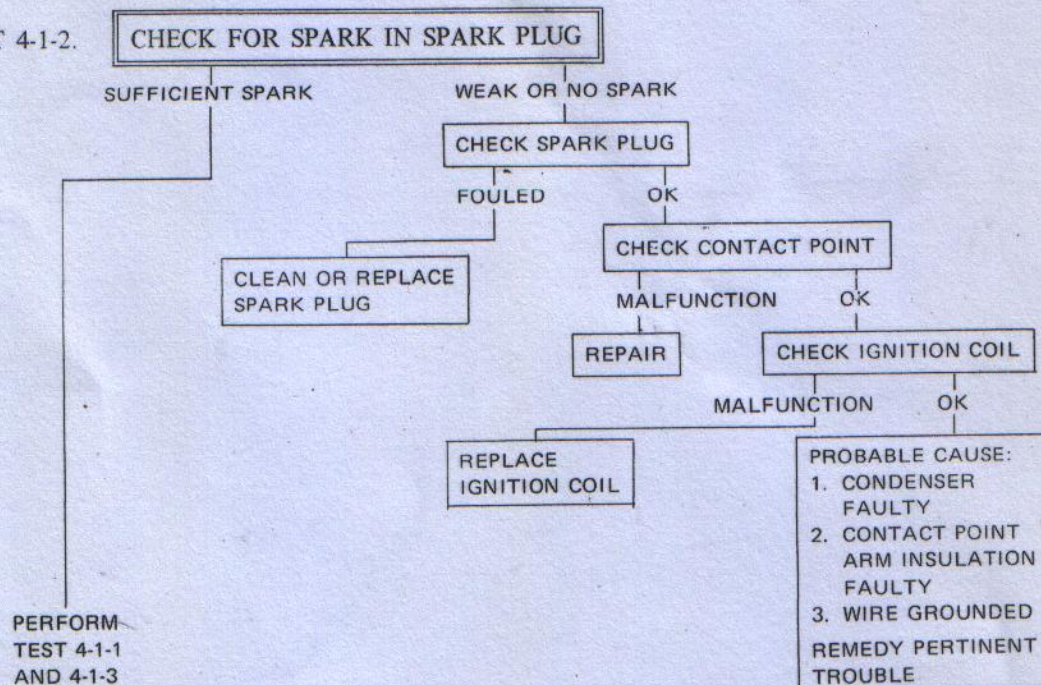
When a trouble occurs with a motorcycle, it is important to find the source of the trouble as rapidly as possible tracing it in the systematic procedure without bothering with parts which are functioning properly. This section dispenses with the explanations about troubles, the cause of which may easily be found and explains only about the troubles necessitating systematic job to trace the causes.

### 4-1. ENGINE WILL NOT START

TEST 4-1-1.



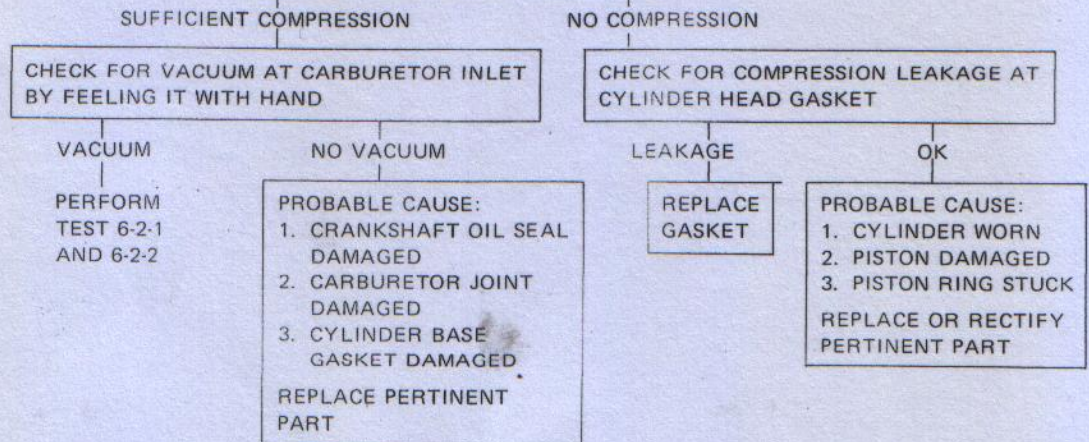
TEST 4-1-2.



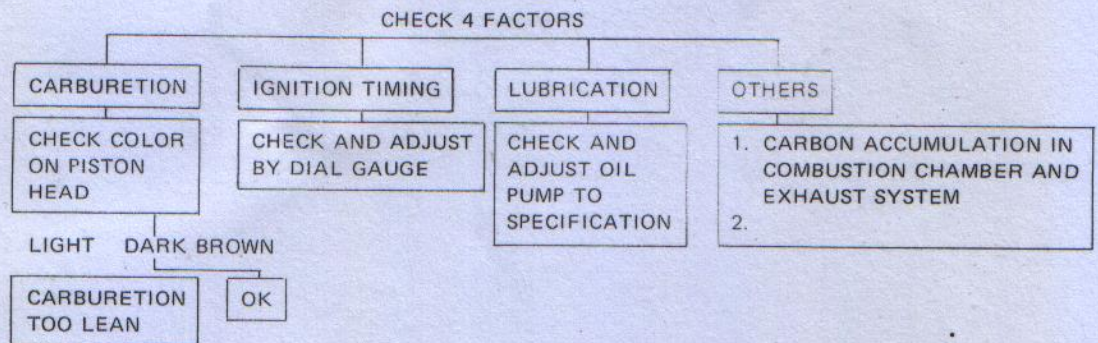


TEST 4-1-3.

**CHECK FOR ENGINE COMPRESSION**



**4-2. ENGINE OVERHEATS**

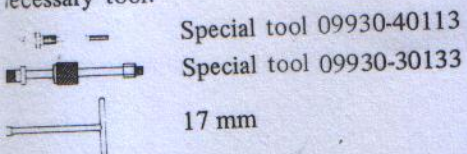




## ENGINE

### 1. DISASSEMBLING ENGINE

Necessary tool:



Tightening torque:

350 kg-cm (300 lb-in)

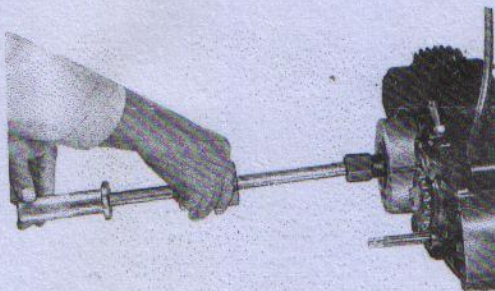
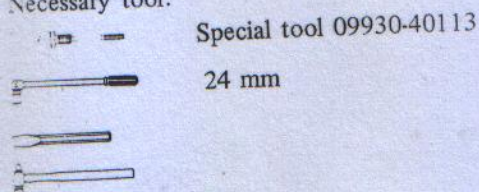


Fig. 5-1-1. Removing flywheel magneto

Necessary tool:



Tightening torque:

350 kg-cm (300 lb-in)

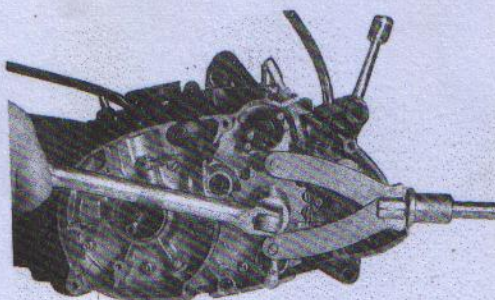


Fig. 5-1-2. Removing drive sprocket

Necessary tool:

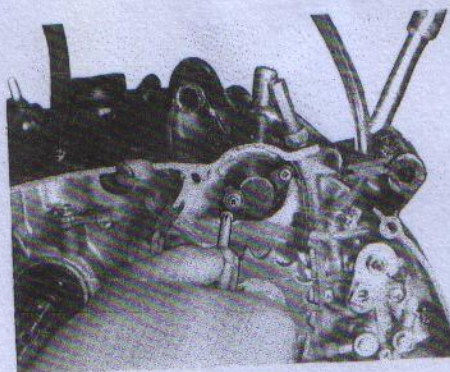


Fig. 5-1-3. Removing neutral switch



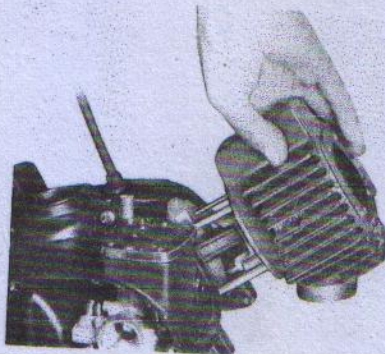


Fig. 5-1-4. Removing cylinder

Necessary tool:



10 mm

Tightening torque:

100 kg-cm (90 lb-in)

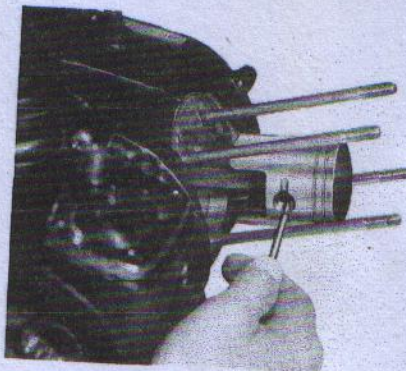


Fig. 5-1-5. Removing circlip

Necessary tool:



Small size or



Fig. 5-1-6. Removing piston pin

Necessary tool:



Rod

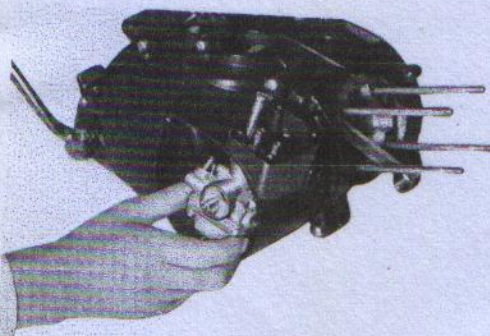


Fig. 5-1-7. Removing carburetor

Necessary tool:



Middle size



Small size



12 mm



Necessary tool:

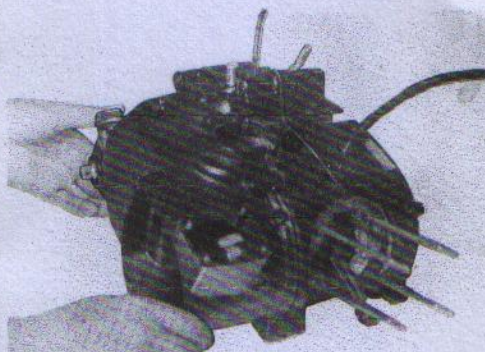
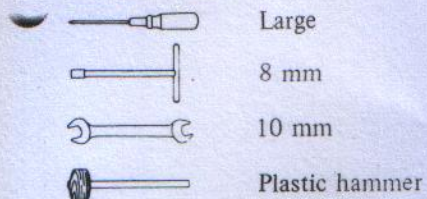


Fig. 5-1-8. Removing right cover

Necessary tool:

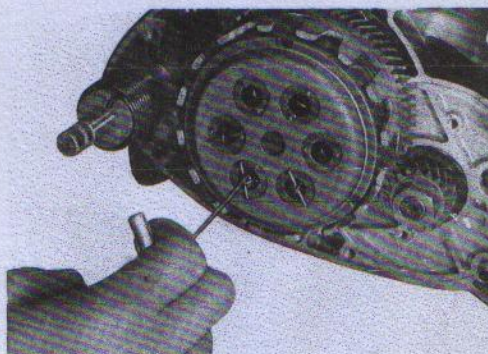
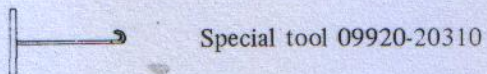
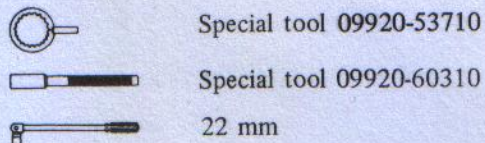


Fig. 5-1-9. Removing spring pin

Necessary tool:



Tightening torque:

250 kg-cm (230 lb-in)

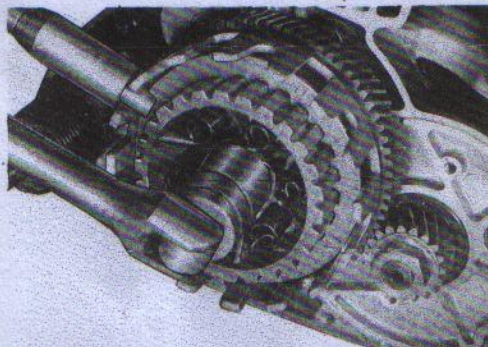


Fig. 5-1-10. Removing clutch sleeve hub nut

Necessary tool:

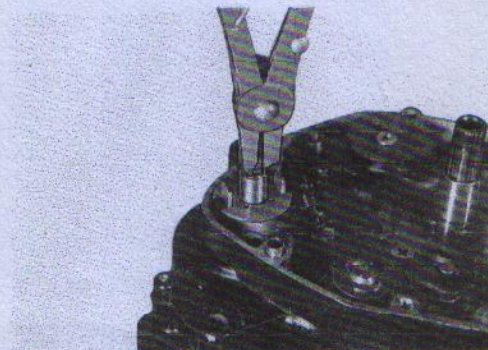
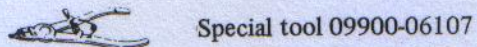


Fig. 5-1-11. Removing circlip



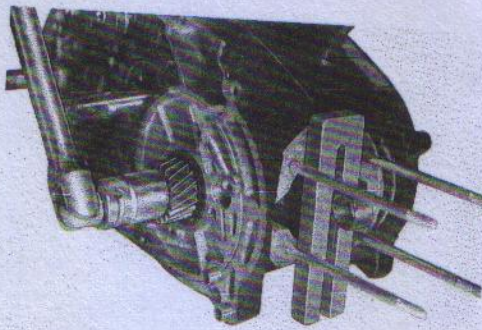


Fig. 5-1-12. Loosening lock nut

Necessary tool:



21 mm



Special tool 09910-20115

Tightening torque:

450 kg-cm (390 lb-in)

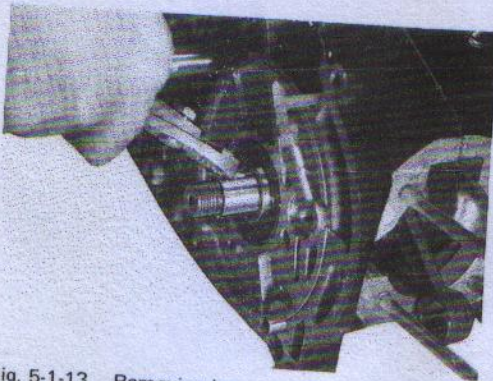


Fig. 5-1-13. Removing key

Necessary tool:

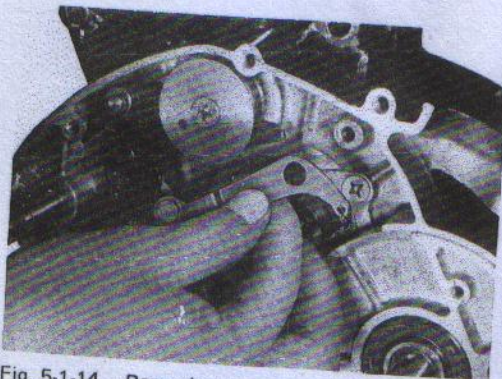


Fig. 5-1-14. Removing cam stopper

Necessary tool:



12 mm

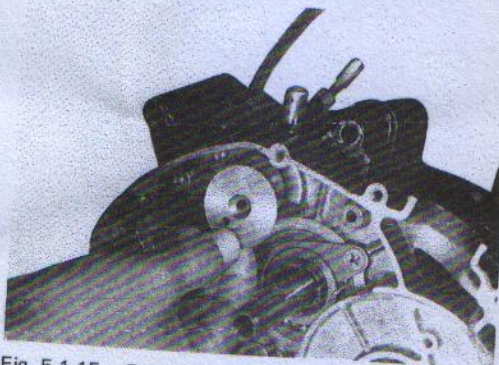


Fig. 5-1-15. Removing cam stopper plate

Necessary tool:



Impact driver





Necessary tool:



Small size

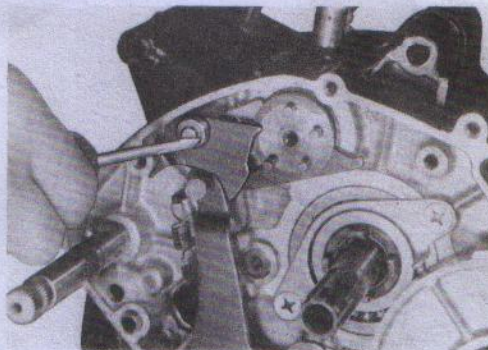


Fig. 5-1-16. Removing cam stopper pawl

Necessary tool:

NIL

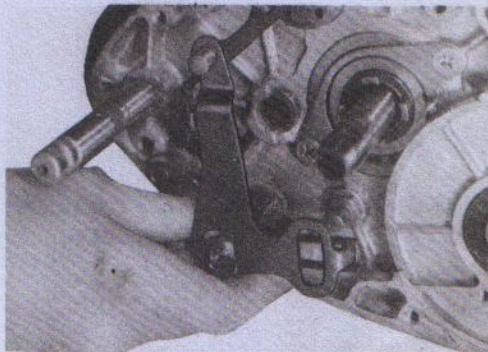
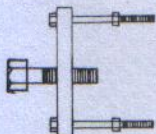
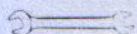


Fig. 5-1-17. Removing gear shifting shaft

Necessary tool:



Special tool 09913-20611



14 mm

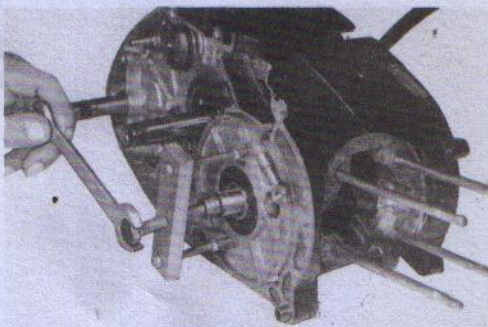
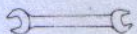


Fig. 5-1-18. Removing rotary valve seat

Necessary tool:



Small size



8 mm

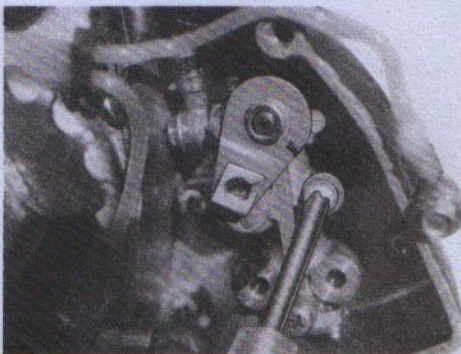


Fig. 5-1-19. Removing oil pump



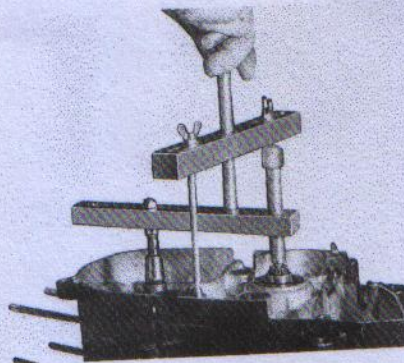
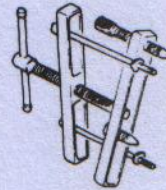


Fig. 5-1-20. Separating crankcase

Necessary tool:



Impact driver  
Hammer



Special tool 09910-80115



## 5-2. NECESSARY POINTS ON ASSEMBLY

### 5-2-1. Cylinder head

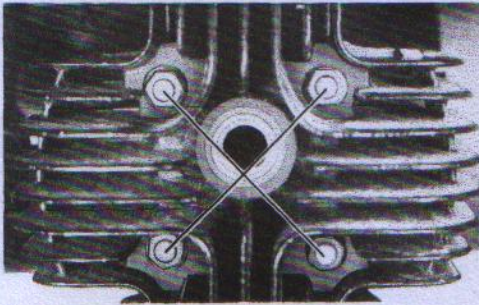


Fig. 5-2-1. Tightening order

When installing the cylinder head, tighten 4 nuts evenly in a crisscross fashion.

Tightening torque:

100 kg-cm (90 lb-in)

### 5-2-2. Piston

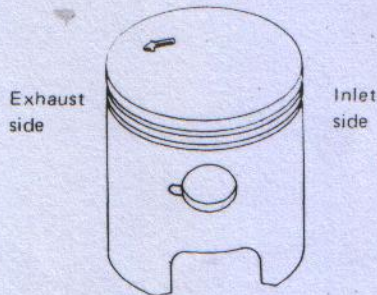


Fig. 5-2-2. Arrow mark

The piston pin hole is off-center and the cut-away at the skirt locates so as to meet the transfer passage on the crankcase.

Therefore, the piston should be installed in proper direction. The arrow mark on the piston head indicates the exhaust side.

### 5-2-3. Piston ring

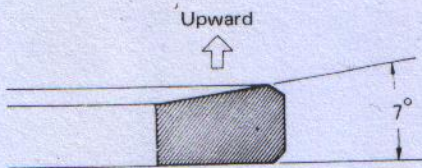


Fig. 5-2-3. Piston ring sectional view

Both the 1st and 2nd rings are keystone type as shown in the illustration and the ring grooves on the piston are machined according to the shape of the rings.

Therefore, the ring should be placed in proper direction otherwise the piston will not fit in the cylinder. For identification of inside, some letters are stamped on the inclined surface.

### 5-2-4. Cylinder

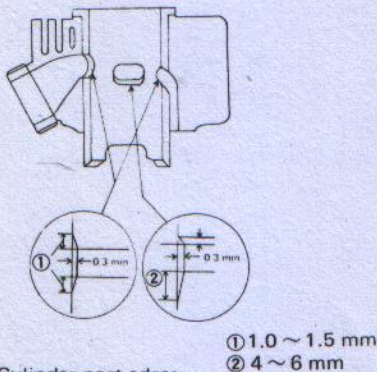
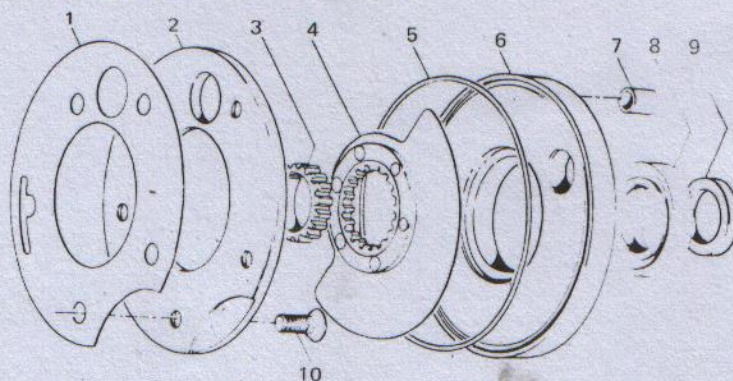


Fig. 5-2-4. Cylinder port edges

In case of installing the rebored cylinder, be sure to check if the edges of the ports are chamfered. If the edges are sharp, chamfer them by a scraper or emery paper. This will prolong the life of piston and piston rings. The designed chamfer is as shown in Fig. 5-2-4.

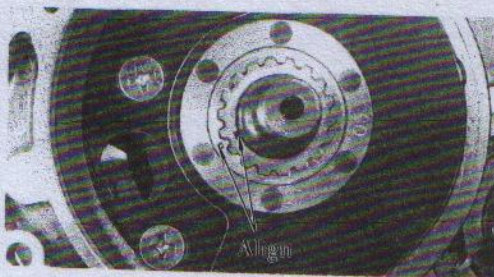


### 5-2-5. Rotary valve



1. Inner valve seat gasket
2. Inner valve seat
3. Valve guide
4. Rotary disc valve
5. Outer valve seat O-ring
6. Outer valve seat
7. Dowel pin
8. Oil seal
9. Spacer
10. Screw

Fig. 5-2-5. Rotary valve



When installing the rotary disc valve, engage the serration so that the punched mark on the disc aligns with the pin on the crankshaft.

Fig. 5-2-6. Disc valve fitting position

### 5-2-6. Washers

The following illustration shows the proper positions of washers which are placed inside the crankcase.

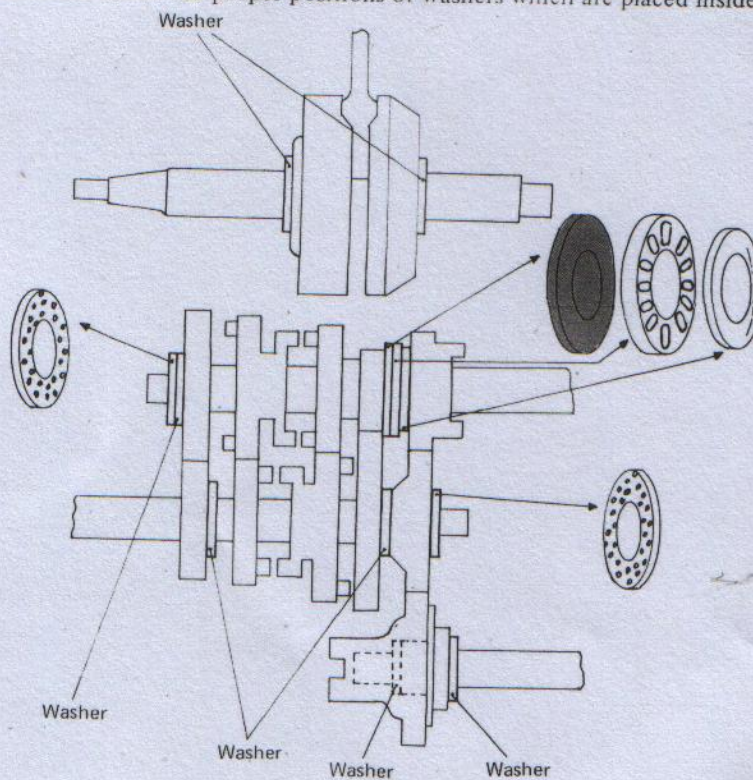


Fig. 5-2-7. Washer location



### 5-2-7. Clutch

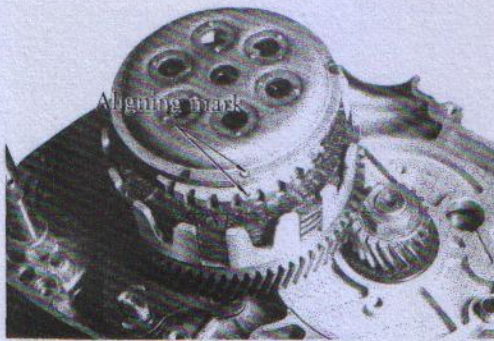


Fig. 5-2-8. Aligning holes

Align the punched mark on the pressure plate with the same on the edge of the clutch sleeve. This alignment enables the springs to be in center of the holes in the pressure plate.

The spacer and the washer should be assembled as shown below.

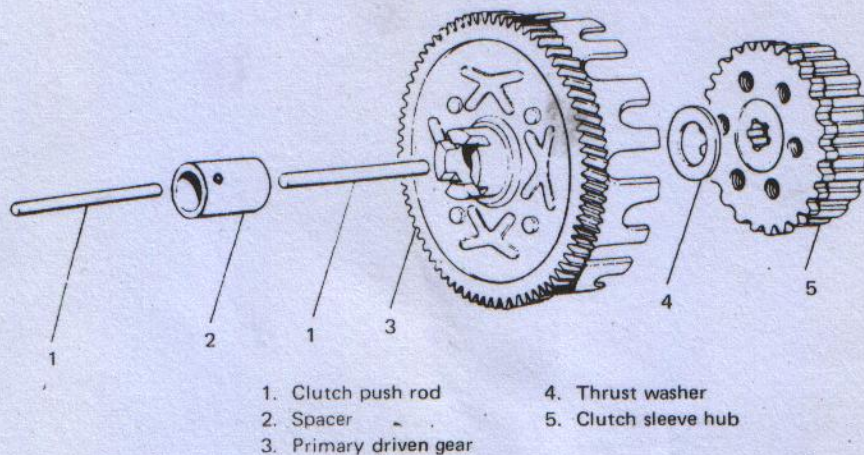


Fig. 5-2-9. Spacer fitting direction and washer position

### 5-2-8. Small screws in engine

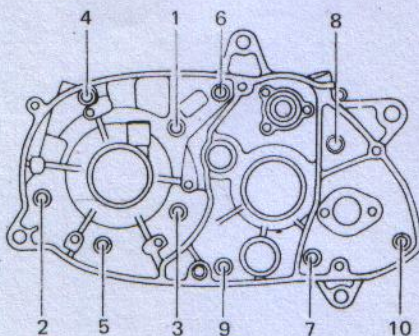


Fig. 5-2-10. Tightening order

Screws in the transmission, clutch chamber or rotary valve system might come loose due to vibration. When tightening them, therefore, apply thread lock cement to the thread part in order to prevent them from looseness.



#### 5-2-9. Oil seals

One of the two types grease shown below should be used for lubrication of the oil seals for the crankshaft and other parts. These grease are applied to the inside of the oil seal where it meets with a shaft.



A type: Part No. 99000-25010



C type: Part No. 99000-25030

Fig. 5-2-11. Suzuki greases



### 5-3. OIL PUMP

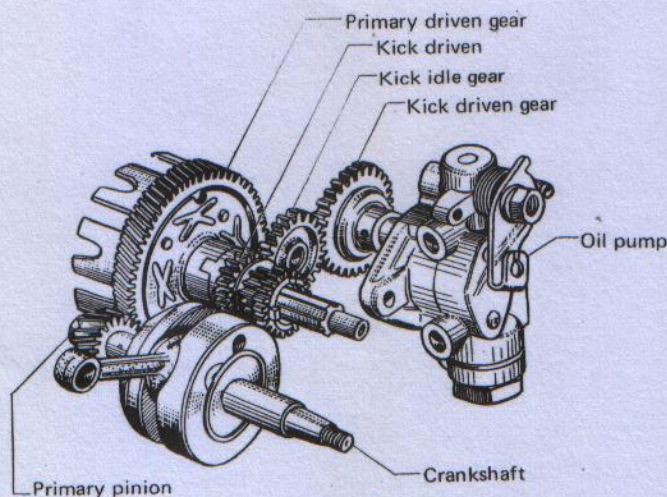


Fig. 5-3-1. Oil pump driving mechanism

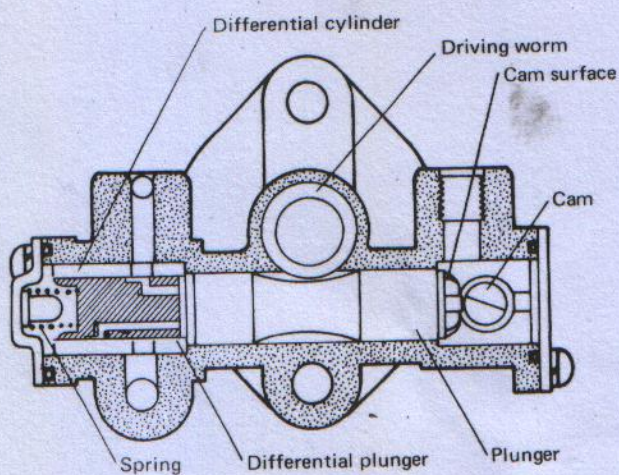


Fig. 5-3-2. Construction of oil pump

The oil pump driving force is transmitted from the crankshaft to the pump through the primary pinion, primary gear, kick starter gear, idle gear and kick starter pinion as shown in Fig. 5-3-1. The construction of the oil pump is shown in Fig. 5-3-2.



The plunger and the differential plunger are always pressed to the right side by the spring and their movements to the right are restricted by the cam or the stationary base fitted on the right side of the pump body. The plunger is worm geared in its center part which engages the driving worm. When the driving worm turns, the plunger also turns together with the differential plunger and moves left and right according to the cam shape, which machined on the right end of the plunger. The discharge and suction of oil in the pump take place by the change of inside volume caused by the stroke of plunger and differential plunger. The cam fitted on right side of the pump body is to change the travel of plungers and is connected with the oil pump control lever which moves according to the throttle valve opening of carburetor. The discharging amount of oil is regulated by the prescribed plunger travels. Therefore, much oil is fed to the engine when the throttle grip is fully opened and less oil is delivered when the grip is closed. The oil pump performance is shown in Fig. 5-3-3.

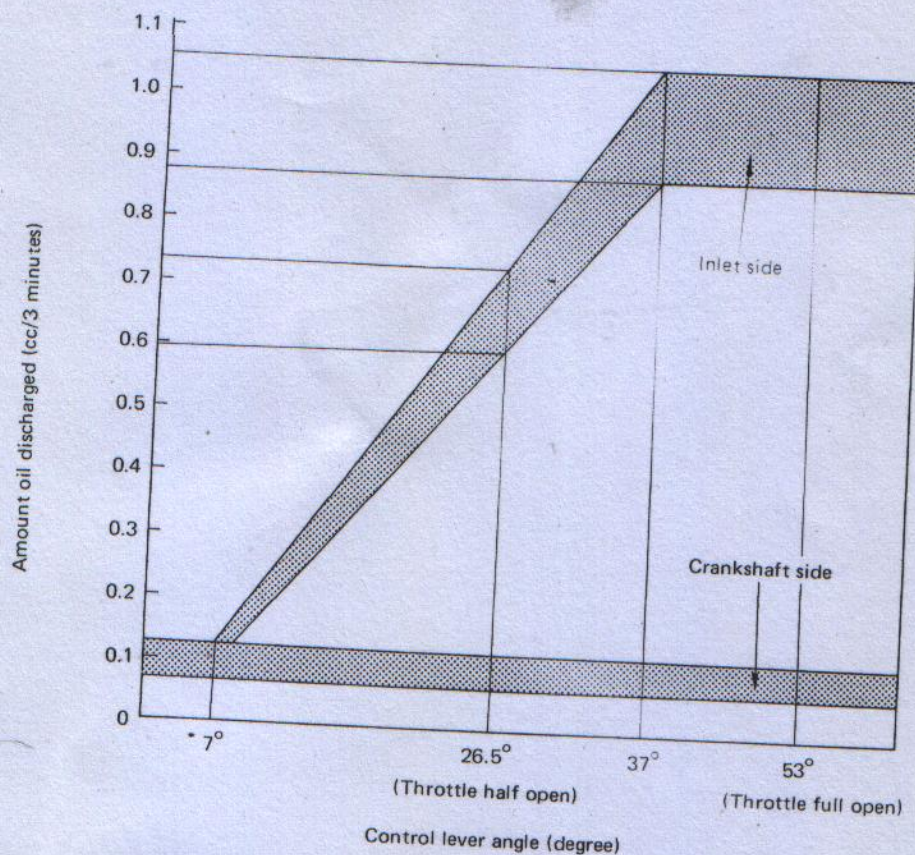


Fig. 5-3-3. Oil pump performance

\* The total discharged oil amount is 0.94 – 1.18 cc per 3 minutes with oil pump control lever fully opened when the engine speed is kept at 2000 rpm.



## 5.4. TRANSMISSION AND GEAR SHIFTING

### 5.4-1. Transmission

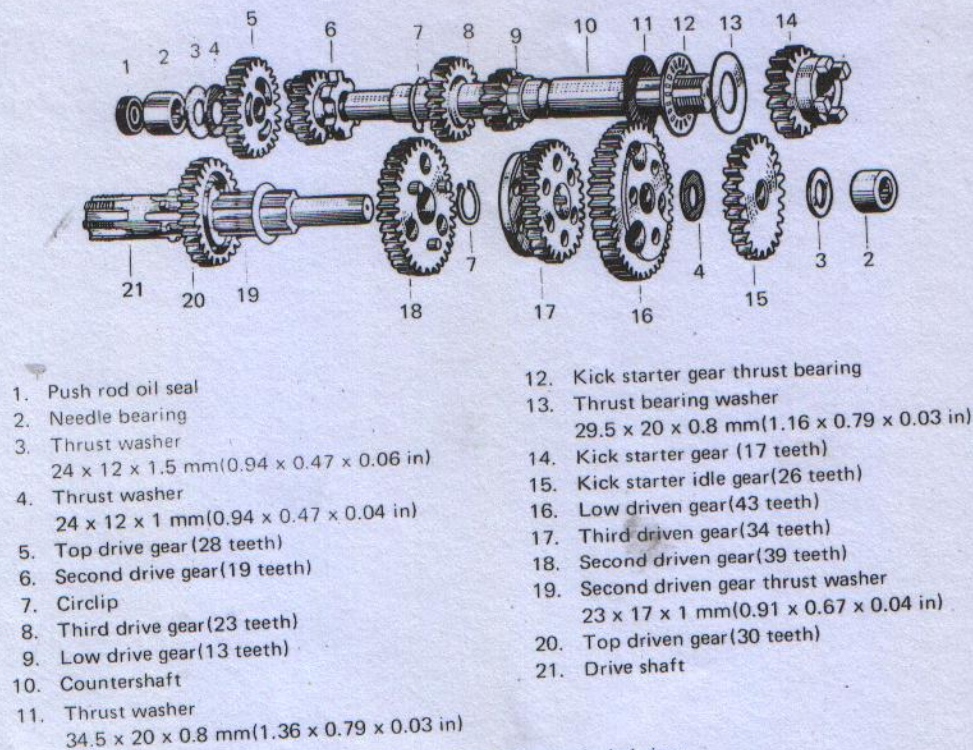


Fig. 5-4-1. Transmission exploded view

The type of transmission is constant mesh 4 speed. The construction and working principle are explained in this paragraph.

Engine power is transmitted to the drive shaft through the clutch, countershaft, gears on countershaft and gears on drive shaft. From the drive shaft to the rear wheel, the power is further transmitted through the drive sprocket. Each one set of drive and driven gears is used for each speed and these two gears are always paired so that one gear is free and the other gear is fixed on the related shaft in its turning direction.

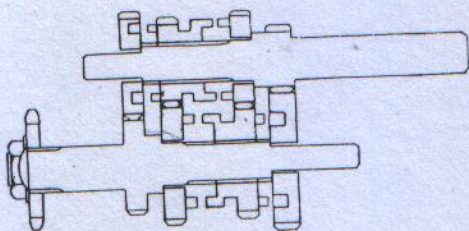


Fig. 5-4-2. Neutral position

The sliding gears shown in the illustration can move axially and clutch their facing free gears with dogs, which enable the free gears to be fixed with the shaft. This movement is done by the gear shifting forks.



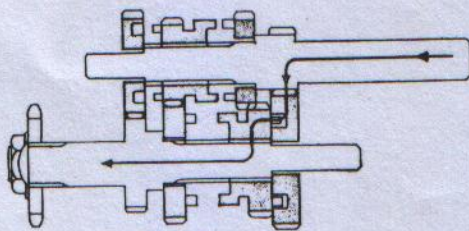


Fig. 5-4-3. 1st position

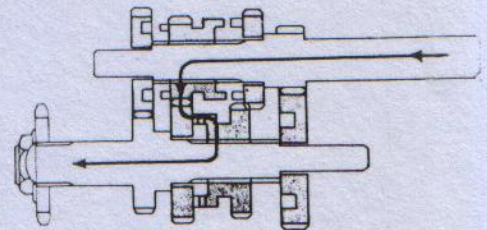


Fig. 5-4-4. 2nd position

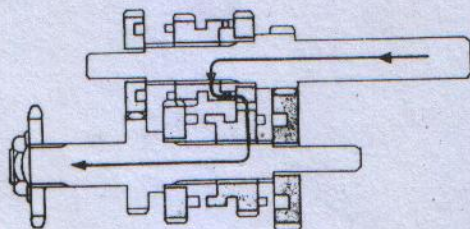


Fig. 5-4-5. 3rd position

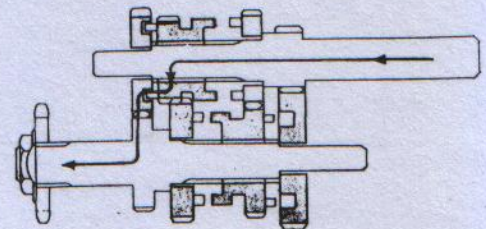
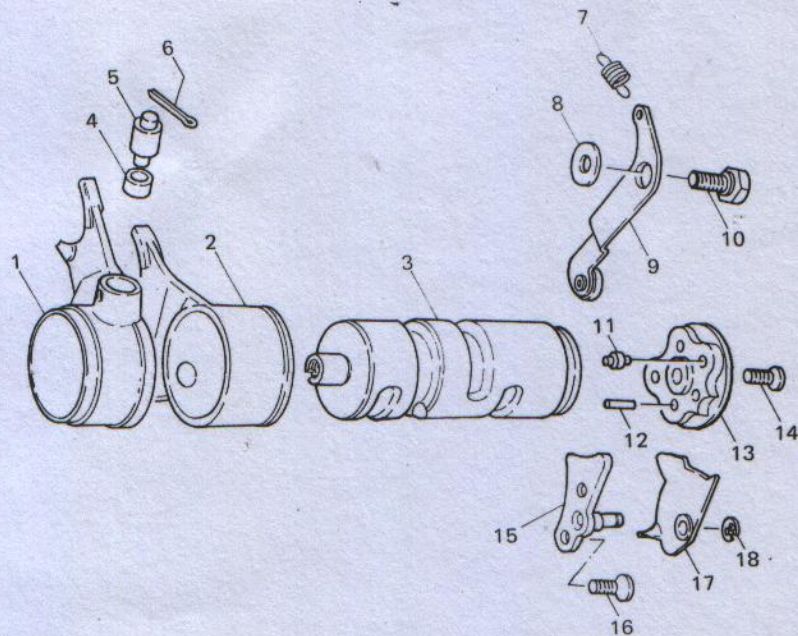


Fig. 5-4-6. 4th position

#### 5-4-2. Gear shifting

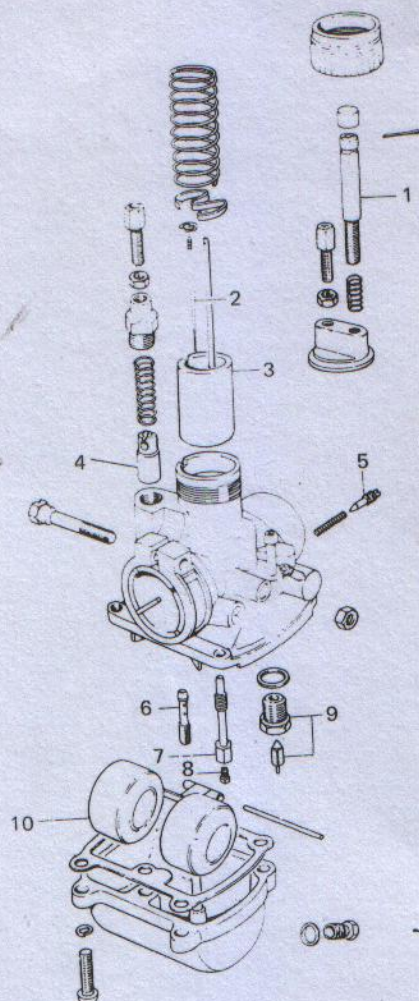


- |                                     |  |
|-------------------------------------|--|
| 1. High speed gear shifting fork    | 10. Gear shifting cam stopper bolt       |
| 2. Low speed gear shifting fork     | 11. Gear shifting cam stopper pin(short) |
| 3. Gear shifting cam                | 12. Gear shifting cam pin                |
| 4. Gear shifting fork guide roller  | 13. Gear shifting cam stopper plate      |
| 5. Gear shifting fork guide         | 14. Screw                                |
| 6. Cotter pin                       | 15. Gear shifting cam guide              |
| 7. Gear shifting cam stopper spring | 16. Screw                                |
| 8. Gear shifting cam stopper washer | 17. Gear shifting cam stopper pawl       |
| 9. Gear shifting cam stopper        |  |

Fig. 5-4-7. Gear shifting exploded view



## 5-5. CARBURETOR



1. Throttle valve stop screw
2. Jet needle
3. Throttle valve
4. Starter plunger
5. Pilot air adjusting screw
6. Pilot jet
7. Needle jet
8. Main jet
9. Needle valve
10. Float

Fig. 5-5-1. Carburetor exploded view

### 5-5-1. Specification

Type	VM16SC
Main jet	#77.5
Jet needle	3E3 clip into 3rd groove
Throttle valve cutaway	2.0
Pilot jet	#22.5
Needle jet	E-3
Pilot outlet	0.9 mm
Pilot air adjusting screw	1.5 turns back open
Needle valve seat	1.0 mm
Starter jet	#40
Float level	22-23 mm(0.86-0.90 in)



## 5-6. AIR CLEANER

The element is made of polyurethane sponge and contains oil in it to absorb dust. The construction is shown below.

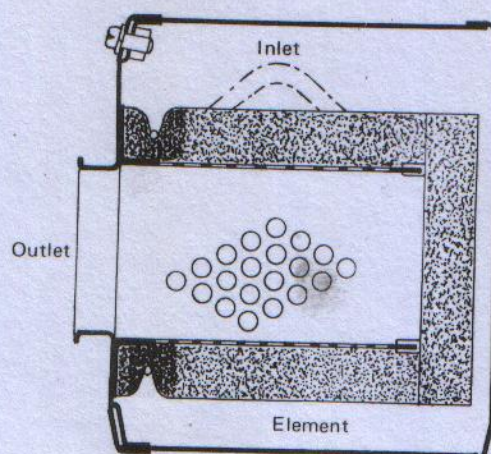


Fig. 5-6-1. Air cleaner construction

When cleaning the element, pull it off and wash with clean petrol. After draining the element, soak it into Suzuki CCI oil or the engine oil with around SAE #30 and squeeze the oil from the element.



## 6. BODY

### 6-1. FRONT FORKS

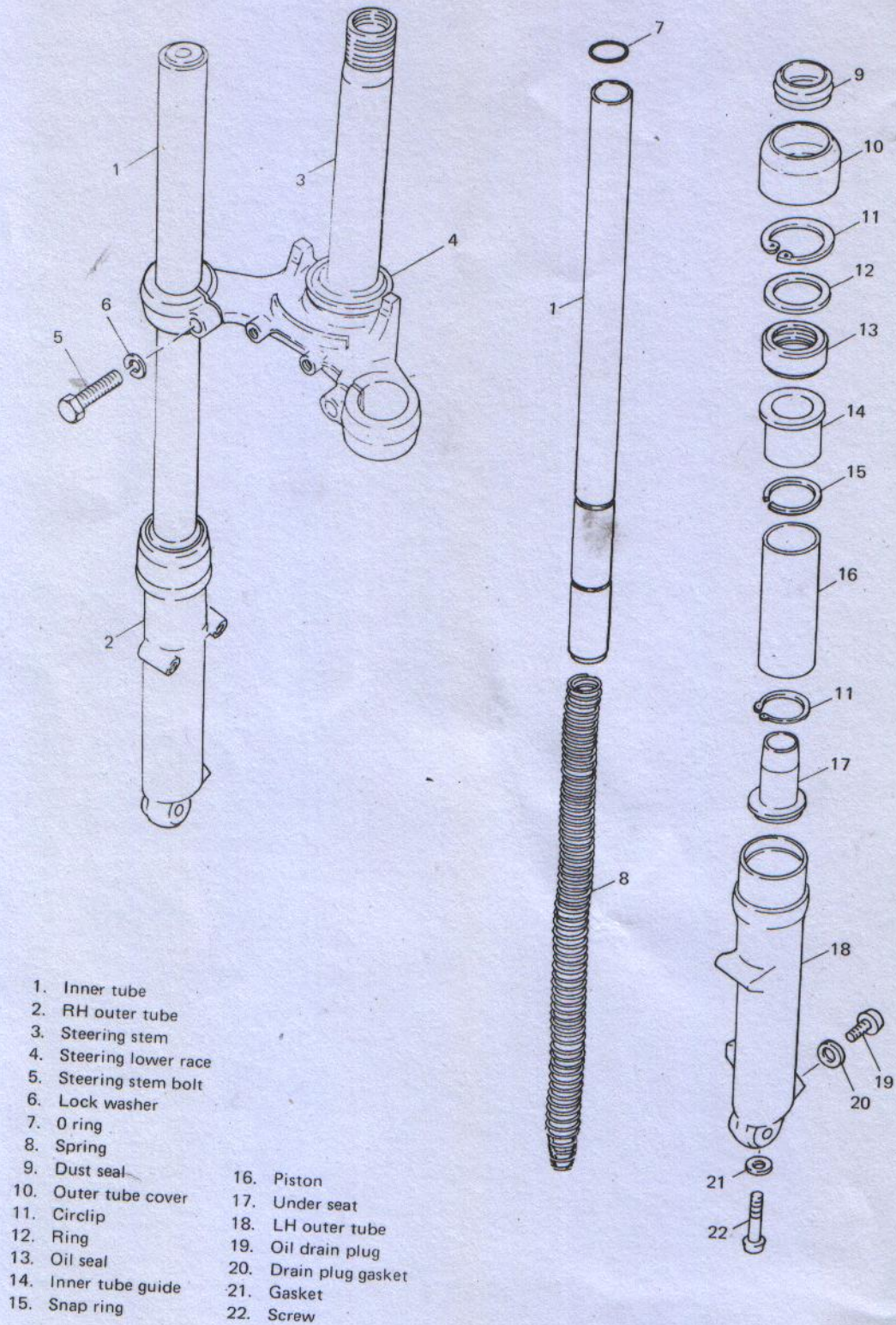


Fig. 6-1-1. Front fork exploded view



### 6-1-1. Disassembly

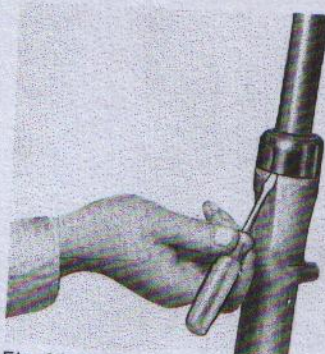


Fig. 6-1-2. Removing dust seal

Remove the dust seal from the bottom case by lightly tapping it upwards.

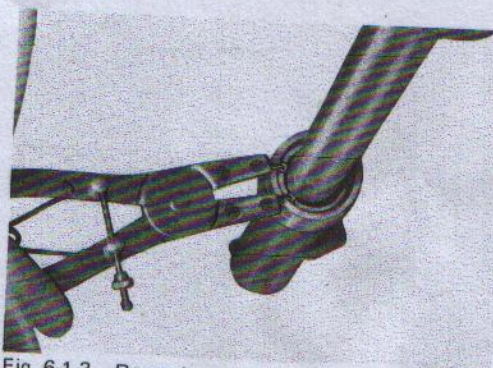


Fig. 6-1-3. Removing circlip

After draining the front fork by the drain plug fitted on outside of the bottom case near the front axle, take off the circlip by the circlip remover (special tool 09900-06103) and the front fork bottom case can be pulled out.

### 6-1-2. Assembly

#### (1) BOTTOM CASE

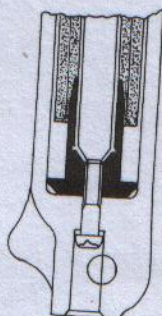


Fig. 6-1-4. Fork bottom exploded view

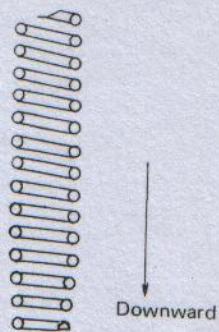
Once the bolt shown in Fig. 6-1-4 has been removed, tighten it when the front fork is completely bottomed without installing the spring. This will locate the inside part in center.

#### (2) DAMPER OIL

CAPACITY : 100 cc in each fork  
VISCOCITY: SAE 10W/30



### (3) FRONT FORK SPRING



When installing the front fork spring, place it with its tapered side facing down so that the spring may not block the orifice for oil passage.

Fig. 6-1-5. Spring fitting direction



## 7. ADJUSTMENT

### 7-1. OIL PUMP

Align the upper part of the round mark on the throttle valve with the upper surface of the carburetor main bore by turning throttle grip as shown in Fig. 7-1-1. Keeping the carburetor in this state, adjust the oil pump control cable by turning the adjuster so that the aligning marks on the lever and body may be in line as shown in Fig. 7-1-2.

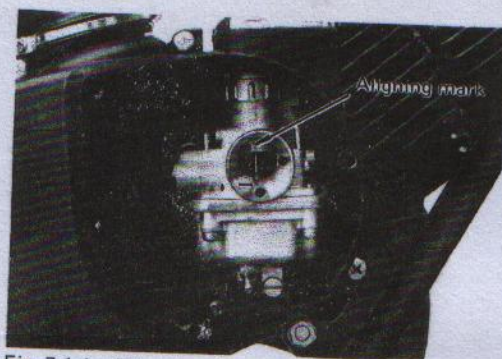


Fig. 7-1-1. Throttle valve aligning mark

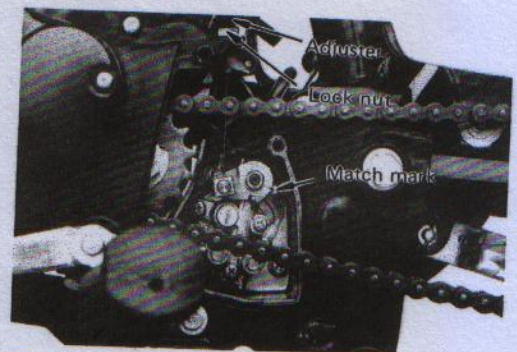
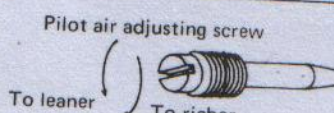
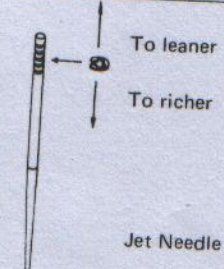



Fig. 7-1-2. Oil pump control cable

### 7-2. CARBURETOR

The adequate carburetion is determined according to the result of various tests mainly in consideration of the engine power, fuel consumption and fuel cooling effect to the engine and the jets settings are done so as to satisfy and balance all of these conditions. Therefore, it is not recommended to replace the jet with the other size than original or to change the setting position of adjustable parts except when compensating the mixture ratio due to the different altitude or climate conditions. When the adjustment is necessarily required, carry out the job referring to the following instructions.

1. Fuel-air mixture ratio can be changed by following manners.

Throttle opening	Method to change mixture ratio	Standard setting
Slight		1.5 turns back open
Medium		3rd position from top groove
High	 <p>Main Jet</p> <p>Larger number : Richer mixture Smaller number : Leaner mixture</p>	Number #77.5



2. The fuel level inside the float chamber should also be set in proper position. To adjust the fuel level, measure the height of the float from the mixing chamber body in the way explained as follow.

- A. Remove the float chamber.
- B. Hold the carburetor upside down with the float fitted to the mixing chamber body.
- C. Lower the float gradually and stop it just when the float tongue touches the upper end of the needle valve.
- D. Measure the distance between the float chamber fitted surface and bottom of the float as shown in Fig. 7-2-1.

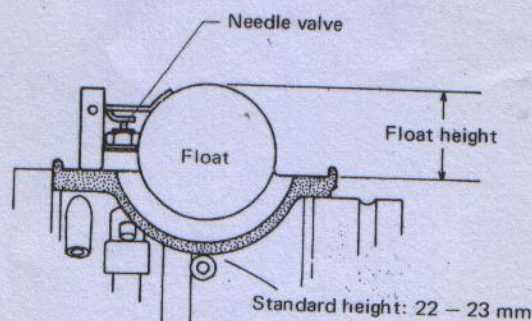


Fig. 7-2-1. Float level

### 7-3. IGNITION TIMING

Before checking or adjusting the ignition timing, be sure that the contact point gap is set to 0.3 or 0.4 mm (12-16/1,000 in).

Use timing dial gauge (09931-00111) and timing tester (09900-27002), and carry out the job following the procedure mentioned below.

1. Remove the spark plug from the cylinder head and screw in the timing dial gauge.
2. Connect one end of lead wire of the timing tester to the black wire in magneto wiring harness and other lead wire to the ground.
3. Search TDC in the dial gauge by turning the crankshaft slowly and there, set the needle to "0" position.
4. Turn the crankshaft slowly clockwise, ie. reverse direction of engine rotation, and stop the crankshaft being turned where the sound of the timing tester changes.
5. Read the indication of dial gauge. This indication shows the ignition timing in piston travel from TDC.

Standard ignition timing : 1.56 mm BTDC (20 degree)

The magneto is originally set so that the correct ignition timing point can usually be obtained by only adjusting the contact point gap within the range of 0.3-0.4 mm. However, in case that the magneto base is removed or the point is renewed, the relative positions between the base, point and crankcase may change and they require re-adjustment of the magneto base. In this case, adjust the base as shown in Fig. 7-3-2.

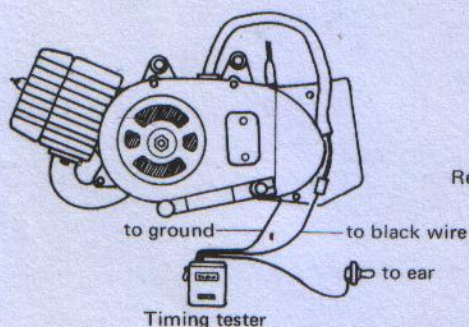


Fig. 7-3-1. Checking ignition timing

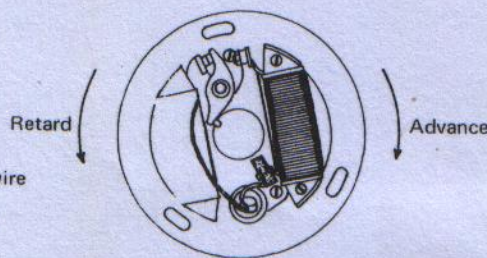


Fig. 7-3-2. Magneto base setting position



#### 7-4. CLUTCH

The clutch can be adjusted by both the clutch cable adjuster and the release adjusting screw. However, the adjustment should be normally made in the state that the clutch release screw is fully returned, therefore, the maximum play should be made on clutch cable before the adjustment.

1. Loosen the clutch release screw lock nut.
2. Screw in the release adjusting screw until it stops and turn it back around half a turn, then tighten the lock nut.
3. Adjust the cable adjuster so that the cable end play at the clutch lever may be around 3 mm(0.12 in).



Fig. 7-4-1. Clutch release screw

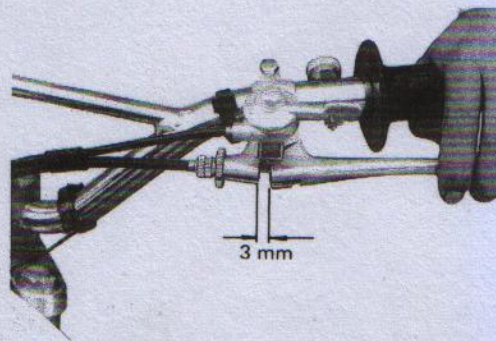


Fig. 7-4-2. Clutch cable end play



## 8. SERVICE DATA

Part	Item	Standard	Limit	Operation	Remarks
Cylinder head	Warp on the joining surface	below 0.03 mm (0.001 in)		Rectify	Put emery paper on a flat surface plate and grind the head on the paper by sliding it evenly back and forth
	Wear		0.05 mm (0.002 in)	Rebore	Measurement is the difference between largest and smallest diameter of the bore.
Cylinder	Cylinder-piston clearance	0.040–0.050 mm (0.0016–0.0020 in)	0.10 mm (0.004 in)		Measure the piston diameter at 23 mm (0.9 in) above the piston skirt in the direction perpendicular to the piston pin hole.
Piston ring	Open end	0.10–0.30 mm (0.004–0.012 in)	1.0 mm (0.004 in)	Replace	Measure the gap with a thickness gauge when the ring is inserted into the lower part of cylinder.
	Con-rod small end shake		3 mm (0.12 in)	Replace	Check the shake at TDC with dial guage.
Crank-shaft	Radial run out	below 0.06 mm (0.0024 in)		Rectify or replace	Check run out at left and right ends with dial gauge when both journal positions are held.
Clutch drive plate	Thickness	3 mm(0.12 in)	2.8 mm (0.11 in)	Replace	
	Warp	below 0.4 mm (16/1,000 in)		Replace	
Flywheel magneto	Resistance primary coil	Approx. 0Ω		Replace	Measure between black colored wire and the ground when inserting a insulating material to the points.
	Condenser capacity	0.18μF		Replace	Check with electro tester
	Ignition performance	over 7 mm (0.276 in)		Replace	The testing gap is to be connected in series with spark plug.



Part	Item	Standard	Limit	Operation	Remarks
Flywheel magneto	Contact point gap	0.3—0.4mm (0.012—0.016 in)		Adjust	Check with point gauge
Ignition coil	Resistance primary coil	1—3 $\Omega$		Replace	Check with tester
	Resistance secondary coil	5—10 $\Omega$		Replace	Check with tester

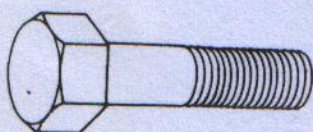


## 9. TIGHTENING TORQUE

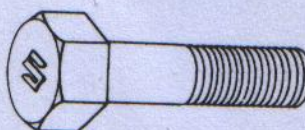
Item No.	Parts	Tightening Torque	
		kg-cm	lb-in
1	Cylinder head nut	100	90
2	Flywheel magneto nut	350	300
3	Drive sprocket nut	350	300
4	Primary drive gear nut	450	390
5	Clutch sleeve hub nut	250	230
6	Front axle nut	350	300
7	Rear axle nut	350	300
8	Steering stem head bolt	450	390
9	Handlebar clamp bolt	160	140
10	Front fork upper bracket bolt	450	390
11	Front fork under bracket bolt	250	230
12	Rear shock absorber upper & lower bolt	250	230
13	Swinging arm pivot nut	350	300
14	Rear torque link nut	130	120
15	Brake cam lever nut	70	60
16	Engine mounting nut	200	170

### TIGHTENING TORQUE FOR GENERAL BOLTS

Bolt Diameter (mm)	Tightening Torque			
	Usual bolt		"S" marked bolt	
	kg-cm	lb-in	kg-cm	lb-in
5	20 - 40	18 - 35	30 - 60	26 - 52
6	40 - 70	35 - 61	60 - 100	52 - 87
8	90 - 140	78 - 121	130 - 230	113 - 200
10	180 - 280	156 - 243	250 - 400	230 - 347



USUAL BOLT



"S" MARKED BOLT



## 10. IMPORTANT FUNCTIONAL PARTS

For safety driving of motorcycle, it is highly requested to check up the important items in accordance with following check list at the periodical inspection.

Check list of important functional parts for safety driving.

System	Item	Check for
FUEL SUPPLY	Carburetor	Uneven movement of throttle valve Fuel leakage
	Fuel hose Fuel tank Fuel cock	Fuel leakage
SUSPENSION	Front fork	Crack, Welding faulty of parts
	Front fork lower & upper bracket	Crack, Welding faulty
	Front and rear axle	Crack
	Rear swinging arm	Crack, Welding faulty
STEERING	Handlebar Handlebar clamp	Crack
BRAKES	Front hub drum Rear hub drum Hub panels	Crack
	Rear torque link	Crack
	Front brake shoe Rear brake shoe	Crack, Peeling off of lining
	Front brake cam shaft Rear brake cam shaft	Crack, Deformation of serration
	Rear brake rod	Crack
	Brake pedal	Crack, Welding faulty
	Brake lever	Crack
	Front brake cable	Insecure connection of cable end
FRAME	Frame	Crack, Welding faulty