Features & Specifications
2023 Hayabusa



GSX1300RRM3

GJH: Metallic Thunder Gray / Candy Daring Red

Shown with optional, color-matched seat cowl in place.

Overview

The Suzuki Hayabusa has firmly established its status as motorcycling's Ultimate Sportbike. The 2023 version of Suzuki's flagship sportbike is propelled by a muscular, refined inline four-cylinder engine housed in a proven and thoroughly updated chassis with incomparable manners, managed by an unequaled suite of electronic rider aids within stunning aerodynamic bodywork that is distinctly Hayabusa.

Riders who have owned or longed for a Hayabusa will recognize the iconic, aerodynamic silhouette that has been polished through wind tunnel sessions so the body features vent shapes, air diffusers, and reimagined logos while a sophisticated LED lighting system becomes the zenith of style and function.

The torque-rich 1,340cc engine effortlessly delivers a strong wave of power so the Hayabusa accelerates quicker and smoother than ever before, while complying with worldwide emissions standards. Rider control is unmatched because of the Hayabusa's Suzuki Intelligent Ride System (S.I.R.S.). The engine's adjustable power delivery, traction control*, cruise control, launch control, quick shift, and Motion Track ABS** and Combined Brake systems offer the Hayabusa rider unmatched options on how they want their ride to unfold.

This generation of Hayabusa has 550 new or redesigned parts over its predecessor, all with a focus on delivering the ultimate and balanced sportbike experience. All eyes turn to the Suzuki Hayabusa as it remains a testament to Suzuki's century of dedication to creating art while building the best performing product that is unmatched in quality, reliability, and value. The Hayabusa, like its namesake peregrine falcon, soars above all once again.

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GSX1300RRM3

KGL: Metallic Matte Black No. 2 / Glass Sparkle Black

Shown with optional, color-matched seat cowl in place.

Specifications and other information may change without notice.



GSX1300RRM3

JWN: Pearl Vigor Blue / Pearl Brilliant White

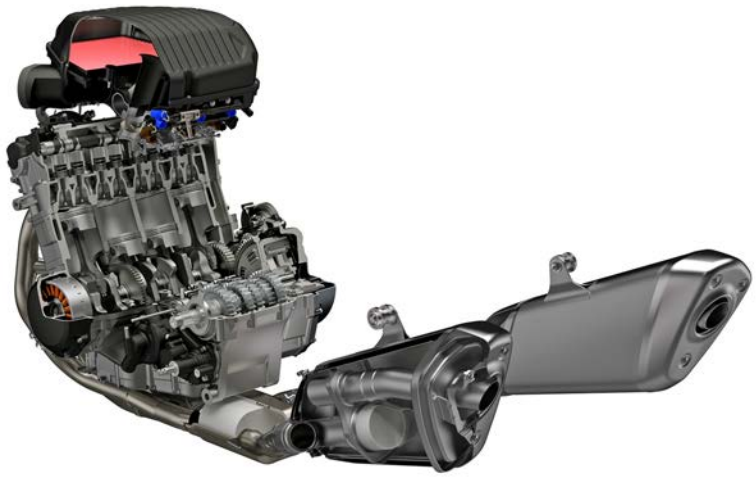
Shown with optional, color-matched seat cowl in place.

Key Features

- The Hayabusa is instantly recognizable as its wind-cheating body preserves the cues that were inspired by the peregrine falcon – the world's fastest animal. To bring a sophisticated appearance to the iconic Hayabusa, Suzuki's design team incorporated distinct lines and shapes to achieve an expression of refinement and ultimate performance.
- For 2023, riders may choose from three stunning color schemes: Metallic Matte Black & Glass Sparkle Black, Pearl Vigor Blue & Pearl Brilliant White, or Metallic Thunder Gray & Candy Darling Red. Each scheme features the iconic Hayabusa Kanji symbols and name logos.
- The Hayabusa's legendary 1340cc, four-cylinder, DOHC engine is fed by Ride-by-Wire electronic throttle bodies with dual fuel injectors feeding each cylinder, mixing with pressurized air from the Suzuki Ram Air Direct (SRAD) intakes in the nose of the aerodynamic fairing. The symmetrical twin silencer exhaust system is lighter with better flow and a stimulating exhaust note.
- The Hayabusa's superbike-caliber, twin-spar aluminum frame delivers a stable ride with nimble handling that can be personalized through the adjustable KYB-supplied suspension. Optimized aerodynamics and wind protection provide comfort while improved braking performance inspires rider confidence.
- The Hayabusa employs an advanced version of the Suzuki Intelligent Ride System (S.I.R.S.); a comprehensive collection of electronic rider aids like Cruise Control and Bi-directional Quick Shift systems that can optimize and personalize the motorcycle's performance characteristics to match the conditions and desires of the rider. Only the Hayabusa offers this premium suite of aids that simultaneously boosts performance and comfort as riders enjoy the ultimate sportbike experience.

Engine Features Overview

The 2023 Hayabusa is powered by the latest version of its renowned high-performance 1,340cc engine. This inline-four-cylinder architecture is legendary for its accessibility, serviceability, adaptability, and durability. Thoughtful engineering and development maintain the engine's operating efficiency and durability while allowing the Hayabusa to comply with world-wide emissions standards, without diminishing its performance potential. Hayabusa riders will enjoy an exceptional riding experience as this legendary engine delivers greater power and torque with smoother delivery throughout the low- to mid-speed range.



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Engine Features

- The powerful, 1,340cc, inline-four-cylinder, liquid-cooled, DOHC engine supplies a seamless surge of torque for effortless acceleration.
- Using techniques developed for the GSX-R1000, the crankcases have lubrication passages that provide 54% more oil flow to the crankshaft than the prior generation engine to help increase durability.
- Specialized crankcase assembly hardware and a modern tightening procedure is used to increase engine rigidity and durability.
- U-shaped cutouts in cylinder's bores allow crankcase pressure created by descending pistons to escape to adjacent cylinders to reduce internal pumping pressure and mechanical power losses.
- Suzuki Composite Electrochemical Material (SCEM) cylinder coating improves heat dissipation, durability, and ring seal. The three-ring, aluminum-alloy slipper pistons have been shaped and reduced in weight (weight of each piston was reduced by 26 grams). Conical machining at the piston pin bores improves strength and durability.
- The chrome nitride Physical Vapor Deposition (PVD) piston ring coating is harder and smoother than conventional chrome plating, reducing friction while improving sealing to the SCEM-coated cylinder.
- Like the crankcase, the crankshaft has high flow oil passages to increase lubrication at several key areas.
- The connecting rod design reduces weight (by 3 grams each rod) from the prior generation part while also increasing rigidity.
- With lower mass than the prior generation parts, the crankshaft, connecting rods and pistons reduce internal vibration, which in turn contributes to greater engine durability.
- A gear-driven balancer shaft is timed to the crankshaft to help minimize vibration to the engine and the rider.
- The design of the Twin Swirl Combustion Chamber (TSCC) in the cylinder head was updated in this generation engine to promote faster and more efficient burning of the fuel-air mixture. This update complements other valve train updates, increasing flow coefficient by 5% to improve combustion efficiency.
- The exhaust camshaft's valve list is higher than the prior generation engine and the timing for both camshafts has been tuned to reduce valve opening overlap, boosting low- to mid-range engine performance. Wide camshaft's lobes improve valve train lubrication and durability.
- Lightweight titanium valves with high-rate valve springs ideally match the camshafts to maintain accurate valve control.
- The cam chain tensioner design minimizes chain run-out and uses a Teflon coating on the slipper surface to reduce mechanical loss.
- Fired by independent ignition coil-caps in each cylinder, iridium spark plugs produce more complete combustion and last longer than conventional plugs.
- A curved radiator with a compact, dense-core design and two ECM-controlled electric fans keep the engine temperature stable.
- The fairing design permits high air flow through the radiator, increasing cooling efficiency as compared to the prior generation Hayabusa. Air flow is increased by 8% when the Hayabusa is in motion and is approximately 7% better when the cooling fan is moving air during low- to mid-speed riding.
- To allow the cooling fans to spin down when stopping in traffic, reducing warm air flow to the rider, the cooling fan blade pitch has been optimized and matched to a smaller fan shroud.
- Positioned below the main radiator, a large-capacity air-cooled oil cooler reduces engine oil temperatures throughout the crankcase.
- The Hayabusa is equipped with Suzuki's Ride-by-Wire Electronic Throttle body system which provides light, natural response with linear control like that of a conventional throttle.
- The electronic throttle bodies have tapered 43mm bores and are part of a high-flow intake system (intake pipe, throttle body and air cleaner funnel) that is 12mm longer than the prior generation Hayabusa to boost power at low-to mid-range engine speeds.
- Because the ECM controls the action of the throttle bodies other features can be precisely controlled, such as cruise control, launch and lift control, the bi-directional quick shift system, cold-start up and idle speed control, and simplified service procedures.

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Engine Features (continued)

- The throttle bodies use four primary fuel injectors that spray a fine mist of fuel directly into the intake pipes. Four additional Suzuki Side Feed Injectors (S-SFI) are set above the throttle body in the side of the intake funnels. These side injectors spray a fine mist of fuel on a reflecting plate at the top of the throttle body, resulting in a 2% increase in power and torque output in the low- to mid-range.
- The more compact throttle bodies made it possible to increase the air cleaner assembly's capacity from 10.3 liters to 11.5 liters, increasing the air supply to the engine. The air cleaner has a rigid lid with a simplified internal structure that enhances the intake air sound quality.
- The two Suzuki Ram Air Direct (SRAD) intake ducts in the upper fairing route high-pressure, fresh air to the air cleaner boosting performance in a linear fashion as the road speed increases.
- Flow analysis was employed when developing the SRAD ducts on the Hayabusa. The resulting design reduces pressure loss and increases the flow of pressurized air to the air cleaner while contributing to smoother aerodynamics and a more exciting intake sound.
- Suzuki Pulsed Secondary Air Injection (PAIR) system introduces fresh air into the exhaust to ignite unburned hydrocarbons (HC) to reduce carbon monoxide (CO) emissions.
- The exhaust system is 4.5 pounds (2,054 grams) lighter than the prior system with silencers styled to complement the Hayabusa's overall look. The silencers also have more capacity for better performance and have been tuned to emit a more exciting sound off idle and at lower speeds.
- The four-into-two-into-one-into-two exhaust system configuration uses connecting pipes from the #1 and #4 head pipes to help deliver more power and torque at low- to mid-range speeds. Like the prior generation exhaust, a connector pipe connects the #2 and #3 head pipes for similar benefits.
- The exhaust has high-flow catalyzers in the mid-pipe to further reduce HC, CO, and nitrogen oxide (NOx) emissions. Dual O2 sensors provide instantaneous feedback to the ECM for smooth, clean EFI operation.
- The body of the exhaust silencers (mufflers) will change in color and hue over time in response to the way the bike is ridden. This makes it possible for each rider to add a unique personal touch to his or her Hayabusa.

Transmission, Clutch & Driveline Features Overview



Designed and constructed to handle a broad spread of engine power, the driveline on the 2023 Hayabusa is the high standard of control and convenience on sportbikes. Using the three-mode Bi-directional Quick Shift system lets riders enjoy clutchless up- and down-shifts that can be tuned to match how they want to shift. A SCAS-style clutch system makes sure the engine power effectively gets from the transmission to the rear wheel while slipping just the right amount for peerless manners during engine braking. Riders will praise the hydraulically activated clutch's behavior that delivers a light touch that helps convey a defined engagement point to the lever. The strong drive chain was developed exclusively for the Hayabusa to reliably and quietly put power down at any road speed.

Driveline Features

- The Hayabusa's six-speed, close-ratio, and constant-mesh transmission can be shifted conventionally or with the bi-directional quick shift system allowing the rider to select racing-style, conventional, or casual riding clutchless shifts.
- The Hayabusa has the latest version of the Suzuki Clutch Assist System (SCAS) clutch that delivers a lighter clutch lever pull than ever before. SCAS serves as a back-torque-limiting system for smooth downshifts while increasing plate tension during acceleration to ensure engine power is effectively transmitted to the rear wheel.
- Hydraulic clutch activation further reduces the lever pull while providing the rider a good sense of the clutch's friction zone.
- The Hayabusa's six-speed, close-ratio transmission was developed to match the engine's performance while improving durability and simplifying service.

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Driveline Features (continued)

- Oil jets in the crankcase spray lubricating oil on the fourth, fifth, and sixth gears to reduce friction, wear, and mechanical sounds during high-speed operation.
- The longer countershaft accommodates the new-generation SCAS-style clutch and uses longer needle bearings to increase durability. The clutch pushrod length updated to match the countershaft change.
- The gearshift cam, end plate and stopper design provide precise operation with the quick shift system while giving the rider a smooth and direct shift feel.
- To simplify service, a unique transmission retainer system is used in the crankcase.
- Developed for the Hayabusa, the unique and strong RK® GB50GSVZ4 drive chain has larger pins and rollers for reliable and quiet operation.

Chassis Features Overview



Building upon Suzuki's proven twin-spar aluminum frame architecture the Hayabusa's light chassis achieves a lower center-of-gravity and a 50:50 weight distribution ratio to help provide a stable ride with nimble handling characteristics. The suspension, wheels and tires help keep the Hayabusa surefooted and composed on a variety of roads. Leading-edge Brembo® Stylema® front calipers with large diameter brake rotors deliver strong braking performance that is further enhanced by Suzuki's intelligent control systems that help the Hayabusa run and brake effectively, whether riding straight or leaning through corners. Like its predecessors, the new-generation Hayabusa continues to deliver a smooth and comfortable ride that absorbs everything the road surface throws at it and responds faithfully to the rider's commands.

Chassis Features

- The Hayabusa's twin-spar aluminum frame and swingarm incorporate aluminum castings along with extruded aluminum sections that provide the right amount of suppleness and strength to its overall rigid alloy frame structure.
- Weighing 1.5 pounds (700 grams) less than the prior generation's part, the redesigned sub-frame is made of longer rectangular steel tubing for ample weight-carrying capacity.
- The KYB® inverted cartridge fork has a specific internal structure to provide more compliance, further improving the suspension's ability to absorb shocks from the road helping to ensure a smoother, more stable ride with optimum grip.
- The fork has spring preload plus rebound and compression damping force adjusters so the rider can tune the suspension response to their preference.
- The fork's 43mm inner tubes feature Diamond-Like Carbon (DLC) coating to reduce friction and improve reaction to small road surface irregularities.
- Like the fork, the internal structure of the KYB® rear shock absorber was designed to help optimize comfort and straight-line stability.
- The shock absorber has threaded spring preload adjustment collars plus rebound and compression damping force adjusters.
- A steering damper attached to the frame and the lower fork bracket provide damping force to suppress unwanted vibration and steering forces but are tuned to provide a light steering feel at lower speeds.
- Seven-spoke cast aluminum alloy wheels are used to help improve grip and feel to the rider while matching the Hayabusa's exciting styling.
- Co-developed by Suzuki and Bridgestone®, the Hayabusa is shod with Battlax Hypersport S22 tires in120/70ZR17M/C (58W) front and 190/50ZR17M/C (73W) rear sizes.
- These Bridgestone® tires use a compound and construction to help improve grip on dry roads, performance in wet conditions, and help provide greater all-round agility. The S22 tires also provide excellent straight-line stability and braking grip, providing the rider a more exciting and confidence-building experience.

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Chassis Features (continued)

- The Hayabusa provides the rider extraordinary control of braking with the Combined Brake System, and the Motion Track Antilock Brake System (MT-ABS)**.
    - o With the Combined Brake System, the rider can operate the front brake with more confidence as operating the front brake lever will provide braking power to both the front and rear brakes.
    - o The advanced ABS-unit has a lightweight, compact design. Antilock brakes enhance braking performance by matching stopping power to available traction which helps prevent, to a certain extent, wheel locking due to changes in road conditions or excessive braking.
    - o This ABS-unit combines IMU-measured, spatial information of the motorcycle's posture in conjunction with front and rear wheel speeds. This allows the MT-ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
    - o See other brake system-related features in the Suzuki Intelligent Ride System (S.I.R.S.) section.
- The Hayabusa is equipped with the innovative Brembo® Stylema® front brake calipers. Featuring a light, compact and carefully sculpted design that is intended for use on high-performance motorcycles, these calipers increase airflow around the brake pads to cool more quickly and deliver immediate response.
- The Stylema® front brake calipers are paired with a pair of 320 mm diameter stainless-steel full-floating discs with a hole pattern that further helps optimize cooling efficiency.
- The solo rear 260mm brake rotor is grabbed by a single-piston brake caliper.
- The floating handlebar mount helps minimize vibration, while the upper clamp incorporates a distinctive Hayabusa logo.
- As compared to the prior generation Hayabusa, the handlebars are mounted 12mm closer to the rider vastly improving comfort and reduce fatigue when touring while enhancing control.
- The rider footrests have damped mounting hardware to reduce vibration and are set in a sporty, yet comfortable relationship to the handlebars and seat. The heel guards incorporate replaceable plastic inserts that can be changed to renew their appearance.
- Both the shift and rear brake levers are easily adjustable to the rider's preference.
- The Hayabusa's black-anodized, adjustable clutch and front brake lever have carefully crafted shapes to aid rider control and feature slots at the ends to reduce the chance of wind pressure pushing the levers inward.
- The bodywork and sub frame were designed to bring the Hayabusa's seat height down to 31.5 inches.
- The rear seat is set higher than the front seat so the passenger can enjoy a forward view over the rider's shoulder.
- Visually matching the Hayabusa's styling, the grab rail is reshaped and set in proximity to the rear seat so it is easy for the passenger to grasp.
- The passenger seat and grab rail can be replaced by an optional, color matched single seat cowl that acts as a lumbar stop for the rider during solo rides while adding to the Hayabusa's performance-related style.

Body & Styling Features Overview

The styling goal for the new-generation Hayabusa was to retain the cues that made this Ultimate Sportbike instantly recognizable and combine them with elements from the flying raptor whose stance screams of power, performance, poise, and keen perceptive abilities. This modernized styling visually forecasts the Hayabusa's riding experience. The stunning result is a tribute to the Japanese peregrine falcon from which the Hayabusa takes its name.



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Body & Styling Features

- The styling of the bodywork intentionally conveys a modern image of advanced performance and effective features, while faithfully inheriting the wind-cutting silhouette and overall look for which the Hayabusa is famous.
- From every angle and in every detail, the Hayabusa's body has straighter, sharper lines that create a firm impression of modern appeal that is sure to turn heads.
    - o These lines trace from the front fairing and fuel tank through to the tail section, projecting the aura of high quality and luxury.
    - o These lines also sweep to the slim, upswept exhaust silencers. The silencers combine with the sharp tail design to further emphasize the Hayabusa's aggressive performance stance.
    - o Adding cleanliness and flair to the Hayabusa's bold tail is a wide LED rear combination light (that incorporates running, brake and turn signal functions).
- Beyond art, the bodywork was also developed by practical shaping during extensive wind tunnel developmental sessions so the Hayabusa's advanced aerodynamics offer superb wind protection both for normal and completely tucked-in seating positions.
    - o More than a styling exercise, the Hayabusa features one of the best drag coefficients found on any street legal motorcycle, while also achieving excellent Cd A and lift values to help maximize top speed potential and stability at top speed.
    - o The Hayabusa's vertically stacked headlight continues to be a bold styling feature that increases performance as its location between the large Suzuki Ram Air Direct (SRAD) intake ducts provides high pressure air at speed that boosts engine power.
    - o Flanking the SRAD ducts are LED position lights with integrated turn signals. They form a single clean vertical line that flows back along the cowling and eliminates the bulbous turn signal shape of the previous generation.
    - o The V-shaped chrome-plated moldings in front of the air ducts on the side cowlings create a styling accent flowing from the engine to the mufflers that visually expresses the immense amount of power emanating from the engine, but are also functional parts that draw wind away from the rider's legs.
    - o Complementing the slippery styling is a aerodynamic windscreen that is shaped to reduce the wind blast to the rider while permitting a good view of the instrument cluster. A Suzuki Genuine Accessory windscreen that is 1.5 inches (38mm) taller is also available.
    - o The black plastic accent pieces that extend from the sides of the upper cowl near the handlebars deflect air away from the rider's elbows and knuckles.
    - o Streamlined mirrors have been positioned low and outward to provide an excellent rear view to the rider.
- The 2023 Hayabusa is offered a trio of two-tone body color schemes:
    - o Pear Vigor Blue & Pearl Brilliant White form a visually stunning white motorcycle with deep blue accents in key locations that emphasize the Hayabusa' sculpted form.
    - o Metallic Matte Black & Glass Sparkle Black uses the offset between flat and glossy black paint to create a dark image of strength.
    - o Metallic Thunder Gray & Candy Darning Red occupies a space between the bright white and dark black of the other schemes. The gray base color provides definition to the Hayabusa's body with red accents placed in the various intake and exhaust vents in the bodywork.
- The Hayabusa kanji and name logos have been styled to align with the bodywork's modern look. Both logos adopt highly stylized strokes and the name logo features a long cross stroke on the "H" that emphasizes a sense of speed.
- Small, tasteful versions of the Hayabusa's Japanese logo are incorporated on the ignition key fob, within the LED headlight housing, at the front of the accessory seat cowl, and is visible as part of the start-up animation on the instrument cluster's TFT display.

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Electrical & Lighting Features Overview



As the foundation of the S.I.R.S. suite of advanced rider aids, the Hayabusa's charging system, powerful ECM, and lightning quick CAN-style wiring harness deliver reliable performance no other sportbike can match. Quality and innovation coexist in the Bosch® Inertial Measurement Unit (IMU) that instantaneously provides exact chassis position, movement, and acceleration that S.I.R.S. uses for optional engine and braking performance. Using its renowned analog gauge format, the instrument cluster provides a wealth of operational information through a TFT LCD center panel which includes a real time accelerometer and lean angle display developed though Suzuki MotoGP Championship technology.

The Hayabusa's vertically stacked low beam and projector-type high beam headlights adopt LEDs that provide clear, bright illumination. Bright white LED position lights with integrated turn signals, a first on a Suzuki motorcycle, flank the outer edges of the large SRAD air intakes. At the tail, a bold LED taillight and rear turn signal assembly is smoothly incorporated into the Hayabusa's styling so no ungainly stalks or signals protrude from its slippery bodywork.

Electrical & Lighting Features

- Riders adore the outstanding functionality and familiar layout of the Hayabusa's instantly recognizable instrument cluster. Continuing the tradition of blending analog gauges with digital LCD displays and LED icons, the Hayabusa's instrument cluster benefits from several carefully developed innovations and valuable features with styling to match the bike's modern appearance.
    - o The large analog tachometer and speedometer have a fresh, modern appearance that includes larger and bolder numbering that improves readability. Raised scale markings around the periphery of each gauge use LED lighting to provide a clearer view and faster recognition in both daylight and night.
    - o Carrying the theme of color accents throughout the cockpit area, the analog fuel and coolant temperature gauges that flank the speedometer and tachometer are ringed in gold, as are the SDMS-a and Active Data display screens on the Thin Film Transistor (TFT) and Liquid Crystal Display (LCD) panel.
- A key feature of the instrument cluster is the TFT LCD panel centrally mounted between the speedometer and tachometer. By using two display methodologies, the TFT LCD panel can display a variety of information in formats that are easily recognizable and attractive.
    - o The TFT LCD panel displays either the current SDMS-α systems settings or an Active Data display that shows lean angle (with a peak-hold function), front and rear brake pressure, rate of vehicle acceleration or deceleration, and the current accelerator position.
    - o The panel also shows the time, gear position, odometer, dual trip meter, ambient air temperature, instantaneous fuel consumption, riding range, trip time, average fuel consumption, and battery voltage displays.
    - o LEDs located in the corners above and below the TFT LCD include the neutral indicator light, turn-signal indicator lights, high-beam indicator light, low oil pressure warning light, TC (Traction Control) indicator, MIL (Malfunction Indication Lamp), master warning indicator, and ABS indicator. There is also an LED engine coolant temperature indicator light in the upper right corner of the engine coolant temperature gauge and fuel indicator light in the upper left corner of the fuel meter gauge.
    - o An additional feature of the LCD panel is a brief animation of the Hayabusa kanji character that plays when the ignition key is turned on. This playful presentation is pleasing to the eye and heightens anticipation of the ride to come. A second animation featuring the Suzuki logo plays before the display is turned off.

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Electrical & Lighting Features (continued)

- An ambient light sensor automatically adjusts the instrument cluster's brightness level based on surrounding conditions, but the rider can manually adjust the illumination to their preference.
- The handlebar switches were designed to maximize operating ease and efficiency. The mode/set switch on the left handlebar controls various Suzuki Intelligent Ride System (S.I.R.S.) settings and adjustments, including cruise control operation.
    - o The rider can use the instrument cluster information and the rocker switch on the left handlebar control to change the TFT LCD display and S.I.R.S. settings.
    - o The right handlebar switch has a poly-function rocker switch that is the engine stop and start button that activates the Easy Start System. A single button below the rocker switch engages the cruise control.
- A powerful dual-core 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of the Hayabusa's electrical and S.I.R.S. components.
- Key to the operation of Hayabusa's S.I.R.S. and other electrical features is a Computer Area Network (CAN) style wire harness that functions as an interconnected information network rather than using a more complex and slower conventional wiring harness.
    - o The robust CAN-wiring system enables the motorcycle's various sensors and microcontrollers to instantaneously communicate with each other.
    - o Because it requires fewer wires, this CAN-wiring lets the vehicle be lighter and simpler, and provides a way for the advanced components – such as the electronic throttle bodies and cruise control – on the motorcycle to have faster data transmission with the ECM.
    - o The CAN-wiring also provides a single location for diagnosing any errors that may occur throughout the entire network.
- The 400W charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the rider's seat.
- Another component supporting S.I.R.S. and other Hayabusa technology is a six-direction, three-axis Inertial Measurement Unit (IMU) supplied by Bosch®.
    - o The Hayabusa's IMU measures six directions of movement along three axes. The IMU detects pitch, roll, and yaw movement based on the motorcycle's position, movement, and acceleration.
    - o This high-performance six-direction IMU also combines a three-axis angular rate sensor (gyro meter) and a three-axis acceleration sensor in a single compact unit.
    - The Hayabusa is equipped with the latest generation, compact Antilock Brake System (ABS) unit from Bosch®. Working in conjunction with the IMU, the ABS-unit realizes features such as the Motion Track Brake System, Slope Dependent Control System and Hill Hold Control System.
- Befitting its premium sportbike status, the Hayabusa is equipped with highly functional and attractive lighting. The stacked headlight format that debuted with the original Hayabusa continues in this 2023 edition with advanced technology and modern styling.
    - o Both the low beam and projector-type high beam headlights use bright LEDs that provide clear illumination and help make the Hayabusa clearly visible to pedestrians and other traffic at night.
    - o Attention to achieving a memorable look extends to every detail. The two upper and two lower LEDs for the low-beam are mounted in the corners where they shine across a reflector panel and fill the light assembly with attractive illumination. Fine touches throughout the headlight assembly include the use of black parts that heighten the sharp looks, as well as the inclusion of the Hayabusa kanji character on top of the black cowl above the high beam lamp.
- Hayabusa's front turn signals are incorporated in the position lights, a first for a Suzuki motorcycle.
    - o This design integrates the LED position lights and turn signals into single assemblies that neatly flank the outer edges of the large SRAD air intakes.

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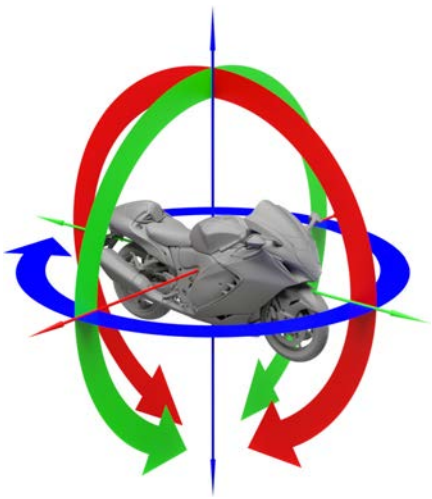
Electrical & Lighting Features (continued)

- An illumination scheme using white lighting for the position light with the turn signals flashing in orange when signaling creates a unique overall effect that heightens the sense of a premium riding experience.

- The bold LED taillight and rear turn signal design creates a single wide, sharp accent running horizontally across the bottom of the Hayabusa's tail section.
  - Each of the left and right combination lamps houses the tail/brake light and turn signals, with a clear lens over the taillight and a clear smoked amber lens over the turn signal portion.

Suzuki Intelligent Ride System (S.I.R.S.) Features Overview



The Hayabusa implements an advanced version of the Suzuki Intelligent Ride System (S.I.R.S.), motorcycling's most comprehensive collection of electronic systems designed to optimize performance characteristics to match the needs of the moment and make the Hayabusa more controllable and predictable.

S.I.R.S. provides the rider control of the Hayabusa's performance characteristics in six distinct areas:

1. Control of the engine output characteristics
2. Control over engine acceleration characteristics
3. Control over engine deceleration (engine braking) characteristics
4. Control over the engine at steady speeds
5. Control over engine and transmission operation
6. Control over braking

Riders may opt for settings that best suit riding conditions and varying road surfaces, as well as their level of confidence and experience. They may benefit from the response those settings offer and take advantage of the feedback to further hone their riding skills and gain greater confidence as they enjoy the ultimate riding experience.

Suzuki Intelligent Ride System (S.I.R.S.) Features

1. Control of the Engine Output Characteristics

- The **Suzuki Drive Mode Selector Alpha** (SDMS-α) system provides the rider a choice of three factory preset and three rider (or user) defined and combined settings of the Power Mode Selector, Motion Track Traction Control, Anti-lift Control, Engine Brake Control and Bi-directional Quick Shift systems.
  - These presets provide the rider a quick and easy way to set the Hayabusa's performance characteristic to their liking.
    - Three factory preset modes (A, B, and C) have been carefully created so the SDMS-a can set S.I.R.S. for optimal performance.
      - Factory preset mode A is for active, sporty use.
      - Factory preset mode B is for general, all-around riding
      - Factory preset mode C is for comfort and touring.
    - The rider can create three user-defined settings (U1, U2, and U3). These unique setting allow the rider to tune S.I.R.S. to their riding style or to their favorite road. It is then a quick and easy process for the rider to set the S.I.R.S. to use those settings.
  - Using the mode and select switches on the left handlebar the rider can change modes and settings that are then displayed on the TFT LCD panel located at the center of the instrument cluster.
- The **Power Mode Selector** (PW) permits selection between three different engine output characteristic modes to match the riding conditions or the rider's preference.
  - Mode 1 provides the sharpest throttle response up to maximum engine power.
    - This characteristic would be well suited for use by experienced riders riding on good road conditions.

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Suzuki Intelligent Ride System (S.I.R.S.) Features (continued)

- Mode 2 provides a softer throttle response with a more linear power delivery up to maximum engine power.
  - This characteristic would be well suited for use by most riders riding on average road conditions.
- Mode 3 provides the softest throttle response with a more gentle power curve with reduced maximum output.
  - This characteristic would be well suited for riders with less experience or by all riders riding on poor road conditions (wet or dirty surface with limited traction).

2. Control of the Engine Acceleration Characteristics

- The **Motion Track Traction Control System** (TC) was designed to provide stability and help enable the rider to control the Hayabusa with confidence in varying riding conditions by limiting rear wheel spin.
  - Adopted directly from the traction control system Suzuki developed for MotoGP racing, the Hayabusa's TC system features smooth control that does not interfere when enjoying a more aggressive, sporty ride.
  - The TC system offers 10 mode settings and can also be switched off. The higher the mode number the more they system is sensitive to rear wheel spin and the faster it will intervene, limiting wheel spin.
  - The ECM continually monitors front and rear wheel speed, engine RPM, plus throttle position and gear position, and lean angle data from the IMU. When the system determines that loss of traction is imminent, the ECM adjusts engine power to prevent wheel spin.
  - The TC modes are displayed on the TFT LCD display and can be changed on-the-fly using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon in the center of the instrument cluster will illuminate and flash.
- The **Anti-lift Control System** (LF) adds control reassurance to riders by helping prevent the front wheel from lifting off the ground when accelerating.
  - The rider can choose from 10 modes, or turn the system off. The higher the setting, the greater the amount of control supplied. When in Mode 10, for example, it is virtually impossible to lift the front wheel, even with a passenger on the back and the throttle wide open.
  - Hayabusa's dual-core 32-bit ECM processes data such as engine speed, throttle position, gear position, clutch switch and front and rear wheel speed sensors, as well as the IMU, to determine the appropriate amount of engine output to deliver in response to the rider operating the throttle and the LF system mode setting.
  - The LF mode settings are displayed on the TFT LCD display and can be changed using the left handlebar switch.
- The **Launch Control System** (LC) helps ensure efficient launch and acceleration from a standing start. Launch Control for the Hayabusa offers three modes from which the rider can choose to match his or her level of experience or confidence.
  - LC Mode 1 limits engine speed on launch to 4,000 RPM for smooth, softer acceleration from a stop.
  - LC Mode 2 lets the engine rev to 6,000 RPM for a moderate, stronger acceleration characteristic from a stop.
  - LC Mode 3 limits the engine speed to 8,000 RPM for the strongest and quickest acceleration from a stop.
  - The LC mode settings are displayed on the TFT LCD display and can be changed using the left handlebar switch.

3. Control of the Engine Deceleration Characteristics

- **The Engine Brake Control System** (EB) is a three mode (and OFF setting) system that provides control over the effective strength of engine braking to match the rider's preference.
  - The higher the setting, the more assistance the system provides the rider with smooth, controllable behavior by cancelling out the effect of engine braking to help eliminate rear tire sliding or skipping when decelerating after releasing the throttle grip or downshifting.
    - The rider can also switch EB off to experience the full effect of the engine braking during deceleration.

Continued >>

Suzuki Intelligent Ride System (S.I.R.S.) Features (continued)

- o The EB mode settings are displayed on the TFT LCD display and can be changed using the left handlebar switch.

4. Control over the Engine at Steady Speeds

- The Hayabusa's **Cruise Control System** maintains the selected road speed without the rider having to hold the throttle open – a welcome feature for long-distance riding that can reduce rider fatigue.
  - o Cruising speed can be set from approximately 20 MPH to 125 MPH (31 km/h to 200 km/h) while riding at 2,000 to 7,000 RPM in second gear or higher.
  - o The cruise speed setting appears on the TFT LCD display and a button on the right handlebar control can be pressed to activate or put the cruise control into standby.
  - o The rocker-style mode-selector switch on the left handlebar control lets the rider adjust the speed up or down, and a handy resume function re-engages the system and accelerates to the most recent speed setting after canceling.
- Suzuki's **Active Speed Limiter** is a first in the motorcycle industry, as this highly practical system allows the rider to set a speed limit the bike will not exceed, eliminating concerns about speeding or driving faster than intended.
  - o With the Active Speed Limiter engaged, the rider can accelerate freely up to the preset speed, but not exceed it. The rider can decelerate normally by backing off the throttle.
  - o The system can be temporarily overridden with one quick twist of the throttle, making it easy to accelerate beyond the set limit to pass other vehicles. It can be deactivated completely at the press of a button after releasing the throttle grip.

5. Control over Engine Operations

- The dual mode **Bi-directional Quick Shift System** (QS) allows the rider to shift up or down quickly and easily, without operating the clutch or changing throttle position. To ensure smooth upshifts QS adjust ignition timing when accelerating or riding at a steady speed. When decelerating, QS adjusts throttle settings, automatically blipping the throttle when downshifting.
  - o QS Mode 1 reacts quickly to the rider moving the shift lever to replicate a racing-style response.
  - o QS Mode 2 offers a lighter reaction to the rider's shift that is well suited for casual riding.
  - o Performance of the Hayabusa's SACS-style assist & slipper clutch ensures even smoother up and down shifts when using QS or manual clutch operation.
- The Suzuki **Easy Start System** lets the rider start the motorcycle with a momentary press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine fires up.
- The **Low RPM Assist System** seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds to help ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

6. Control over Braking

- The **Combined Brake System** provides stopping confidence to the Hayabusa rider as operating the front brake lever provides braking power to both the front and rear brakes.
  - o Using the brake pedal (with the right foot) operates the rear brake only.
- The Motion Track Anti-lock Brake System (MT-ABS) combines IMU-measured, spatial information of the Hayabusa's posture in conjunction with front and rear wheel speeds. This allows the ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
  - o By reducing the impact of sudden braking force, the Hayabusa is less likely to try to push itself upright or lose traction, instead maintaining the turning radius and lean angle to better follow the rider's intended line through the corner.
  - o Even if the rider is startled and brakes heavily in a corner, MT-ABS assists in helping maintain stability while stopping or slowing the motorcycle.
  - o The MT-ABS system cannot be switched off – it is always active.

Continued >>

Suzuki Intelligent Ride System (S.I.R.S.) Features (continued)

- The **Slope Dependent Control System** prevents rear wheel lift when braking when travelling downhill. The ABS unit continually measures brake pressure while the IMU constantly monitors vehicle posture of the vehicle even as the Hayabusa is traveling downhill. When the rider operates a brake lever or pedal when riding downhill, the electronic control unit adjusts brake pressure to prevent rear wheel lift, providing more stable braking.
- The **Hill Hold Control System** helps hold the Hayabusa when it is stopped on an incline, providing confidence so riders can focus on smoother takeoffs up the hill.
    - When stopping upward on a hill and applying the brakes, this system automatically operates the rear brake for around 30 seconds to prevent the motorcycle from rolling back down the hill even if the rider releases the brake lever or pedal.
    - When the rider releases the brake lever or foot pedal, the ECM detects the rider's intention to ride forward and releases the rear brake pressure smoothly.
    - The rider can also disengage the Hill Hold System by squeezing the front brake lever twice or use the left handlebar control and the instrument cluster with the system off.
        - An "H" mark lights on the instrument cluster when the system is engaged, and flashes when the system is disengaged.

Suzuki Genuine Accessories

- The Hayabusa is the world's Ultimate Sportbike with premium components, styling and unmatched performance so it is fitting that a wide selection of Suzuki Genuine Accessories are available so the rider can personalize their motorcycle to their tastes and riding style.
- An optional, color matched single seat cowling delivers function and great styling by continuing the wind cheating shape of the Hayabusa.
- A taller touring windscreen is available for reduced wind blast to the rider on longer rides.
- Riders can take the personal items easily with them both on and off the bike thanks to Suzuki fuel filler-mount tank bags that clip on and off in seconds.
- A special rider's seat is also available with different foam for comfort while a different texture and colored cover enhances appearance.
- Multi-level heated grips help deliver comfort during colder rides (and are specially designed to function with the Hayabusa's CAN-style wire harness).
- Hayabusa and Suzuki logo decals can add a splash of color and an impression of speed to the wheel rims.
- Billet brake and clutch hand levers, stylized and strong aluminum chain adjuster block and front axle sliders blend a performance look and real function.
- For more information on Suzuki Genuine Accessories, visit **Suzuki's online Accessory Store.**

Warranty & Additional Information

- The Hayabusa's excellent build-quality is backed by Suzuki's 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit **www.suzukicycles.com.**

**The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Traction control cannot prevent the front wheel from losing grip.*

***Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

GSX1300RRM3

E03 (US specification), E33 (California specification)

Dimensions and curb mass

Item	Specification	Remark
Overall length	2180mm (85.8 in)	—
Overall width	735mm (28.9 in)	—
Overall height	1165mm (45.9 in)	—
Wheelbase	1480mm (58.3 in)	—
Ground clearance	125 mm (4.9 in)	—
Seat height	800 mm (31.5 in)	—
Curb mass	264 kg (582 lbs)	—

Engine

Item	Specification	Remark
Type	4-stroke, liquid-cooled	—
Number of cylinders	4	—
Bore	81.0 mm (3.189 in)	—
Stroke	65.0 mm (2.559 in)	—
Displacement	1340 cm^3 (81.8 cu. in)	—
Compression ratio	12.5 : 1	—
Fuel system	Fuel injection system	—
Air cleaner	Paper element	—
Starter system	Electric	—
Idle speed	1050 – 1250 r/min	—

Drive train

Item		Specification	Remark
Clutch		Wet multi-plate	—
Transmission		6-speed constant mesh	—
Gearshift pattern		1-down, 5-up	—
Primary reduction ratio		1.596 (83/52)	—
Gear ratios	Low	2.615 (34/13)	—
	2nd	1.937(31/16)	—
	3rd	1.526 (29/19)	—
	4th	1.285 (27/21)	—
	5th	1.136 (25/22)	—
	Top	1.043 (24/23)	—
Final reduction ratio		2.388 (43/18)	—
Drive chain		RKGB50GSVZ5, 114 links	—

Specifications and other information may change without notice.

GSX1300RRM3

E03 (US specification), E33 (California specification)

Chassis

Item	Specification	Remark
Front suspension	Telescopic, coil spring, oil damped	—
Rear suspension	Link type, coil spring, oil damped	—
Front fork stroke	120mm (4.7 in)	—
Rear wheel travel	140mm (5.5 in)	—
Steering angle	30° (right & left)	—
Caster	23° 00'	—
Trail	90mm (3.54 in)	—
Turning radius	3.3 m (10.8 ft)	—
Front brake	Disc brake, twin	—
Rear brake	Disc brake	—
Front tire	120/70ZR17M/C (58W), tubeless	—
Rear tire	190/50ZR17M/C (73W), tubeless	—

Electrical

Item	Specification	Remark
Ignition type	Electronic ignition (Transistorized)	—
Spark plug	DENSO: IU27D NGK: CR9EIA-9	—
Battery	12V 40.3 kC (11.2 Ah)/10 HR	—

Capacities

Item	Specification	Remark
Fuel tank	20.0 L (5.3 US gal, 4.4 Imp gal)	—

Specifications and other information may change without notice.

GSX1300RRM3

E03 (US specification), E33 (California specification)

Emission Control Devices

Item	Specification	Standard	Limit / Note
PAIR control solenoid valve resistance	20 – 30 °C (68 – 86 °F)	20 – 24 Ω	

Engine Electrical Devices

Item	Specification	Standard	Limit / Note
Idle speed (When engine is warmed)		1050 – 1250 r/min	—
Fast idle speed		2100 – 2300 r/min	—
IAT sensor resistance	0 °C (32 °F)	5400 – 6600 Ω	—
	80 °C (176 °F)	290 – 390 Ω	—
ECT sensor resistance	–20 °C (–4 °F)	13840 – 16330 Ω	—
	20 °C (68 °F)	2320 – 2590 Ω	—
	80 °C (176 °F)	310 – 326 Ω	—
HO2 sensor heater resistance	23 °C (73.4 °F)	11.5 – 17.5 Ω	—
Throttle body I.D. No.		10L1 (For USA)	—
Throttle body bore size		43 mm (1.69 in)	—

Engine Mechanical

Item	Specification	Standard	Limit / Note
Compression pressure		1400 – 1900 kPa (14 – 19 kgf/cm^2, 203 – 276 psi)	Limit: 1000 kPa (10 kgf/cm^2, 145 psi)
Cam height	IN.	36.58 – 36.62 mm (1.440 – 1.442 in)	36.28 mm (1.429 in)
	EX.	36.83 – 36.87 mm (1.450 – 1.452 in)	36.53 mm (1.439 in)
Camshaft journal oil clearance	IN. & EX.	0.032 – 0.066 mm (0.0013 – 0.0026 in)	0.150 mm (0.0059 in)
Camshaft runout	IN. & EX.	—	0.10 mm (0.004 in)
Valve clearance (When engine is cold)	IN.	0.08 – 0.18 mm (0.0031 – 0.0070 in)	—
	EX.	0.18 – 0.28 mm (0.0070 – 0.0110 in)	—
Valve stem O.D.	IN.	4.975 – 4.990 mm (0.1959 – 0.1965 in)	—
	EX.	4.955 – 4.970 mm (0.1951 – 0.1957 in)	—
Valve seat width	IN.	0.9 – 1.1 mm (0.036 – 0.043 in)	—
	EX.	0.9 – 1.1 mm (0.036 – 0.043 in)	—
Valve guide I.D.	IN. & EX.	5.000 – 5.012 (0.1969 – 0.1973)	—
Valve guide to valve stem clearance	IN.	0.010 – 0.037 (0.0004 – 0.0015)	—
	EX.	0.030 – 0.057 (0.0012 – 0.0022)	—
Valve spring free length	IN. & EX.	—	42.0 mm (1.653 in)
Cylinder head distortion		—	0.20 mm (0.0078 in)
Cylinder distortion		—	0.20 mm (0.0078 in)
Cylinder bore		81.000 – 81.015 mm (3.1890 – 3.1896 in)	No nicks or Scratches
Piston diameter		80.970 – 80.985 mm (3.1878 – 3.1884 in) Measure at 8.5 mm (0.33 in) from the skirt end.	80.850 mm (3.1831 in)
Piston ring to groove clearance	1st	—	0.180 mm (0.0070 in)
	2nd	—	0.150 mm (0.0059 in)
Piston ring end gap	1st	0.06 – 0.18 mm (0.002 – 0.007 in)	0.50 mm (0.019 in)
	2nd	0.06 – 0.18 mm (0.002 – 0.007 in)	0.50 mm (0.019 in)
Piston pin bore I.D.		18.002 – 18.008 mm (0.7087 – 0.7090 in)	18.030 mm (0.7098 in)

Item	Specification	Standard	Limit / Note
Piston pin O.D.		17.995 – 18.000 mm (0.7085 – 0.7087 in)	17.98 mm (0.7079 in)
Conrod big end side clearance		0.10 – 0.20 mm (0.004 – 0.008 in)	0.30 mm (0.011 in)
Conrod big end oil clearance		0.032 – 0.056 mm (0.0013 – 0.0022 in)	0.080 mm (0.0031 in)
Crankshaft journal O.D.		39.982 – 40.000 mm (1.5741 – 1.5748 in)	—
Crankshaft journal oil clearance		0.010 – 0.028 mm (0.0004 – 0.0011 in)	0.080 mm (0.0031 in)
Crankshaft runout		—	0.05 mm (0.002 in)

Specifications and other information may change without notice.

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E03 (US specification), E33 (California specification)

Engine Lubrication System

Item	Specification	Standard	Limit / Note
Oil pressure (at 60 °C, 140 °F)	3000 r/min	200 – 500 kPa (2.0 – 5.1 kgf/cm², 29.0 – 72.5 psi)	—
Necessary amount of engine oil	Oil change	3200 ml (3.4 US qt, 2.8 Imp qt)	—
	Oil and filter change	3400 ml (3.6 US qt, 3.0 Imp qt)	—
	Engine overhaul	4100 ml (4.3 US qt, 3.6 Imp qt)	—

Cooling System

Item	Specification	Standard	Limit / Note
Engine coolant	Reservoir tank side	Approx. 200 ml (0.21 US qt, 0.17 Imp qt)	—
	Engine side	Approx. 2700 ml (2.9 US qt, 2.4 Imp qt)	—
Radiator cap valve opening pressure		108.0 – 137.4 kPa (1.1 – 1.4 kgf/cm², 15.7 – 19.9 psi)	—
Cooling fan operating temperature	ON→OFF	Approx. 100 °C (212 °F)	—
	OFF→ON	Approx. 105 °C (221 °F)	—
Thermostat valve opening temperature		Approx. 82 °C (179.6 °F)	—
Thermostat valve lift		8 mm (0.3 in) or more at At 95 °C (203 °F)	—

Fuel System

Item	Specification	Standard	Limit / Note
Fuel pressure		289 – 299 kPa (2.95 – 3.04 kgf/cm², 42.0 – 43.3 psi)	—

Ignition System

Item	Specification	Standard	Limit / Note
Firing order		1•2•4•3	—
Spark plug	Type	DENSO: IU27D NGK: CR9EIA-9	—
	Gap	0.8 – 0.9 mm (0.031 – 0.035 in)	—

Charging System

Item	Specification	Standard	Limit / Note
Battery leakage current		3 mA or less	—
Regulated voltage (charging output)	5000 r/min	13.5 – 15.0 V	—
Generator coil resistance		0.2 – 0.7 Ω	—
Generator no-load voltage (When engine is cold)	5000 r/min	70 V (AC) or more	—
Generator maximum output	5000 r/min	Approx. 375 W	—
Battery	Type designation	FTZ14S	—
			—
	Capacity	12 V 40.3 kC (11.2 Ah)/10 HR	—
			—

Front Suspension

Item	Specification	Standard	Limit / Note
Front fork inner tube O.D.		43 mm (1.7 in)	—

Specifications and other information may change without notice.

GSX1300RRM3

E03 (US specification), E33 (California specification)

Item	Specification	Standard	Limit / Note
Front fork oil level (Without spring, inner tube fully compressed)		88 mm (3.5 in)	—
Front fork spring free length		264 mm (10.4 in)	258 mm (10.2 in)
Front fork oil capacity (Each leg)		521 ml (17.62 US oz, 18.34 Imp oz)	—
Front fork spring adjuster		10 mm (0.39 in)	Adjustable range: 4 – 14 mm (0.16 – 0.55 in)
Front fork damping force adjuster	Rebound	8 clicks counterclockwise from stiffest position	Adjustable range: 0 – 11 clicks
	Compression	2 turns counterclockwise from stiffest position	Adjustable range: 0 – 3 turns

Rear Suspension

Item	Specification	Standard	Limit / Note
Rear shock absorber spring pre-set length		195 mm (7.68 in)	Adjustable range: 190 – 200 mm (7.48 – 7.87 in)
Rear shock absorber damping force adjuster	Rebound	8 clicks counterclockwise from stiffest position	Adjustable range: 0 – 18 clicks
	Compression	1.5 turns counterclockwise from stiffest position	Adjustable range: 0 – 1.8 turns

Wheels and Tires

Item	Specification		Standard	Limit / Note
Wheel rim runout	Front	Axial & Radial	—	2.0 mm (0.08 in)
	Rear	Axial & Radial	—	2.0 mm (0.08 in)
Tire size	Front		120/70ZR17M/C (58W)	—
	Rear		190/50ZR17M/C (73W)	—
Tire type	Front		BRIDGESTONE: S22F L	—
	Rear		BRIDGESTONE: S22R L	—
Tire tread depth (Recommended depth)	Front		—	1.6 mm (0.06 in)
	Rear		—	2.0 mm (0.08 in)
Cold inflation tire pressure (Solo riding)	Front		290 kPa (2.90 kgf/cm^2, 42 psi)	—
	Rear		290 kPa (2.90 kgf/cm^2, 42 psi)	—
Cold inflation tire pressure (Dual riding)	Front		290 kPa (2.90 kgf/cm^2, 42 psi)	—
	Rear		290 kPa (2.90 kgf/cm^2, 42 psi)	—
Wheel rim size	Front		17 M/C x MT 3.50	—
	Rear		17 M/C x MT 6.00	—

Drive Chain / Drive Train / Drive Shaft

Item	Specification	Standard	Limit / Note
Drive chain	Type	RKGB50GSVZ5	—
	Links	114 links	—
	20-pitch length	—	319.4 mm (12.57 in)
Drive chain slack (on side-stand)		20 – 30 mm (0.8 – 1.2 in)	—

Brake Control System and Diagnosis

Item	Specification	Standard	Limit / Note
Rear brake pedal height		50 – 60 mm (2.0 – 2.4 in)	—
Master cylinder bore / piston diameter	Front	Approx. 17.5 mm (0.69 in)	—
	Rear	Approx. 14.0 mm (0.55 in)	—

Front Brakes

Item	Specification	Standard	Limit / Note
Brake disc thickness		5.3 – 5.7 mm (0.21 – 0.22 in)	5.0 mm (0.20 in)
Brake disc runout		—	0.30 mm (0.012 in)

Specifications and other information may change without notice.

Item	Specification	Standard	Limit / Note
Brake caliper cylinder bore / piston diameter		Approx. 30.0 mm (1.18 in)	—

Rear Brakes

Item	Specification	Standard	Limit / Note
Brake disc thickness		5.3 – 5.7 mm (0.21 – 0.22 in)	5.0 mm (0.20 in)
Brake disc runout		—	0.30 mm (0.012 in)
Brake caliper cylinder bore / piston diameter		Approx. 38.2 mm (1.50 in)	—

Manual Transmission

Item	Specification	Standard	Limit / Note
Gearshift fork thickness	No.1, 2	4.8 – 4.9 mm (0.189 – 0.193 in)	—

Clutch

Item	Specification	Standard	Limit / Note
Drive plate thickness	No.1	2.92 – 3.08 mm (0.115 – 0.121 in)	2.62 mm (0.103 in)
	No. 2	3.72 – 3.88 mm (0.146 – 0.153 in)	3.42 mm (0.135 in)
Driven plate distortion	No.1, 2, 3, 4	—	0.10 mm (0.004 in)
Clutch spring free length		46.52 mm (1.831 in)	44.2 mm (1.74 in)
Master cylinder bore / piston diameter		Approx. 12.7 mm (0.500 in)	—
Release cylinder bore / piston diameter		Approx. 33.6 mm (1.32 in)	—

Steering / Handlebar

Item	Specification	Standard	Limit / Note
Steering tension initial force		2 – 5 N (0.2 – 0.5 kgf, 0.4 – 1.1 lbf)	—

Wiring Systems

Item	Specification		Standard	Limit / Note
Fuse size	Headlight	Hi	7.5 A	—
		Lo	7.5 A	—
	Fuel		10 A	—
	Ignition		10 A	—
	Signal		10 A	—
	Fan		15 A	—
	Main		30 A	—
	Park		10A	—
	ABS motor		30 A	—
	ABS valve		15 A	—

Lighting Systems

Item	Specification	Standard	Limit / Note
Headlight	Hi	LED	—
	Lo	LED	—
Position light		LED	—
Turn signal light		LED	—
Brake light/Tail light		LED	—
License plate light		LED	—

Combination Meter / Fuel Meter / Horn

Item	Specification	Standard	Limit / Note
Fuel indicator light		LED	—
Turn signal indicator light		LED	—
Traction control indicator light		LED	—
Engine coolant temperature indicator light		LED	—
Oil pressure indicator light		LED	—

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Item	Specification	Standard	Limit / Note
Hi beam indicator light		LED	—
Master warning indicator light		LED	—
Malfunction indicator light		LED	—
Neutral indicator light		LED	—
ABS indicator light		LED	—
Ambient air temperature sensor resistance	–20 °C (–4 °F)	13779 – 19083 Ω	—
	–10 °C (14 °F)	8100 – 10609 Ω	—
	0 °C (32 °F)	4928 – 6125 Ω	—
	10 °C (50 °F)	3089 – 3656 Ω	—
	20 °C (68 °F)	1992 – 2251 Ω	—
	25 °C (77 °F)	1615 – 1785 Ω	—
	30 °C (86 °F)	1290 – 1456 Ω	—
	40 °C (104 °F)	838 – 986 Ω	—

Specifications and other information may change without notice.

GSX1300RRM3

E03 (US specification), E33 (California specification)

Tightening Torque List

Maintenance and Lubrication

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Air cleaner element screw	1.2	0.12	0.90
Exhaust pipe bolt	23	2.3	17.0
Exhaust pipe support bolt	23	2.3	17.0
Muffler connector bolt	18	1.8	13.5
Muffler support bolt	30	3.1	22.5
Spark plug	11	1.1	8.5
Oil drain plug	23	2.3	17.0
Oil filter	20	2.0	15.0
Thermostat cover air bolt	6.0	0.61	4.45
Rear axle nut	100	10.2	74.0
Chain adjuster lock-nut	22	2.2	16.5
Rear brake master cylinder rod lock-nut	18	1.8	13.5
Rear master cylinder reservoir cap screw	1.5	0.15	1.10
Rear brake master cylinder reservoir tank bracket bolt	10	1.0	7.5
Steering stem lock-nut	80	8.2	59.0
Steering stem top nut	90	9.2	66.5

Emission Control Devices

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
PAIR reed valve cover bolt	10	1.0	7.5
PAIR control solenoid valve bracket bolt	5.5	0.56	4.05
PCV cover bolt	10	1.0	7.5
PCV reed valve cover bolt	10	1.0	7.5
EVAP system purge control solenoid valve nut	6.7	0.68	4.95
Accelerator body assembly bracket bolt	10	1.0	7.5

Engine Electrical Devices

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
IAP sensor screw	1.3	0.13	0.95
IAT sensor screw	1.3	0.13	0.95
ECT sensor	18	1.8	13.5
HO2 sensor	25	2.5	18.5
CMP sensor bolt	10	1.0	7.5
Accelerator body assembly bolt	10	1.0	7.5

Engine Mechanical

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Fuel tank bracket bolt (front side)	10	1.0	7.5
Fuel tank bracket bolt (rear side)	5.5	0.56	4.05
Funnel bolt	4.3	0.44	3.20
Air cleaner cover bolt	1.8	0.18	1.35
Intake pipe clamp screw	1.5	0.15	1.10
Delivery pipe screw	3.5	0.36	2.60
Cylinder head cover bolt	12	1.2	9.0
CMP sensor bolt	10	1.0	7.5
Cam chain guide No.2 bolts	10	1.0	7.5
Camshaft journal holder bolt	10	1.0	7.5
Cam chain tension adjuster bolt	10	1.0	7.5
Valve timing inspection cap	23	2.3	17.0
Starter clutch cover cap	11	1.1	8.5
Engine mounting thrust adjuster	10	1.0	7.5

Specifications and other information may change without notice.

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Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Engine mounting thrust adjuster lock-nut	45	4.6	33.5
Side-stand bracket bolt	95	9.7	70.0
Oil pressure switch lead wire bolt	1.5	0.15	1.10
Gearshift link arm bolt	10	1.0	7.5
Cylinder head bolt (L180)	28 N·m → turn counterclockwise 270° → 10 N·m → 25 N·m → 51 N·m (2.9 kgf-m → turn counterclockwise 270° → 1.0 kgf-m → 2.5 kgf-m → 5.2 kgf-m, 21.0 lbf-ft → turn counterclockwise 270° → 7.5 lbf-ft → 18.5 lbf-ft → 38.0 lbf-ft)		
Cylinder head bolt (L55)	10	1.0	7.5
Cylinder head bolt (L30)	10	1.0	7.5
Cylinder nut	10	1.0	7.5
Cylinder head side bolt	14	1.4	10.5
Oil hose union bolt (cam chain tension adjuster)	18	1.8	13.5
Oil hose union bolt (cylinder head)	20	2.0	15.0
Cylinder head plug	23	2.3	17.0
Oil gallery bolt (Cylinder head)	10	1.0	7.5
Water bypass union	12	1.2	9.0
Clamp screw	1.5	0.15	1.10
Thermostat cover bolt	10	1.0	7.5
ECT sensor	18	1.8	13.5
Water inlet connector bolt	10	1.0	7.5
Balancer shaft arm bolt	10	1.0	7.5
Balancer shaft mounting bolt	10	1.0	7.5
Oil separator cover bolt	10	1.0	7.5
Oil pipe bolt	10	1.0	7.5
Oil pipe union bolt	24	2.4	18.0
Oil filter stand	15	1.5	11.0
Gearshift cam stopper bolt	10	1.0	7.5
Gearshift cam plate stopper bolt	13	1.3	9.5
Gearshift cover bolt	10	1.0	7.5
Cam chain tensioner bolt	23	2.3	17.0
Oil hose union plug	25	2.5	18.5
Piston cooling oil gallery plug	10	1.0	7.5
Upper crankcase plug	23	2.3	17.0
Transmission cooling oil gallery plug	10	1.0	7.5
Oil gallery plug (M10)	18	1.8	13.5
Oil gallery plug (M6)	10	1.0	7.5
Oil gallery plug (M8)	10	1.0	7.5
Crankcase bolt (M9)	22 N·m → turn clockwise 30° (2.2 kgf-m → turn clockwise 30°, 16.5 lbf-ft → turn clockwise 30°)		
Crankcase bolt (M10)	50	5.1	37.0
Crankcase bolt (M8)	26	2.7	19.5
Crankcase bolt (M6)	11	1.1	8.5
Conrod cap bolt	25 N·m → turn clockwise 90° (2.5 kgf-m → turn clockwise 90°, 18.5 lbf-ft → turn clockwise 90°)		

Engine Lubrication System

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Oil gallery plug (M16)	35	3.6	26.0
Oil strainer bolt	10	1.0	7.5
Breather pipe bolt	10	1.0	7.5
Oil pan bolt	10	1.0	7.5
Oil cooler outlet hose bolt	10	1.0	7.5
Oil cooler bolt	5.5	0.56	4.05

Specifications and other information may change without notice.

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Oil cooler hose bolt	10	1.0	7.5
Oil pressure switch	13	1.3	9.5
Oil pressure switch lead wire connecting screw	1.5	0.15	1.10
Piston cooling oil jet bolt	10	1.0	7.5
Oil jet	1.0	0.10	0.75
Oil gallery jet	35	3.6	26.0
Oil pump bolt	10	1.0	7.5

Engine Cooling System

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Radiator assembly bolt	10	1.0	7.5
Oil cooler bolt	5.5	0.56	4.05
Radiator reservoir tank bolt	5.5	0.56	4.05
Thermostat cover bolt	10	1.0	7.5
Water pump bolt	10	1.0	7.5
Impeller securing bolt	8.0	0.82	5.90
Water pump case screw	6.0	0.61	4.45

Fuel System

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Fuel tank cap bolt	3.0	0.31	2.25
Fuel tank rear bolt	10	1.0	7.5
Fuel tank rear bracket bolt	10	1.0	7.5
Rear brake master cylinder reservoir tank bracket bolt	10	1.0	7.5
Fuel tank front bolt	5.5	0.56	4.05
Fuel pump mounting bolt	10	1.0	7.5
Fuel delivery pipe mounting screw	3.5	0.36	2.60

Ignition System

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Ignition switch mounting bolt	23	2.3	17.0

Starting System

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Starter motor housing bolt	4.7	0.48	3.50
Starter relay terminal bolt	4.5	0.46	3.35
Starter clutch bolt	54	5.5	40.0
Starter clutch cover bolt	10	1.0	7.5
Starter torque limiter cover bolt	10	1.0	7.5

Charging System

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Generator stator bolt	11	1.1	8.5
CKP sensor bolt	6.5	0.66	4.80
Generator rotor bolt	120	12.2	88.5
Generator cover bolt	10	1.0	7.5
Regulator/rectifier bolt	8.8	0.90	6.50
Regulator/rectifier bracket bolt	10	1.0	7.5

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Exhaust System

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Exhaust pipe bolt	23	2.3	17.0
Exhaust pipe support bolt	23	2.3	17.0
Muffler rear cover bolt	6.5	0.66	4.80
Muffler cover bolt	5.5	0.56	4.05
Muffler support bolt	30	3.1	22.5
Exhaust pipe cover bolt	5.5	0.56	4.05
Muffler connector bolt	18	1.8	13.5

Front Suspension

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Front fork cap bolt	23	2.3	17.0
Front fork lower clamp bolt	23	2.3	17.0
Front fork upper clamp bolt	23	2.3	17.0
Front fork damper rod bolt	23	2.3	17.0
Front fork inner rod lock-nut	15	1.5	11.0

Rear Suspension

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Adjuster lock nut	30	3.1	22.5
Rear shock absorber mounting nut	50	5.0	36.0
Cushion lever mounting nut	78	8.0	57.5
Cushion rod mounting nut	78	8.0	57.5
Plate bolt	5.5	0.56	4.05
Chain case bolt	5.5	0.56	4.05
Chain buffer bolt	5.5	0.56	4.05
Swingarm pivot shaft	15	1.5	11.0
Swingarm pivot nut	100	10.2	74.0
Swingarm pivot lock-nut	90	9.2	66.5

Wheels and Tires

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Front axle nut	100	10.2	74.0
Front axle pinch bolt	23	2.3	17.0

Drive Chain / Drive Train / Drive Shaft

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Engine sprocket nut	150	15.3	111.0
Engine sprocket cover bolt	10	1.0	7.5
Engine sprocket cover bolt	5.5	0.56	4.05
Gear shift cover protector bolt	10	1.0	7.5
Rear sprocket nut	60	6.1	44.5

Brake Control System and Diagnosis

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Rear brake master cylinder rod lock-nut	18	1.8	13.5
Front footrest bolt	26	2.7	19.5
Rear brake master cylinder mounting bolt	10	1.0	7.5
Front footrest guard bolt	5.0	0.51	3.70
Front brake master cylinder air bleeder valve	6.0	0.61	4.45
Front brake caliper air bleeder valve	8.5	0.87	6.30
Front reservoir cap screw	1.5	0.15	1.10

Specifications and other information may change without notice.

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Rear brake caliper air bleeder valve	8.0	0.82	5.90
Rear master cylinder reservoir cap screw	1.5	0.15	1.10
Rear brake master cylinder reservoir tank bracket bolt	10	1.0	7.5
Front brake master cylinder holder bolt	10	1.0	7.5
Brake hose union bolt	23	2.3	17.0
Front brake light switch screw	1.2	0.12	0.90
Brake lever pivot bolt	1.0	0.10	0.75
Brake lever pivot bolt lock-nut	5.9	0.60	4.35
Brake hose connector screw	1.5	0.15	1.10

Front Brakes

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Front brake caliper mounting bolt	39	4.0	29.0
Brake hose union bolt	23	2.3	17.0
Brake air bleed valve	8.5	0.87	6.30
Brake disc bolt	23	2.3	17.0

Rear Brakes

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Rear brake caliper mounting bolt	17	1.7	12.5
Rear brake pad mounting pin	15	1.5	11.0
Brake hose union bolt	23	2.3	16.5
Rear brake caliper sliding pin bolt	32	3.3	24.0
Brake disc bolt	35	3.6	26.0

ABS

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
ABS control unit / HU mounting bolt	8.0	0.82	5.90
Tightening torque ABS control unit / HU mounting bolt	12	1.2	9.0
Brake pipe flare nut	16	1.6	11.5
IMU holder nut	6.5	0.66	4.80
IMU bolt	6.5	0.66	4.80
Wheel speed sensor bolt	10	1.0	7.5
Front brake disc bolt	23	2.3	17.0
Wheel speed sensor rotor bolt	6.5	0.66	4.80

Manual Transmission

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Gearshift cam bearing retainer screw	8.4	0.86	6.20
GP sensor nut	6.0	0.61	4.45
Gearshift link rod nut	10	1.0	7.5
Gear shift sensor lock-nut	10	1.0	7.5
Gearshift link arm bolt	10	1.0	7.5

Clutch

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Clutch air bleeder valve	5.4	0.55	4.00
Reservoir cap screw	1.5	0.15	1.10
Clutch master cylinder mounting bolt	10	1.0	7.5
Clutch hose union bolt	23	2.3	17.0
Clutch lever position switch screw	1.2	0.12	0.90
Clutch lever pivot bolt	1.0	0.10	0.75

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Clutch lever pivot bolt lock-nut	5.9	0.60	4.35
Clutch release cylinder mounting bolt	10	1.0	7.5
Clutch sleeve hub nut	150	15.3	111.0
Clutch spring set bolt	10	1.0	7.5
Clutch cover bolt	10	1.0	7.5

Steering / Handlebar

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
handlebar bolt	23	2.3	17.0
Handlebar holder bolt	23	2.3	17.0
Front fork upper clamp bolt	23	2.3	17.0
Steering stem top nut	90	9.2	66.5
Handlebar balancer screw	23	2.3	17.0
Throttle grip screw	3.0	0.31	2.25
Left handle switch screw	3.0	0.31	2.25
Steering damper mounting bolt	23	2.3	17.0
Steering damper rod end nut	23	2.3	17.0
Steering stem adjust-nut	20 N·m (2.0 kgf-m, 15.0 lbf-ft) → turn counterclockwise 0 – 1/4		
Steering stem lock-nut	80	8.2	59.0

Exterior Parts

Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Rear view mirror nut	12	1.2	9.0
Striker support bracket bolt	8.8	0.90	6.50
Front fender bolt	10	1.0	7.5
Horn bolt	5.5	0.56	4.05
Lower bracket cover bolt	10	1.0	7.5
Side cowling assembly bolt	10	1.0	7.5
Side cowling assembly screw	1.8	0.18	1.35
Side front cowling No.1 screw	1.8	0.18	1.35
Side rear cover screw	1.8	0.18	1.35
Side cover screw	1.8	0.18	1.35
Side front cowling No.2 screw	1.8	0.18	1.35
Under cowling bolt	10	1.0	7.5
Under cowling screw	1.8	0.18	1.35
Cowling brace bolt	23	2.3	17.0
Regulator / rectifier bracket bolt	10	1.0	7.5
Combination meter bolt	5.5	0.56	4.05
Meter panel (center) screw	1.8	0.18	1.35
Windscreen bolt	0.4	0.04	0.30
Body center cowling screw	1.8	0.18	1.35
Meter front panel screw	1.8	0.18	1.35
Headlight screw	1.8	0.18	1.35
Cowling brace screw	1.8	0.18	1.35
Front turn signal light screw	1.8	0.18	1.35
Fuel tank front cover bolt	4.0	0.41	2.95
Side cowling assembly screw No.2	4.5	0.46	3.35
Fuel tank cap cover bolt	5.5	0.56	4.05
Frame cover assembly screw	5.5	0.56	4.05
Frame cover assembly bolt	10	1.0	7.5
Frame center cover screw	2.0	0.20	1.50
Frame cover screw	2.0	0.20	1.50
Rear fender (rear) upper bolt	12	1.2	9.0
Rear fender (rear) under bolt	12	1.2	9.0

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Fastening part	Tightening torque		
	N·m	kgf-m	lbf-ft
Frame under cover screw	0.8	0.08	0.60

Specifications and other information may change without notice.

Special Tools and Equipment

Fuel / Oil / Fluid / Coolant Recommendation

BENM10L10308002

Fuel

NOTICE

Do not use leaded gasoline. If it is used, the engine and the emission control system will be damaged.

Use unleaded gasoline with an octane rating of 95 RON (90 AKI) or higher.
Unleaded gasoline containing up to 5% or 10% ethanol by volume may be used. Use the recommended gasoline according to a gasoline label (if equipped).

Engine Oil

Suzuki recommends the use of SUZUKI Genuine Oil or Equivalent Engine Oil.

SUZUKI Genuine Oil

Oil	Standard	
	SAE	JASO
ECSTAR R9000	10W-40	MA
ECSTAR R7000	10W-40	MA
ECSTAR R5000	10W-40	MA

Equivalent Engine Oil

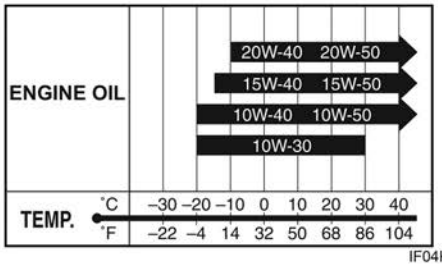
Equivalent Engine Oil means engine oil that meets the following standards.

	Engine oil
API service classification	SJ, SL, SM or SN
JASO T903 standard	MA (MA1, MA2)
Viscosity	SAE 10W-40

If SAE 10W-40 engine oils are not available, select oils of an appropriate viscosity grade according to the following chart.

NOTICE

When 10W-30 engine oil is used, use only SJ, SL API classification. If there are not used API classification engine oils, the engine will be damaged.



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Suzuki does not recommend the use of engine oils which have an “ENERGY CONSERVING” or “RESOURCE CONSERVING” indication in the API service symbol for any of its motorcycles / ATVs. They can affect the engine life and the clutch performance.



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Brake Fluid

Specification and classification: DOT 4

⚠ WARNING

Since the brake system of this motorcycle is filled with a glycol-based brake fluid by the manufacturer, do not use or mix different types of fluid such as silicone-based and petroleum-based fluid for refilling the system, otherwise serious damage will result.
Do not use any brake fluid taken from old or used or unsealed containers.
Never reuse brake fluid left over from a previous servicing, which has been stored for a long period.

Engine Coolant

Suzuki recommends the use of SUZUKI LONG LIFE COOLANT or SUZUKI SUPER LONG LIFE COOLANT.

Coolant 99000–99032–12X (SUZUKI LONG LIFE COOLANT (GREEN))

Coolant 99000–99032–20X (SUZUKI SUPER LONG LIFE COOLANT (BLUE))

If SUZUKI COOLANT is not available, use an anti-freeze/engine coolant compatible with an aluminum radiator, mixed with distilled water only.

For SUZUKI LONG LIFE COOLANT

NOTICE

- **Use a high quality ethylene glycol base anti-freeze, mixed with distilled water. Do not mix an alcohol base anti-freeze and different brands of anti-freeze.**
- **Do not put in more than 60% anti-freeze or less than 50%. (Refer to Fig. 1 and 2.)**

The 50:50 mixture of distilled water and ethylene glycol anti-freeze will provide the optimum corrosion protection and excellent heat protection, and will protect the cooling system from freezing at temperatures above –31 °C (–24 °F).
If the vehicle is to be exposed to temperatures below –31 °C (–24 °F), this mixing ratio should be increased up to 55% or 60% according to the figure.

Anti-freeze Proportioning Chart

Anti-freeze density	Freezing point
50%	–31 °C (–24 °F)
55%	–40 °C (–40 °F)
60%	–55 °C (–67 °F)

Fig.1: Engine coolant density-freezing point curve

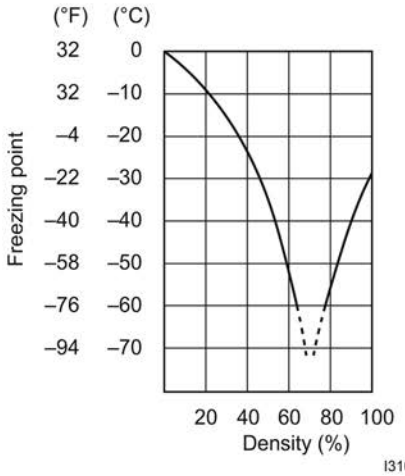

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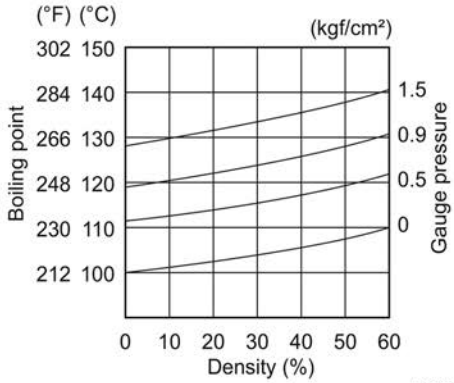
Fig.2: Engine coolant density-boiling point curve



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For SUZUKI SUPER LONG LIFE COOLANT

NOTICE

- **Ethanol or methanol base coolant or water alone should not be used in cooling system at any time as damage to cooling system could occur.**
- **Do not mix the distilled water, SUZUKI LONG LIFE COOLANT (coolant color: Green) or equivalent.**

SUZUKI SUPER LONG LIFE COOLANT will provide the optimum corrosion protection and excellent heat protection, and will protect the cooling system from freezing at temperatures above –36 °C (–33 °F).

Anti-freeze concentration table

Anti-freeze density	Freezing point
50%	–36 °C (–33 °F)

Water for mixing
Use distilled water only. Water other than distilled water can corrode and clog the aluminum radiator.
For engine coolant mixture information, refer to “Engine Coolant” (Page -13).

NOTICE

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

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

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

Front Fork Oil
Use SUZUKI FORK OIL L-01.

Fork oil 99000–99044–L01 (SUZUKI FORK OIL L-01)

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