WARNING

Failure to follow these safety precautions may increase your risk of injury:

- Wear a helmet, eye protection, and bright protective clothing.
- Off-road use only – do not use on public roads or highways.
- Slow down on slippery surfaces, unfamiliar terrain, or when visibility is reduced.
- Not recommended for children under age 7.
- Adult supervision required.
- Single rider only – weight limit 65 lbs (30 kg).
- Do not touch any moving parts or heated areas.
- Read owner’s manual carefully.

This owner’s manual contains important safety information. Please read it carefully.
California Proposition 65 Warning

⚠️ WARNING
Engine exhaust, some of its constituents, and certain product components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold or otherwise transferred to a new owner or operator. The manual contains important safety information and instructions which should be read carefully before operating the motorcycle.

This vehicle is not subject to the phased-in emission standards and related requirements for model year 2006 [off-highway motorcycles or all-terrain vehicles] applicable under 40 CFR 1051.
IMPORTANT

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

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

CAUTION
Indicates a potential hazard that could result in motorcycle damage.

NOTE: Indicates special information to make maintenance easier or instructions clearer.

WARNINGs and CAUTIONs are arranged like this:

⚠️ WARNING-or-CAUTION
The first part will describe a POTENTIAL HAZARD and WHAT CAN HAPPEN if you ignore the WARNING or CAUTION.

The second part will describe HOW TO AVOID THE HAZARD.
FOREWORD

Motorcycling is one of the most exhilarating sports and to ensure your youngster’s riding enjoyment. You and your youngster should become thoroughly familiar with the information presented in this Owner’s Manual before your youngster rides the motorcycle.

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

All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. Suzuki reserves the right to make production changes at any time, without notice and without incurring any obligation to make the same or similar changes to motorcycles previously built or sold.

It is important that this manual remain with the motorcycle when you sell it. The next owner will need this manual also. Store the owner’s manual with your motorcycle.

Review the “Parents, Youngsters and Off-Highway Motorcycles” handbook supplied with this owner’s manual (for owner’s in U.S.A.). This special handbook contains a variety of safety tips, helpful hints, and practice exercise that can increase your youngster’s riding enjoyment and safety.

Suzuki Motor Corporation believes in conservation and protection of Earth’s natural resources. To that end, we encourage every vehicle owner to recycle, trade in, or properly dispose of, as appropriate, used motor oil, coolant, and other fluids: batteries, and tires.

SUZUKI MOTOR CORPORATION

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IMPORTANT ADVICE TO PARENTS

This motorcycle is designed for use only as follows:
• Read this owner’s manual carefully.
• Off-road use only – Not for use on public roads.
• **Single rider only – Weight limit 30 kg (65 pounds).**
• Not recommended for children under age 7.
• Parental supervision required during operation.
• Parent and rider to perform daily inspection before riding – refer to applicable sections of this owner’s manual.
• Observe periodic maintenance requirements outlined in this owner’s manual.
• Do not touch any moving parts or heated areas such as the engine, the drive chain and exhaust system.
• Rider must always wear a helmet, eye protection (goggles or face shield) and protective clothing (gloves, leather or heavy cloth pants, long-sleeve shirt or jacket, boots that fit over the ankle).
• Rider must always ride safely and be thoughtful of others.
• Drain the fuel tank and carburetor of fuel prior to transporting the motorcycle.

Your Suzuki JR50 was designed for use by children, but this owner’s manual is written for the adult who will be supervising the children. Suzuki strongly recommends, therefore, that you review this entire manual with your child. Carefully explain the instructions requirements, and warnings this manual contains so your child can understand them. Question your child as you go through the manual to make sure he or she understand what you are saying. It is your responsibility to ensure that this motorcycle is properly and safely ridden and maintained.

Children differ in skills, strength and judgement, and some children may not be able to operate youth-size motorcycles safely. You should always supervise your child’s use of the motorcycle. Permit continued use only if you determine that the child has the ability to operate the motorcycle safely. Note that children can become so excited and impatient that they forget the importance of safety precautions.
Tips for supervising the young rider.

**WARNING**

Allowing a child to operate this motorcycle without adult supervision can be hazardous. Without supervision, the child may ride beyond his or her abilities and lose control of the motorcycle.

Never let your child ride a motorcycle without close adult supervision. Take action if your child begins to ride beyond his or her abilities. Introduce new riding areas slowly and make sure the riding area matches your child’s skill level.

Your child’s safety depends on your commitment to take the time necessary to fully educate him or her on the proper operation of the JR50. Remember that proper instruction before your child begins to ride is as important as proper instruction and supervision during riding.

Wear protective gear.

A helmet is the most important piece of gear to wear off-highway, where visibility and trail conditions can vary greatly from section to section and season to season. These changes are sometimes unpredictable, and can cause even an experienced rider to have an accident. Helmets do not reduce essential vision or hearing.

Generally, helmets do not cause or intensify injury if the rider crashes. Helmets simply help your child’s skull protect his or her intelligence, memory, personality, and life.

Your child’s eyesight is equally valuable. Wearing eye protection can help keep his or her vision unblurred by the wind and help shield his or her eyes from branches and airborne matter like bugs, dirt, or pebbles kicked up by tires. Have your child wear a helmet and eye protection every time he or she rides.
Outfit your child in proper clothing when he or she rides. Avoid loose clothes or scarves, which could get caught in moving parts. Abrasion injuries can be minimized by wearing protective clothing including gloves, strong boots that fit over the ankle, long pants, and long sleeve shirt or jacket. Experienced riders often wear a kidney belt and chest or back protector for additional comfort and protection.

Getting to know the JR50.
Your child should become completely familiar with the names and functions of all controls. Let the young rider sit on the bike, with the engine off, and ask him or her to operate specific controls. Demonstrate proper operation of the controls. Ask the child to apply the brakes, operate the engine stop switch, shift lever, etc. Practice this exercise until the child can operate all the controls without hesitation and without looking at them.

SUZUKI recommends first use of the motorcycle in a safe, flat open area so the rider can become familiar with the controls, operation, and handling characteristics of the motorcycle.

Go over the INSPECTION BEFORE RIDING section with your child until he or she knows all the items that should be checked and how they should be checked. Give examples of things to look for. Before each use, an adult should perform an inspection with the rider.

Starting off and stopping.
To help your child develop confidence, he or she should PRACTICE FIRST WITH THE ENGINE OFF, as follows:
1. Have your child sit on the bike while you balance and push the motorcycle from behind.
2. As you push the bike, instruct your child to operate the controls, as described above. The child should be looking straight ahead, not down at the controls.

Practice with the engine off until your child gets the feel of using the controls without hesitation and without looking at them. Then start the engine and have your child practice starting off, shifting into Drive, riding in a straight line and coming to a complete stop. Walk alongside the motorcycle. Watch closely to make sure the rider:
1. Operates the throttle smoothly to start moving gradually.
2. Releases the throttle then applies the front and rear brakes evenly and shifts to neutral when stopping.
Practice this exercise until your child can start off, accelerate, and stop correctly and with confidence. Slowly introduce new maneuvers into this routine as the child becomes more comfortable with the motorcycle, such as turning and stopping quickly on your signal.

**Inspect the machine before riding.**

Review the instructions in the “INSPECTION BEFORE RIDING” section of this manual. Perform an entire pre-ride inspection with your child before heading out on the trail. Spending a few minutes preparing the machine for a ride can help prevent accidents due to mechanical failure or costly, inconvenient breakdowns.

Specific additional safety items to be considered include:

- Supervise operation of this motorcycle AT ALL TIMES.
- Do not allow the rider to operate the motorcycle beyond his riding ability.
- Use of the motorcycle should be controlled by the parents in relation to the rider’s age (not recommended for children under 7 years old), physique, and operating intelligence and maturity.
- Beware of hazardous situations and instruct the rider to beware of hazardous situations.

- Before first use of the motorcycle, read this owner’s manual carefully to become familiar with the features, and safety and maintenance requirements of the motorcycle, instruct and review these items with rider.

Remember: With your help and supervision, your child can become a skilled rider.
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INSTRUCTING THE YOUNG RIDER

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INSTRUCTING THE YOUNG RIDER

Children are impatient; the sight of a new motorcycle excites their imagination; and in their excitement they may forget the importance of safety precautions.

Please go through this manual with your youngster, page by page, and help him or her understand not only the mechanisms but also the rules of courtesy and safety precautions. Here are six rules to be impressed upon the mind of the young rider before you begin the training:

OPERATING SKILL
Know the mechanism.
Memorize the name of each control. The name suggests its function. Know the path of power from the engine to the rear wheel. Learn the sequence of checking the items listed in the INSPECTION BEFORE RIDING section.

WARNING
An incomplete understanding of motorcycle controls can be hazardous. An improperly controlled motorcycle may cause an accident.

Check to be sure the young rider has perfectly learned: let him or her demonstrate after you.
Rehearse before riding out for the first time.
Let the young rider mount the machine and do a dry rehearsal with the engine off. The rider should be fully outfitted with helmet, eye protection (goggles or face shield), and protective clothing (gloves, leather or heavy cloth pants, long sleeve shirt or jacket, boots that fit over the ankle). Watch the way he or she operates the controls (particularly throttle and brakes). Make sure the shifting sequence is perfectly memorized. Smooth simultaneous braking (front and rear) is particularly important.

Learn the techniques of standing-start and stopping with both brakes.
Practice makes perfect. Let the young rider repeat after you, as many times as necessary, until you are sure he or she has learned the technique.

⚠️ WARNING
Operating this motorcycle without proper instruction can be hazardous. The risk of having an accident greatly increases if you do not train the youngster how to operate this motorcycle properly in different situations and on different types of terrain.

Train your young rider in a level, open area free of any traffic so he or she can become familiar with the operation of controls and the handling characteristics of the motorcycle.
CLOTHING

As stated before, the minimum acceptable riding outfit includes helmet, eye protection, and protective clothing. Some guidelines for protective clothing are:

Wear simple clothes. Dangling belts and scarves, ribbon-like trimmings, etc., are hazardous since they can get caught in moving parts.

Wear full-coverage clothes. Do not ride with bare arms or legs. Abrasion injuries can be minimized by wearing clothing that fully covers the limbs. Off-road gloves and over-the-ankle boots help protect hands and feet. Loss of body heat to wind can contribute to riding fatigue. Proper clothing can help keep the rider warm and alert.

Wear flexible clothes. Make sure that riding clothes allow a full range of knee, elbow, and torso movement. Unrestricted body movements are essential for safe riding.

⚠️ WARNING

Operating this motorcycle without wearing an approved motorcycle helmet, eye protection and protective clothing increases your chances of a severe injury or death in the event of an accident.

Always wear an approved motorcycle helmet that fits properly. Always wear eye protection (goggles or face shield). You should also wear gloves, boots, long sleeve shirt or jacket, and long pants.
FUEL AND OIL
RECOMMENDATION

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FUEL AND OIL RECOMMENDATION

FUEL
Your motorcycle requires regular unleaded gasoline with a minimum pump octane rating of 87 ((R+M)/2 method). In some areas, the only fuels that are available are oxygenated fuels. Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty.

NOTE: Oxygenated fuels are fuels which contain oxygen-carrying additives such as MTBE or alcohol.

Gasoline Containing MTBE
Unleaded gasoline containing MTBE (Methyl Tertiary Butyl Ether) may be used in your motorcycle if the MTBE content is not greater than 15%. This oxygenated fuel does not contain alcohol.

Gasoline/Ethanol Blends
Blends of unleaded gasoline and ethanol (grain alcohol), also known as GASOHOL, may be used in your vehicle if the ethanol content is not greater than 10%.

Gasoline/Methanol Blends
Fuel containing 5% or less methanol (wood alcohol) may be suitable for use in your motorcycle if they contain co-solvents and corrosion inhibitors. DO NOT USE fuels containing more than 5% methanol under any circumstances. Fuel system damage or motorcycle performance problems resulting from the use of such fuels are not the responsibility of Suzuki and may not be covered under the New Vehicle Limited Warranty.

Fuel Pump Labeling
In some states, pumps that dispense oxygenated fuels are required to be labeled for the type and percentage of oxygenate, and whether important additives are present. Such labels may provide enough information for you to determine if a particular blend of fuel meets the requirements listed above. In other states, pumps may not be clearly labeled as to the content or type of oxygenate and additives. If you are not sure that the fuel you intend to use meets these requirements, check with the service station operator or the fuel suppliers.
NOTE:
- To help clean the air, Suzuki recommends you to use the oxygenated fuels.
- Be sure that any oxygenated fuel you use has octane ratings of at least 87 pump octane ((R+M)/2 method).
- If you are not satisfied with the driveability of your motorcycle when you are using an oxygenated fuel, or if engine ping- ing is experienced, substitute another brand as there are differences between brands.

CAUTION
Spilled gasoline containing alcohol can harm your motorcycle. Alcohol can damage painted surfaces.

Be careful not to spill any gasoline when filling the fuel tank. Wipe spilled gasoline up immediately.

ENGINE OIL

Use SUZUKI CCI SUPER 2-CYCLE MOTOR LUBRICANT or an equivalent good quality synthetic based 2-stroke engine oil rated FC under the JASO classification.

TRANSMISSION OIL
Use a good quality SAE 10W-40 multi-grade motor oil.
CONTROLS, EQUIPMENT AND ADJUSTMENTS

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CONTROLS, EQUIPMENT AND ADJUSTMENTS

LOCATION OF PARTS

① Engine stop switch
② Front brake lever
③ Throttle grip
④ Fuel tank cap
⑤ Fuel valve
⑥ Spark plug
⑦ Gearshift lever
⑧ Footrest
⑨ Side stand
⑩ Drive chain
⑪ Kick starter lever  
⑫ Engine oil inspection window  
⑬ Transmission oil filler cap  
⑭ Air cleaner  
⑮ Choke lever  
⑯ Carburetor  
⑰ Rear brake pedal  
⑱ Transmission oil level screw
LEFT HANDLEBAR

Engine Stop Switch ①
To stop the engine, push the engine stop switch.

RIGHT HANDLEBAR

Throttle Grip ①
Engine speed is controlled by the position of the throttle grip. Turn it toward you to increase engine speed. Turn it away from you to decrease engine speed.

Front Brake Lever ②
Apply the front brake by squeezing the front brake lever towards the grip.

THROTTLE LIMITER

Use the throttle limiter to restrict maximum engine power by limiting throttle opening. Adjust this limiter according to the rider's skill and experience.

To adjust the throttle limiter:
1. Loosen the lock nut ①.
2. Turn the throttle limiter screw ② clockwise to restrict maximum engine power or counterclockwise to increase the maximum engine power.
3. Tighten the lock nut ①.

When the maximum engine power is required, remove the throttle limiter screw and lock nut and install the throttle case plug. Throttle case plug: screw 5 × 5 mm.
FUEL TANK CAP

To open the fuel tank cap, remove the end of vent tube from the handlebar cover and turn the cap counterclockwise. To close the cap, turn it clockwise and tighten it securely. Be sure that the vent tube is connected securely and routed properly.

WARNING

Overfilling the fuel tank can cause the fuel to overflow when it expands due to heat from the engine or the sun. Spilled fuel can catch on fire.

Never fill the fuel above the bottom of the filler neck.

WARNING

Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when refueling.

• Stop the engine and keep flames, sparks and heat sources away.
• Refuel only outdoors or in a well ventilated area.
• Do not smoke.
• Wipe up spills immediately.
• Avoid breathing fuel vapor.
• Keep children and pets away.
FUEL VALVE
This motorcycle has a manually operated fuel valve. There are two positions: “ON” and “OFF.”

“ON” position
The normal operating position for the fuel valve is in the “ON” position. In this position, fuel will flow from the fuel valve to the carburetor whenever the fuel level in the carburetor drops.

“OFF” position
Turn the fuel valve to the “OFF” position after stopping the engine. In this position, fuel will not flow to the carburetor.

WARNING
Leaving the fuel valve in “ON” position when the engine is off can be hazardous. The carburetor may overflow and fuel may run into the engine. This can cause a fire or cause severe damage when you start the engine.

Always move the fuel valve to the “OFF” position after turning off the engine.
The engine oil tank is located behind the right frame cover. Check the oil level through the oil level inspection window ① each time before starting the engine. If the oil level is below the inspection window, replenish the oil tank with the specified oil. To replenish the oil, unscrew the knob ② to remove the frame cover and draw out the oil tank ③ from the frame. Fill up the tank with the specified oil. The oil tank holds 0.3 L (0.3 US qt).

This motorcycle is equipped with a two-stroke engine. Two stroke engines consume oil along with gasoline in the combustion process. Therefore, it is important to check the engine oil level before each ride.

**CAUTION**

Running the engine without an adequate amount of engine oil can cause severe engine damage such as overheating and piston seizure.

Always check the amount of engine oil before starting the engine.
CHOKE LEVER

This motorcycle has a choke system to provide easy starting when the engine is cold. The choke works by pushing the choke lever down. The choke works best when the throttle is in the closed position. When the engine is warm, you do not need to use the choke for starting.

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

KICK STARTER LEVER

Depressing the kick starter lever with the transmission in neutral will start the engine.

**WARNING**

An improperly retracted kick starter lever can interfere with rider control.

Be sure the kick starter lever is returned to its home position after starting the engine.
GEARSHIFT LEVER

This motorcycle has a single-speed transmission which operates as shown. To shift properly, close the throttle before you operate the gearshift lever. Lift the gearshift lever to shift to the neutral position or depress the lever to shift to the drive position.

REAR BRAKE PEDAL

Pressing the rear brake pedal will apply the rear brake.

SIDE STAND

The motorcycle has a side stand. To place the motorcycle on the side stand, place your right foot on the end of the side stand and push down firmly until the stand pivots fully through its arc and comes to rest against its stop.

CAUTION

Park the motorcycle on firm, level ground to help prevent it from falling over.

If you must park on an incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand.

WARNING

Riding with the side stand incompletely retracted can result in an accident when you turn left.

Always retract the side stand completely before starting off.
POWER REDUCTION PLATE
The power reduction plate reduce the power output of the engine. This enables the young rider to develop his riding skills gradually with reduced power output. Removal of these plate allows the engine to deliver full power.

⚠️ WARNING
Removing the power reduction plate before the rider has developed sufficient skills to operate the motorcycle safely is hazardous. Riding at excessive speeds increases chances of losing control of the motorcycle, which can result in an accident.

Do not remove the power reduction plate until the rider develops sufficient skills to operate JR50 safely at the maximum speed with the power reduction system in place.

POWER REDUCTION PLATE REMOVAL INSTRUCTIONS

1. Loosen the knob and remove right frame cover.

2. Remove the two bolts securing the exhaust pipe with 5-mm hexagon L type wrench.

⚠️ WARNING
A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Wait until the muffler cools to avoid burns.

3. Move the oil tank out of the way.
4. Remove the bolt securing the muffler at the center of the machine. This bolt needs a 12-mm T type wrench.

5. Using a 12-mm T type wrench and a 12-mm wrench, remove the bolt securing second muffler.

6. Remove the muffler. Remove the power reduction plate from exhaust pipe flange. This plate is positioned inside the flanged end.

7. Reinstall the muffler, making sure that the exhaust pipe gasket is in good condition. (Replace the gasket as necessary.)
SEAT HEIGHT ADJUSTMENT

The seat height of this motorcycle is adjustable for the rider’s physical size.

<table>
<thead>
<tr>
<th>STANDARD SETTING</th>
<th>0 mm</th>
</tr>
</thead>
</table>

If higher seat height is required, carry out the following procedures.

1. Remove the fastener and take off the front number plate.

2. Loosen the front fork lower clamp bolts.

3. Remove the two clamps and handlebar cover. Remove the upper bracket bolts and pull both forks downward.

4. Locate the right-side and left-side spacers as shown above and replace the bolts with longer ones.

NOTE: To remove the fastener, push in the center pin as B and pull out the fastener. To install the fastener, pull the center pin as C and fix the fastener by pushing the center pin as A.
NOTE: The spacers and longer bolts are provided in the tool bag.

5. Tighten the upper and lower bolts securely in that order.
6. Reinstall the number plate.

7. Remove the frame cover and loosen the upper rear shock absorber bolt. Do this on right and left sides.

8. Remove the lower rear shock absorber bolt. After taking off the rubber cap from the higher boss, set the shock absorber on it. Tighten the upper and lower mounting bolts securely. Do this on both sides.

WARNING

Failure to cover the rear shock mounting boss with the cap can cause injury to the rider.

Fit the cap to the lower mounting boss of the rear shock.

9. Reinstall the frame covers.
10. Adjust the side stand in order to maintain the correct parking lean angle. Remove screw ② and extend inner stand ① so that the higher clearance hole is visible through the outer stand screw hole. Reinstall and securely tighten screw ②.

**WARNING**

Failure to adjust the seat height properly could lead to an accident.

Follow the following instructions to avoid an accident:
- Adjust the front fork and rear shock absorbers at the same time.
- Check the free travel of the rear brake pedal after height adjustment procedures are complete. Adjust rear brake pedal free travel if necessary.
- Adjust the side stand in order to maintain the correct parking lean angle.
- Bolts and nuts must be torqued to the proper specifications. We strongly recommend that this be done by your authorized Suzuki dealer or qualified mechanic.

**Tightening torque:**

<table>
<thead>
<tr>
<th>Component</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front fork upper bolts</td>
<td>25 N·m</td>
</tr>
<tr>
<td>Front fork lower clamp bolts</td>
<td>15 N·m</td>
</tr>
<tr>
<td>Rear shock absorber upper bolts</td>
<td>25 N·m</td>
</tr>
<tr>
<td>Rear shock absorber lower bolts</td>
<td>8 N·m</td>
</tr>
</tbody>
</table>
BREAK-IN AND INSPECTION BEFORE RIDING

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INSPECTION BEFORE RIDING ........................................................................... 4-3
BREAK-IN AND INSPECTION BEFORE RIDING

BREAK-IN
The first 20 hours is the most important in the life of your motorcycle. Proper operation during this break-in period will help assure maximum life and performance from your new motorcycle. The following guidelines explain proper break-in procedures.

Maximum Throttle Operation Recommendation
The table below shows the maximum throttle operation during the break-in period.

<table>
<thead>
<tr>
<th>Up to 20 hours</th>
<th>Below 4/5 throttle</th>
</tr>
</thead>
</table>

Vary the Engine Speed
Vary the engine speed during the break-in period. This allows the parts to “load” (aiding the mating process) and then “unload” (allowing the parts to cool). Although it is essential to place some stress on the engine components during break-in, you must be careful not to load the engine too much.

Allow the Engine Oil to Circulate before Riding
Allow enough idling time after warm or cold engine start up before revving the engine or placing the transmission in gear. This allows time for the lubricating oil to reach all critical engine components.

Observe Your Initial and Most Critical Service
The initial service (break-in maintenance) is the most important service your motorcycle will receive. During break-in operation, all of the engine components will have mated together and seated. Maintenance required as part of the initial service includes correction of all adjustments, tightening of all fasteners and replacement of dirty oil. Timely performance of this service will help make sure you get the best service life and performance from the engine.
INSPECTION BEFORE RIDING

⚠️ WARNING

Failure to inspect and maintain your motorcycle properly increases the chance of an accident or equipment damage.

Always perform a pre-ride inspection before each ride. Refer to the table for check items. For further details, refer to the INSPECTION AND MAINTENANCE section.

⚠️ WARNING

Using worn, improperly inflated, or incorrect tires will reduce stability and can cause an accident.

Follow all instructions in the TIRES section in this owner’s manual.

Check the condition of the motorcycle to help make sure that you do not have mechanical problems when your youngster rides. Before your youngster rides the motorcycle, be sure to check the following items. Be sure your motorcycle is in good condition for the personal safety of the rider and protection of the motorcycle.

⚠️ WARNING

Checking maintenance items when the engine is running can be hazardous. You could be severely injured if your hands or clothing get caught in moving parts.

Shut the engine off when performing maintenance checks, except when checking the engine stop switch and throttle.
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<th>CHECK FOR</th>
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</thead>
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</tr>
<tr>
<td></td>
<td>• No restriction of movement</td>
</tr>
<tr>
<td></td>
<td>• No play or looseness</td>
</tr>
<tr>
<td>Brakes</td>
<td>• Proper pedal and lever play</td>
</tr>
<tr>
<td></td>
<td>• No dragging</td>
</tr>
<tr>
<td></td>
<td>• Brake shoe wear</td>
</tr>
<tr>
<td>Tires</td>
<td>• Proper pressure</td>
</tr>
<tr>
<td></td>
<td>• Enough tread depth</td>
</tr>
<tr>
<td></td>
<td>• No cracks, rips or other damage</td>
</tr>
<tr>
<td>Fuel tank</td>
<td>• Enough fuel for the planned run</td>
</tr>
<tr>
<td></td>
<td>• Tank cap fastened securely</td>
</tr>
<tr>
<td>Engine stop switch</td>
<td>Proper operation</td>
</tr>
<tr>
<td>Engine oil</td>
<td>Enough amount</td>
</tr>
<tr>
<td>Transmission oil</td>
<td>Correct level</td>
</tr>
<tr>
<td>Throttle</td>
<td>• Proper play</td>
</tr>
<tr>
<td></td>
<td>• Smooth response</td>
</tr>
<tr>
<td></td>
<td>• Quick return to idle position</td>
</tr>
<tr>
<td>Gearshift lever</td>
<td>• No damage</td>
</tr>
<tr>
<td></td>
<td>• Smooth operation</td>
</tr>
<tr>
<td>Drive chain</td>
<td>• Proper tension</td>
</tr>
<tr>
<td></td>
<td>• Adequate lubrication</td>
</tr>
<tr>
<td></td>
<td>• No excessive wear or damage</td>
</tr>
<tr>
<td>General condition</td>
<td>• Bolts and nuts tightness</td>
</tr>
<tr>
<td></td>
<td>• No rattle from any parts of machine with the engine running</td>
</tr>
<tr>
<td></td>
<td>• No visible evidence of damage</td>
</tr>
</tbody>
</table>
RIDING TIPS

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STARTING A COLD ENGINE .................................................. 5-2
STARTING A WARM ENGINE .............................................. 5-3
STARTING OFF AND SHIFTING ........................................... 5-5
STOPPING AND PARKING .................................................... 5-6
RIDING TIPS

STARTING THE ENGINE
Before attempting to start the engine, make sure:

1. Turn the fuel valve lever from OFF to ON.

2. Shift to NEUTRAL.

STARTING A COLD ENGINE

3. Push the choke lever down as far as it will go.

4. Close the throttle grip completely.
5. Kick the kick starter lever to start the engine and, if this fails to fire up, kick again. If 3rd or 4th kick fails, then pull back choke lever to original position, open throttle wide (by turning the grip all the way), and kick again.

6. Upon firing up, run the engine for 30 to 60 seconds.

7. This 30-to-60 seconds idling warms up the engine. Now pull the choke lever up to its original position.

STARTING A WARM ENGINE

1. Do not use the choke lever on a warm engine.

2. Open throttle partially (1/8 – 1/4).

3. Kick the kick starter lever. (Engine will fire up).
**WARNING**

An improperly retracted kick starter lever can interfere with rider control.

Be sure the kick starter lever is returned to its home position after starting the engine.

**WARNING**

Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

**WARNING**

This motorcycle can start moving as soon as you start the engine with the transmission in gear. Unexpected movement can cause you to lose control of the motorcycle.

Shift into neutral before you start the engine.

**CAUTION**

Running the engine too long without riding may cause the engine to overheat. Overheating can result in damage to internal engine components.

Shut the engine off if you cannot begin your ride promptly.
STARTING OFF AND SHIFTING

**WARNING**
Carrying a passenger can greatly reduce your ability to balance and steer this motorcycle. If you carry a passenger, you can lose control and both you and the passenger can be severely injured.

Never carry a passenger. This motorcycle has a long seat so you can change position to maneuver the motorcycle.

**WARNING**
Operating this motorcycle on public roads or highways can be hazardous. This motorcycle does not meet safety standards for use on public roads.

Never operate this motorcycle on any road or highway, even a dirt or gravel one. It is illegal to operate this motorcycle on public roads or highway in many states.

**WARNING**
Removing your hands from the handlebars or feet from the footrests during operation can be hazardous. If you remove even one hand or foot from the motorcycle, you can reduce your ability to control the motorcycle.

Always keep both hands on the handlebars and both feet on the footrests of your motorcycle during operation.

1. Kick up side stand.
2. Apply the front brake.
3. Push down to shift from NEUTRAL to DRIVE position.

**WARNING**

Riding the motorcycle with the side stand in the down position can be hazardous. The side stand in the down position may interfere with rider control during a left turn.

Check that the side stand is returned to its full up position before starting off.

**STOPPING AND PARKING**

4. Release the front brake and open throttle gently.

1. Turn the throttle grip away from yourself to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time.

**WARNING**

Shifting into DRIVE at too high engine speed can be hazardous. The motorcycle may lurch forward, and this unexpected movement can cause you to lose control of the motorcycle.

Shut off the throttle completely and apply the front brake before shifting into DRIVE.
3. Attempting to slow down by using one brake alone is hazardous, particularly braking the front wheel alone. The front wheel may slide out (front wheel braking) or the rear wheel might skid sidewise (rear wheel braking).

**WARNING**

Inexperienced riders tend to underutilize the front brake. This can cause excessive stopping distance and lead to a collision. Using only the front or rear brake can cause skidding and loss of control.

Apply both brakes evenly and at the same time.

4. Shift into NEUTRAL just before the motorcycle stops.

**WARNING**

Hard braking while turning may cause wheel skid and loss of control.

Brake before you begin to turn.

**WARNING**

Hard braking on wet, loose, rough, or other slippery surfaces can cause wheel skid and loss of control.

Brake lightly and with care on slippery or irregular surfaces.
5. Park the motorcycle on a firm, flat surface where it will not fall over by using the side stand.

6. Press and hold the engine stop switch until the engine stops.

7. Turn the fuel valve lever to the “OFF” position.

**WARNING**
A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Park the motorcycle where pedestrians or children are not likely to touch the muffler.

**CAUTION**
The motorcycle can roll off the side stand if it is parked with the front end facing down an incline.

Park the motorcycle on firm, level ground to help prevent it from falling over. If you must park on an incline, aim the front of the motorcycle uphill to reduce the possibility of rolling off the side stand.

**ADVICE TO THE PARENT:**
It takes some time for engine and muffler to cool off after a long ride. Warn the young rider of the hazard: a number of adults have burned their hands by touching a hot engine or muffler.
ACCESSORY USE AND MOTORCYCLE LOADING

MODIFICATION ................................................................. 6-3
ACCESSORY USE AND MOTORCYCLE LOADING

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

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

- Any time that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that they provide for a rigid mount. Weak mounts can allow the shifting of the weight and create a hazardous, unstable condition.

WARNING

Improper accessories or modifications can make your motorcycle unsafe and can lead to an accident.

Never modify the motorcycle with improper or poorly installed accessories. Follow all instructions in this owner’s manual regarding accessories and modifications. Use genuine SUZUKI accessories or equivalent designed and tested for your motorcycle. Consult your SUZUKI dealer if you have any questions.
• Inspect for proper ground clearance and bank angle. Improperly mounted load could critically reduce these two safety factors. Also determine that the load does not interfere with the operation of the suspension, steering or other control operations.

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

• Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit control ability.

• Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a hazardous situation due to the loss of electrical power during the operation of the motorcycle.

If any load is to be carried on the motorcycle, mount it as low as possible and as close as possible to the machine. An improperly mounted load can create a high center of gravity which is very hazardous and makes the motorcycle difficult to handle. The size of the load can also affect the aerodynamics of the motorcycle. Balance the load between the left and right sides of the motorcycle and fasten it securely.

MODIFICATION
Modification of the motorcycle, or removal of original equipment may render the motorcycle unsafe or illegal. Obey all applicable equipment regulations in your area.
INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE ................................................................. 7-2
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AIR CLEANER ................................................................................. 7-5
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INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE
It is very important to inspect and maintain your motorcycle regularly. Follow the guidelines in the chart. The intervals between periodic services in months are shown. At the end of each interval, be sure to perform the maintenance listed.

⚠️ WARNING
Improper maintenance or failure to perform recommended maintenance increases the chance of an accident or motorcycle damage.

Always follow the inspection and maintenance recommendations and schedules in this owner’s manual. Ask your SUZUKI dealer or qualified mechanic to do the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, have your SUZUKI dealer or qualified mechanic do them.

⚠️ WARNING
Running the engine indoors or in a garage can be hazardous. Exhaust gas contains carbon monoxide, a gas that is colorless and odorless and can cause death or severe injury.

Only run the engine outdoors where there is fresh air.

NOTE: The MAINTENANCE CHART specifies the minimum requirements for maintenance. If you use your motorcycle under severe conditions, perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your SUZUKI dealer or qualified mechanic.

⚠️ CAUTION
Using poor quality replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

Use only genuine Suzuki replacement parts or their equivalent.
# MAINTENANCE CHART

<table>
<thead>
<tr>
<th>Item</th>
<th>Initial 1 month</th>
<th>Every 3 months</th>
<th>Every 6 months</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Cylinder head and cylinder</td>
<td>–</td>
<td>–</td>
<td>C</td>
</tr>
<tr>
<td>* Cylinder head nuts</td>
<td>T</td>
<td>–</td>
<td>T</td>
</tr>
<tr>
<td>Spark plug</td>
<td>–</td>
<td>I</td>
<td>R</td>
</tr>
<tr>
<td>Air cleaner element</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Carburetor</td>
<td>I</td>
<td>–</td>
<td>I</td>
</tr>
<tr>
<td>Fuel line</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>* Replace every 4 years</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transmission oil</td>
<td>R</td>
<td>–</td>
<td>R</td>
</tr>
<tr>
<td>Drive chain</td>
<td>Clean, lubricate and inspect each time the motorcycle is ridden</td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Steering</td>
<td>I</td>
<td>–</td>
<td>I</td>
</tr>
<tr>
<td>* Brakes</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Tire</td>
<td>I</td>
<td>I</td>
<td>I</td>
</tr>
<tr>
<td>Spark arrester</td>
<td>–</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>* Chassis bolts and nuts</td>
<td>T</td>
<td>–</td>
<td>T</td>
</tr>
</tbody>
</table>

**NOTE:** *I* = **Inspect and clean, adjust, replace or lubricate if necessary**, *C* = **Clean**, *R* = **Replace**, *T* = **Tighten**
GENERAL LUBRICATION
Proper lubrication is important for safe, smooth operation and a long life for your motorcycle. Be sure that all lubrication is performed during periodic maintenance on the motorcycle. Increase frequency when your motorcycle is used in severe conditions.

1. Throttle grip
2. Front brake lever holder
3. Front brake cable
4. Side stand pivot and spring hook
5. Brake pedal arm pivot

- Motor oil
- Grease
AIR CLEANER
The air cleaner element must be kept clean to provide good engine power and gas mileage. If your youngster uses the motorcycle under normal low-stress conditions, you should service the air cleaner at the intervals specified. If your youngster rides in dusty, wet, or muddy conditions, you will need to inspect the air cleaner element much more frequently. Use the following procedure to remove the element and inspect it.

⚠️ WARNING
Operating the engine without the air cleaner element in place could allow a flame to spit back from the engine to the air cleaner, or could allow dirt to enter the engine. This could cause a fire or severe engine damage.

Never run the engine without the air cleaner element properly installed.

<table>
<thead>
<tr>
<th>CAUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean or replace the air cleaner element frequently if the motorcycle is used in dusty, wet or muddy conditions. The air cleaner element will clog under these conditions, and this may cause engine damage, poor performance, and poor fuel economy.</td>
</tr>
<tr>
<td>Clean the air cleaner case and element immediately if water gets in the air cleaner box.</td>
</tr>
</tbody>
</table>
Air Cleaner Element Removal

1. Remove the cleaner cap.
2. Take out the element.

Washing the Element
Wash the element as follows:

1. Fill a wash pan larger than the element with a non-flammable cleaning solvent \( A \). Dip the element in the solvent and wash it.
2. Squeeze the element by pressing it between the palms of both hands to remove the excess solvent. Do not twist or wring the element or it will develop cracks.
3. Dry the element.
4. Fill a wash pan larger than the element with motor oil \( B \). Dip the element in the oil.
5. Squeeze the element to remove excess oil.

**CAUTION**

A torn air cleaner element will allow dirt to enter the engine and can damage the engine.

Carefully examine the air cleaner element for tears during cleaning. Replace it with a new one if it is torn.
6. Clean any dirt or debris from inside the air cleaner case. Be sure no dirt enters the carburetor.

7. Reinstall the cleaner element in reverse order of removal. Be sure that the element is securely in position and is properly sealed.

**WARNING**

New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Repeated, prolonged contact with used engine oil may cause skin cancer. Brief contact with used oil or solvent may irritate skin.

- Keep new and used oil and solvent away from children and pets.
- Wear a long-sleeve shirt and waterproof gloves.
- Wash with soap if oil or solvent contacts your skin.

**NOTE:** Recycle or properly dispose of used oil and solvent.

**CAUTION**

Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.
1. Extract the spark plug cap.
2. Remove the spark plug with the spark plug wrench provided in the tool kit.

### CAUTION

Dirt can damage your engine if it enters an open spark plug hole.

Cover the spark plug hole whenever the spark plug is removed.

To maintain a hot, strong spark, keep the plug free from carbon. Remove carbon deposits from the plug, and adjust the gap to 0.6 – 0.7 mm (0.024 – 0.028 in) for good ignition. Use a thickness (feeler) gauge to check the gap.

Your motorcycle comes equipped with NGK BPR4HS or DENSO W14FPR-UL spark plug. To determine if the standard spark plug is right for your usage, check the color of the plug’s porcelain center electrode insulator after motorcycle operation. A light brown color indicates that the plug is correct. If the plug tends to overheat (evidenced by whitening of its porcelain), replace it by the other plug according to the chart below:
Plug Replacement Guide

**Installation**

To install a spark plug, turn it in as far as possible with your fingers, then tighten it with a wrench.

**CAUTION**

A crossthreaded or overtightened spark plug will damage the aluminum threads of the cylinder head.

Follow the procedure below to avoid damage.

Carefully turn the spark plug by hand into the threads until it is finger tight. If the spark plug is new, tighten it with a wrench about 1/2 turn past finger tight. If you are reusing the old spark plug, tighten it with a wrench about 1/8 turn past finger tight.

---

<table>
<thead>
<tr>
<th>NGK</th>
<th>DENSO</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BPR4HS</td>
<td>W14FPR-UL</td>
<td>Standard</td>
</tr>
<tr>
<td>BPR5HS</td>
<td>W16FPR-UL</td>
<td>To replace standard plug tending to overheat.</td>
</tr>
</tbody>
</table>

---

**CAUTION**

An improper spark plug may have an incorrect fit or heat range for your engine. This may cause severe engine damage which will not be covered under warranty.

Use one of the spark plugs listed below or equivalent. Consult your Suzuki dealer or qualified mechanic if you are not sure which spark plug is correct for type of usage.

**Remarks**

- BPR4HS W14FPR-UL Standard
- BPR5HS W16FPR-UL To replace standard plug tending to overheat.
CARBURETOR
The carburetor is factoryset for the best performance. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: idle speed and throttle cable play.

Idle Speed Adjustment
The engine idle speed may be adjusted by turning the throttle valve adjusting screw ① and the pilot air adjusting screw ② in the following procedures.

1. Start the engine and allow it to warm up.
2. After the engine warms up, stop it momentarily. Turn the pilot air adjusting screw ② all the way in and then back it out 1-1/4 turns.
3. Start the engine again and adjust the throttle valve adjusting screw ① so that the engine runs at the lowest steady speed.
4. Turn the pilot air adjusting screw ② in or out within 1/4 turn from the standard setting (1-1/4 turns) to find the optimum position where the engine runs most smoothly.
5. When the idling mixture has been adjusted by turning the air adjusting screw ②, the proper engine idle speed may be obtained by adjusting the throttle valve adjusting screw ①.

NOTE: In the event that carburetor adjustment is required due to different altitude or climate conditions, take your motorcycle to authorized SUZUKI dealer. Mechanical malfunctions resulting from the owner tampering with carburetion adjustment will not be covered by the warranty.
Throttle Cable Adjustment
Measure the throttle cable play by turning the throttle grip. The throttle grip should have 2.0 – 4.0 mm (0.08 – 0.16 in) play.

To adjust the throttle cable play:
1. Loosen the lock nut ①.
2. Turn the adjuster ② in or out to obtain the proper amount of throttle grip free play.
3. Tighten the lock nut ①.
4. Recheck the throttle cable play. Readjust it if it is not within the correct limits.

WARNING
Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebars. This can lead to loss of rider control.

Adjust the throttle cable play so that engine idle speed does not rise due to handlebar movement.

FUEL HOSE

Inspect the fuel hose for damage and fuel leakage. If any defects are found, the fuel hose must be replaced.
TRANSMISSION OIL
The transmission oil should always be changed when the engine is warm so the oil will drain easily.

To change transmission oil:

1. Place the motorcycle on level ground on its side stand.
2. Remove the oil filler cap ①.
3. Remove the drain plug ③ from the bottom of the engine. Drain the oil into a drain pan while holding the motorcycle vertically.
4. Reinstall the drain plug ③.
5. Remove the oil level screw ②.
6. Pour fresh oil of the specified type through the oil filler hole until the oil reaches the oil level hole. Be sure to check the oil level with the motorcycle held vertically.

NOTE: Approximately 450 ml (0.5 US qt) of oil will be required.

7. Refit the oil level screw and the oil filler cap.

WARNING
New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Repeated, prolonged contact with used engine oil may cause skin cancer. Brief contact with used oil or solvent may irritate skin.

- Keep new and used oil and solvent away from children and pets.
- Wear a long-sleeve shirt and waterproof gloves.
- Wash with soap if oil or solvent contacts your skin.

NOTE: Recycle or properly dispose of used oil and solvent.
DRIVE CHAIN
The condition and adjustment of the drive chain should be checked before each use of the motorcycle. Always follow the guidelines below for inspecting and servicing the chain.

⚠️ WARNING
Riding with the chain in poor condition or improperly adjusted can lead to an accident.

Inspect, adjust, and maintain the chain properly before each ride, according to this section.

Inspecting the Drive Chain
When inspecting the chain, look for the following:
- Loose pins
- Damaged rollers
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper chain adjustment

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

⚠️ WARNING
Improperly attached chain joint clip may drop from the chain and cause the chain to come off the sprockets or to be caught in the engine. This may cause an accident or severe engine damage.

Be sure to inspect and maintain the chain before each ride, according to these guidelines.

Damage to the drive chain means that the sprockets may also be damaged. Inspect the sprockets for the following:
- Excessively worn teeth
- Broken or damaged teeth
- Loose sprocket mounting nuts

If you find any of these problems with your sprocket, consult your Suzuki dealer.
Drive Chain Cleaning and Oiling

Clean and oil the chain as follows:

1. Wash the chain with kerosene. Kerosene will lubricate and clean the chain.

2. Allow the chain to dry, then lubricate the links with Suzuki chain lube or an equivalent.

**WARNING**

Kerosene can be hazardous. Kerosene is flammable. Children or pets may be harmed from contact with kerosene.

Keep flames and smoking materials away from kerosene. Keep children and pets away from kerosene. If swallowed, do not induce vomiting. Call a physician immediately. Dispose of used kerosene properly.

Drive Chain Adjustment

Inspect the drive chain slack before each use of the motorcycle. The drive chain should be adjusted for 20 – 25 mm (0.8 – 1.0 in) of slack, as shown.

**WARNING**

Too much chain slack can cause the chain to come off the sprockets, resulting in an accident or serious damage to the motorcycle.

Inspect and adjust the drive chain slack before each use.
To adjust the drive chain, follow the procedure below:

1. Remove the cotter pin 1 and loosen the axle nut 2.
2. Turn the right and left adjuster nuts 3 until the chain has 20 – 25 mm (0.8 – 1.0 in) of slack halfway between the engine sprocket and rear sprocket.
3. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks 4 on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other.
4. Tighten the axle nut 2 securely. Replace the cotter pin with a new one.
5. Recheck the chain slack after tightening and readjust if necessary.
6. Tighten adjusting nuts.
7. Check and, as necessary, readjust the brake pedal play as outlined in page 50. This is because adjusting the drive chain as above could alter the pedal play.

Rear axle nut tightening torque: 35 N·m (3.5 kgf-m, 25.3 lb-ft)
BRAKES
This motorcycle is equipped with front and rear drum brakes.

⚠️ WARNING
Failure to inspect and properly maintain the brakes increases your chance of having an accident.

Inspect the brake system before each use according to the INSPECTION BEFORE RIDING section. Follow the MAINTENANCE SCHEDULE section to maintain your brake system.

**NOTE:** Operating in mud, water, sand, or other extreme conditions can cause accelerated brake wear. If your youngster operates the motorcycle under these conditions, the brake must be inspected more often than recommend in the MAINTENANCE SCHEDULE.

⚠️ WARNING
Failure to adjust the front brake lever and rear brake pedal play properly can lead to an accident or damage your motorcycle. If there is too much play, the brakes may not stop the motorcycle when you use them. This could lead to an accident. If there is too little play, the brake shoes may rub against the drums when the brakes are not applied, causing damage to the shoes and drums.

Follow the procedure below to adjust the front brake lever and rear brake pedal.

**Front Brake Adjustment**
The front brake lever play should be 15 – 25 mm (0.6 – 1.0 in) measured at the brake lever end when the lever is lightly pulled in towards the throttle grip. Check the play every time before riding and adjust it if necessary, as follows:
1. Turn the front brake adjuster clockwise or counterclockwise to obtain the specified play. Turning the adjuster clockwise will decrease the play.

2. After adjusting the play, check that there is no dragging when turning the front wheel with the wheel off the ground and that there is enough clearance between the front brake lever and throttle grip when the lever is tightly squeezed.

Rear Brake Pedal Adjustment

Adjust the rear brake pedal so that there is approximately 20 – 30 mm (0.8 – 1.2 in) of pedal play as shown in the illustration. To adjust the rear brake pedal play, turn the adjusting nut. Turning the adjusting nut clockwise will decrease the amount of travel.

**WARNING**

Riding with worn brake shoes will reduce braking performance and will increase your chance of having an accident.

Inspect brake shoe wear before each use. Ask your SUZUKI dealer or qualified mechanic to replace brake shoes if the shoes are worn to the limit.
**TIRES**

**WARNING**

Failure to follow these warnings may result in an accident due to tire failure. The tires on your motorcycle form the crucial link between your motorcycle and the road.

Follow these instructions:
- Check tire condition and pressure, and adjust pressure before each ride.
- Avoid overloading your motorcycle.
- Replace a tire when worn to the specified limit, or if you find damage such as cuts or cracks.
- Always use the size and type of tires specified in this owner’s manual.
- Balance the wheel after tire installation.
- Read this section of owner’s manual carefully.

---

**Tire Pressure and Loading**

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

Check tire pressure each time before you ride, according to the table below. Tire pressure should only be checked and adjusted before riding since riding will heat up the tires and lead to higher inflation pressure readings. Under-inflated tires make smooth cornering difficult and can result in rapid wear. Over-inflated tires have a smaller amount of tire in contact with the ground, which can contribute to skidding and loss of control.

| Front & Rear | 150 kPa (1.5 kgf/cm², 22 psi) |

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7-18
Tire Condition and Type
Tire condition and tire type affect motorcycle performance. Cuts or cracks in the tires can lead to tire failure and loss of motorcycle control. Worn tires are susceptible to puncture failures and subsequent loss of motorcycle control. Tire wear also affects the tire profile, changing motorcycle handling characteristics.

Check tire condition each time before you ride. Replace tires if they show visual evidence of damage such as cracks or cuts, or if tread depth is less than 4.0 mm (0.16 in).

Whenever you replace a tire, use a tire of the size and type listed below. If you use a different size or type of tire, motorcycle handling may be adversely affected, possibly resulting in loss of motorcycle control.

Front & Rear

<table>
<thead>
<tr>
<th>Type</th>
<th>CHENG SHIN C-183A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>2.50-10 2PR</td>
</tr>
</tbody>
</table>

Always balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-ground contact and to avoid uneven tire wear.

**WARNING**
An improperly repaired, installed, or balanced tire can cause loss of control or shorten tire life.

Ask your SUZUKI dealer or qualified mechanic to perform tire repair, replacement, and balancing because proper tools and experience are required.
SPARK ARRESTER
The muffler has a spark arrester which must be periodically cleaned to maintain good efficiency. At the intervals shown in the maintenance chart, clean the spark arrester as follows.

WARNING
A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Wait until the muffler cools to avoid burns.

1. Remove the bolts ①.

2. Remove the spark arrester.

3. Use a brush to remove carbon deposits from the spark arrester screen. Be careful not to damage the spark arrester screen. Check that the screen has no holes and breaks. Replace the screen if necessary.
TROUBLESHOOTING

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TROUBLESHOOTING

This troubleshooting guide is provided to help you find the cause of some common complaints.

CAUTION

Failure to troubleshoot a problem correctly can damage your motorcycle. Improper repairs or adjustments may damage the motorcycle instead of fixing it. Such damage may not be covered under warranty.

If you are not sure about the proper action, consult your Suzuki dealer about the problem.

COMPLAINT: Engine is hard to start or does not start at all.

Something is probably wrong with the fuel system or ignition system.

FUEL SYSTEM CHECK

1. Make sure there is enough fuel in the fuel tank.
2. Check that the fuel valve is in the “ON” position.
3. Make sure there is enough fuel reaching the carburetor from the fuel valve.
   a. Turn the fuel valve to the “OFF” position.
   b. Loosen the drain screw located under the carburetor. Drain the fuel from the carburetor into a container.
   c. Tighten the drain screw.
   d. Turn the fuel valve to the “ON” position for a few seconds and then turn it to the “OFF” position.
   e. Loosen the drain screw and check that the carburetor is filled back up with fuel.
   f. If fuel is reaching the carburetor, ignition system should be checked next.

CAUTION

Failure to troubleshoot a problem correctly can damage your motorcycle. Improper repairs or adjustments may damage the motorcycle instead of fixing it. Such damage may not be covered under warranty.

If you are not sure about the proper action, consult your Suzuki dealer about the problem.

WARNING

Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when handling fuel.

When draining the carburetor:
• Stop the engine and keep flames, sparks, and heat sources away.
• Drain fuel only outdoors or in a well-ventilated area.
• Do not smoke.
• Wipe up spills immediately.
• Avoid breathing fuel vapor.
• Keep children and pets away.
• Dispose of drained fuel properly.

WARNING

Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when handling fuel.

When draining the carburetor:
• Stop the engine and keep flames, sparks, and heat sources away.
• Drain fuel only outdoors or in a well-ventilated area.
• Do not smoke.
• Wipe up spills immediately.
• Avoid breathing fuel vapor.
• Keep children and pets away.
• Dispose of drained fuel properly.
IGNITION SYSTEM CHECK

1. Remove the spark plug and reattach it to the spark plug lead.
2. While holding a spark plug with its base firmly against the engine, depress the kick starter lever. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, take your machine to your authorized Suzuki dealer.

WARNING

Performing the spark test improperly can cause a high voltage electrical shock or an explosion.

Avoid performing this check if you are not familiar with this procedure, or if you have a heart condition or wear a pacemaker. Keep the spark plug away from the spark plug hole during this test.

COMPLAINT: Engine Stalls
1. Make sure there is enough fuel in the fuel tank.
2. Check to see that the spark plug is not fouled. Remove the plug and clean it. Replace it, if necessary.
3. Make sure the fuel valve is not clogged. Also check that the air vent hose connected to the fuel tank is not clogged.
4. Check the idle speed. If necessary, adjust it using a tachometer. The correct idle speed is 1400 – 1600 r/min.
STORAGE PROCEDURE AND APPEARANCE CARE

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MOTORCYCLE CLEANING ........................................................................... 9-4
INSPECTION AFTER CLEANING ................................................................. 9-5
STORAGE PROCEDURE AND APPEARANCE CARE

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

MOTORCYCLE
Clean the entire motorcycle. Place the motorcycle on the side stand on a firm, flat surface where it will not fall over.

FUEL
Drain the fuel from the fuel tank using a commercially available hand pump or siphon. Drain the fuel from the carburetor using the carburetor drain screw.

WARNING
Fuel and fuel vapor are highly flammable and toxic. You can be burned or poisoned when handling fuel.

When draining the fuel:
• Stop the engine and keep flames, sparks, and heat sources away.
• Drain fuel only outdoors or in a well-ventilated area.
• Do not smoke.
• Wipe up spills immediately.
• Avoid breathing fuel vapor.
• Keep children and pets away.
• Dispose of drained fuel properly.

ENGINE
Drain the transmission oil completely and refill the transmission oil all the way up to the filler hole. Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

TIRES
Inflate tires to the normal pressure.
EXTERNAL
1. Spray all vinyl and rubber parts with rubber protectant.
2. Spray unpainted surface with rust preventative.
3. Coat painted surfaces with car wax.

PROCEDURE FOR RETURNING TO SERVICE
1. Clean the entire motorcycle.
2. Remove the oily rags from the air cleaner intake and muffler outlet.
3. Drain all the transmission oil. Fill the transmission with fresh oil as outlined in this manual.
4. Remove the spark plug. Turn the engine a few times by depressing the kick starter lever. Reinstall the spark plug.
5. Lubricate all places as instructed in this manual.
6. Perform the INSPECTION BEFORE RIDING as listed in this manual.
7. Start the motorcycle as outlined in this manual.

CORROSION PREVENTION
It is important to take good care of your motorcycle to protect it from corrosion and keep it looking new for years to come.

Important Information About Corrosion
Common causes of corrosion
1. Accumulation of salt, dirt moisture, or chemicals in hard-to-reach areas.
2. Chipping, scratches, and any damage to treated or painted metal surfaces resulting from minor accidents or impacts from stones and gravel.
Salt, sea air, industrial pollution, and high humidity will all contribute to corrosion.

How to Help Prevent Corrosion
1. Wash your motorcycle frequently, at least once a month. Keep your motorcycle as clean and dry as possible.
2. Remove foreign material deposits. Foreign material such as chemicals, tar, tree sap, bird droppings and industrial fall-out may damage your motorcycle’s finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer’s directions when using these special cleaners.
3. Repair finish damage as soon as possible
   Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.

4. Store your motorcycle in a dry, well-ventilated area
   If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.

5. Cover your motorcycle
   Exposure to mid-day sun can cause the colors in paint and plastic parts to fade. Covering your motorcycle with a high-quality, “breathable” motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

**MOTORCYCLE CLEANING**

*Washing the Motorcycle*

When washing the motorcycle, follow the instructions below:

1. Remove dirt and mud from the motorcycle with running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.

2. Wash the entire motorcycle with a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

   **NOTE:** Avoid spraying or allowing water to flow over the following places:
   - Ignition switch
   - Spark plug
   - Fuel tank cap
   - Carburetor

3. Once the dirt has been completely removed, rinse off the detergent with running water.

4. After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.

5. Check carefully for damage to painted surfaces. If there is any damage, obtain “touch-up” paint and “touch-up” the damage.
Waxing the Motorcycle
After washing the motorcycle, waxing is recommended to further protect and beautify the paint. Observe the precautions specified by the wax manufacturer.

INSPECTION AFTER CLEANING
For extended life of your motorcycle, lubricate according to “GENERAL LUBRICATION” section.

⚠️ WARNING
Wet brakes can cause poor braking performance and may lead to an accident.

Avoid a possible accident by expecting longer stopping distances after washing your motorcycle. Apply brakes several times to let heat dry the brake pads or shoes.

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

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LOCATION OF LABELS ........................................................................ 10-3
CONSUMER INFORMATION

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing thereof;

1. The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or

2. The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

• Removing or puncturing the muffler, baffles, header pipes, screen type spark arrester (if equipped) or any other component which conducts exhaust gases.

• Replacing the exhaust system or muffler with a system or muffler not marked with the same model specific code as the code listed on the Motorcycle Noise Emission Control Information label, and certified to appropriate EPA noise standards.

• Removing or puncturing the air cleaner case, air cleaner cover, baffles, or any other component which conducts intake air.

Whenever replacing parts on your motorcycle, Suzuki recommends that you use genuine Suzuki replacement parts or their equivalent.
SERIAL NUMBER LOCATION
You need to know the frame and engine serial numbers to get title documents for your motorcycle. You also need these numbers to help your dealer when you order parts.

The frame number ① is stamped on the steering head tube. The engine serial number ② is stamped on the left side of the crankcase assembly.

Write down the serial numbers here for your future reference.

Frame No.:

Engine No.:
WARNING

Failure to follow these safety precautions may increase your risk of injury:

- Wear a helmet, eye protection, and bright protective clothing.
- Off-road use only – do not use on public roads or highways.
- Slow down on slippery surfaces, unfamiliar terrain, or when visibility is reduced.
- Not recommended for children under age 7.
- Adult supervision required.
- Single rider only – weight limit 65 lbs (30 kg).
- Do not touch any moving parts or heated areas.
- Read owner’s manual carefully.

WARNING

Do not touch hot muffler.

The owner’s manual contains important safety information and instructions which should be read carefully before operating the vehicle. If the vehicle has been resold, obtain the owner’s manual from the previous owner or contact your local SUZUKI dealer for assistance.
## SPECIFICATIONS

### DIMENSIONS AND DRY MASS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>1245 mm (49.0 in)</td>
</tr>
<tr>
<td>Overall width</td>
<td>595 mm (23.4 in)</td>
</tr>
<tr>
<td>Overall height</td>
<td>730 mm (28.7 in)</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>860 mm (33.9 in)</td>
</tr>
<tr>
<td>Ground clearance</td>
<td>115 mm (4.5 in)</td>
</tr>
<tr>
<td>Dry mass</td>
<td>38 kg (84 lbs)</td>
</tr>
</tbody>
</table>

### ENGINE

- **Type**: Two-stroke, Air-cooled
- **Intake system**: Piston valve
- **Number of cylinder**: 1
- **Bore Stroke**: 41.0 mm (1.614 in) x 37.8 mm (1.488 in)
- **Displacement**: 49 cm³ (3.0 cu. in)
- **Corrected compression ratio**: 5.6 : 1
- **Carburetor**: MIKUNI VM12, single
- **Air cleaner**: Polyurethane foam element
- **Starter system**: Kick
- **Lubrication system**: SUZUKI CCI

### TRANSMISSION

- **Clutch**: Wet multi-plate, Automatic, Centrifugal type
- **Gearshift pattern**: 1-down, 1-up
- **Transmission**: Single-speed constant mesh
- **Primary reduction ratio**: 2.650 (53/20)
- **Final reduction ratio**: 2.153 (28/13)
- **Gear ratio**: 2.230 (29/13)
- **Drive chain**: DID 420, 78 links

### CHASSIS

- **Front suspension**: Telescopic, coil spring
- **Rear suspension**: Swingarm, coil spring
- **Steering angle**: 45° (right & left)
- **Caster**: 25° 00’
- **Trail**: 37 mm (1.46 in)
- **Turning radius**: 1.3 m (4.3 ft)
- **Front brake**: Drum brake
- **Rear brake**: Drum brake
- **Front tire size**: 2.50-10 2PR
- **Rear tire size**: 2.50-10 2PR

### ELECTRICAL

- **Ignition type**: Electronic ignition (CDI)
- **Spark plug**: NGK BPR4HS or DENSO W14FPR-UL

### CAPACITIES

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank</td>
<td>2.0 L (0.5 US gal)</td>
</tr>
<tr>
<td>Engine oil tank</td>
<td>0.3 L (0.3 US qt)</td>
</tr>
<tr>
<td>Transmission oil</td>
<td>450 ml (0.5 US qt)</td>
</tr>
</tbody>
</table>
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California Proposition 65 Warning

⚠️ WARNING

Engine exhaust, some of its constituents, and certain product components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold or otherwise transferred to a new owner or operator. The manual contains important safety information and instructions which should be read carefully before operating the motorcycle.

This vehicle is not subject to the phased-in emission standards and related requirements for model year 2006 [off-highway motorcycles or all-terrain vehicles] applicable under 40 CFR 1051.
WARNING

Failure to follow these safety precautions may increase your risk of injury:

- Wear a helmet, eye protection, and bright protective clothing.
- Off-road use only – do not use on public roads or highways.
- Slow down on slippery surfaces, unfamiliar terrain, or when visibility is reduced.
- Not recommended for children under age 7.
- Adult supervision required.
- Single rider only – weight limit 65 lbs (30 kg).
- Do not touch any moving parts or heated areas.
- Read owner's manual carefully.

OWNER'S MANUAL

This owner's manual contains important safety information. Please read it carefully.