



Motorcycle  
2012 Model: RM-Z250L2  
Date: August 2011

MSRP \$7,399



### Key Features

1. 249cm<sup>3</sup>, 4-stroke, fuel-injected, DOHC engine, designed compact and lightweight, powers the RM-Z250's Championship-winning performance.
2. Advanced, battery-less fuel-injection (FI) system, featuring a 44mm throttle body with progressive throttle linkage and a 16-bit computer.
3. The FI system uses a unique capacitor-assisted starting system, and is powered by a durable, lightweight magneto-generator after starting.
4. Aluminum cylinder with Suzuki Composite Electrochemical Material (SCEM) coating, built for durability, light weight and efficient heat transfer.
5. A sturdy connecting rod and mirror finishing permits a stunning 13,500 rpm maximum engine speed.

6. Updated Engine Control Unit (ECU) settings make for a more linear acceleration and smoother over-rev character. Revised cam profiles upgrade the overall power feel.
7. Engine and exhaust pipe updates allow the RM-Z250 to meet the latest noise regulations while delivering a further refined power feel.
8. Inverted twin chamber Showa forks and Showa piggyback shock designed with emphasis on smooth shock absorption and ample bottoming resistance.
9. Tuned to offer superb handling for a wide range of riders, the suspension delivers excellent traction without sacrificing quick-turning ability.
10. Twin-spar aluminum frame and swingarm developed and refined for a highly optimized rigidity balance and superb high-speed traction.
11. Smart chassis design details include footpeg brackets shaped to help prevent mud clogging.
12. Radiator louvers (for the twin side-mounted aluminum-alloy radiators) are joined to the outer bodywork to add strength without adding weight.
13. Race-inspired disc rotors offer enhanced cooling performance and efficient mud slinging.
14. High-quality Renthal handlebars featuring a tapered design and fixed to the triple clamp on a rubber mount.
15. Gripper seat, with projected cross-shaped patterns on top surface to provide additional grip.
16. The number plates have a black background to conform to rules for competition numbers.



**SPECIFICATIONS:****MODEL: RM-Z250L2****DIMENSIONS AND CURB MASS**

Overall length.....	2170 mm (85.4 in)
Overall width .....	830 mm (32.7 in)
Overall height.....	1270 mm (50.0 in)
Wheelbase.....	1475 mm (58.1 in)
Ground clearance .....	345 mm (13.6 in)
Seat height.....	955 mm (37.6 in)
Curb mass .....	104.5 kg (230 lbs)

**ENGINE**

Type.....	4-stroke, liquid-cooled, DOHC
Number of cylinders .....	1
Bore .....	77.0 mm (3.03 in)
Stroke .....	53.6 mm (2.11 in)
Displacement .....	249 cm <sup>3</sup> (15.2 cu. in)
Compression ratio.....	13.5 : 1
Fuel system .....	Fuel injection
Air cleaner.....	Polyurethane foam element
Starter system.....	Primary kick
Lubrication system.....	Semi-dry sump
Idle speed .....	2100 ± 50 r/min

**DRIVE TRAIN**

Clutch.....	Wet multi disc
Transmission.....	5-speed constant mesh
Gearshift pattern .....	1-down, 4-up
Primary reduction ratio.....	3.316 (63/19)
Gear ratios, Low .....	2.153 (28/13)
2nd.....	1.764 (30/17)
3rd.....	1.470 (25/17)
4th.....	1.238 (26/21)
Top.....	1.090 (24/22)
Final reduction ratio .....	3.769 (49/13)
Drive chain.....	DID520DMA2, 114 links

**CHASSIS**

Front suspension .....	Upside-down telescopic fork
Rear suspension.....	Swingarm type
Front suspension stroke.....	310mm (12.2 in)
Rear wheel travel .....	310mm (12.2 in)
Caster .....	30°20'
Trail.....	140 mm (5.5 in)
Steering angle.....	45° (right & left)
Front brake .....	Disc brake
Rear brake .....	Disc brake
Front tire size .....	80/100-21 51M, tube type
Rear tire size.....	100/90-19 57M, tube type

**ELECTRICAL**

Ignition type .....	Electronic ignition (CDI)
Ignition timing.....	8° B.T.D.C. at 2100 r/min
Spark plug.....	NGK CR8EIA-10

**CAPACITIES**

Fuel tank, including reserve .....	6.5 L (1.7/1.4 US/Imp gal)
Engine oil, oil change.....	950 ml (1.0/0.8 US/Imp qt)
with filter change .....	1000 ml (1.1/0.9 US/Imp qt)
overhaul .....	1100 ml (1.2/1.0 US/Imp qt)
Coolant .....	950 ml (1.0/0.8 US/Imp qt)

**SERVICE DATA**

**VALVE + GUIDE**

Unit: mm (in)

ITEM	STANDARD		LIMIT
Valve diam.	IN.	31 (1.22)	—
	EX.	25 (0.98)	—
Tappet clearance (when cold)	IN.	0.09 – 0.16 (0.004 – 0.006)	—
	EX.	0.17 – 0.24 (0.007 – 0.009)	—
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 stem deflection	IN. & EX.	—	0.25 (0.010)
Valve guide I.D.	IN. & EX.	4.500 – 4.512 (0.1772 – 0.1176)	—
Valve stem O.D.	IN.	4.475 – 4.490 (0.1762 – 0.1768)	—
	EX.	4.455 – 4.470 (0.1754 – 0.1760)	—
Valve stem runout	IN. & EX.	—	0.05 (0.002)
Valve seat width	IN. & EX.	0.9 – 1.1 (0.035 – 0.043)	—
Valve head radial runout	IN. & EX.	—	0.03 (0.001)
Valve spring free length	IN.	—	37.1 (1.46)
	EX.	—	37.5 (1.48)
Valve spring tension	IN.	142 – 157 N (14.5 – 16.0 kgf, 31.9 – 35.3 lbs) at length 33.55 mm (1.321 in)	—
	EX.	137 – 157 N (14.0 – 16.0 kgf, 30.8 – 35.3 lbs) at length 33.55 mm (1.321 in)	—

**CAMSHAFT + CYLINDER HEAD**

Unit: mm (in)

ITEM	STANDARD		LIMIT
Cam height	IN.	34.78 – 34.83 (1.369 – 1.371)	34.48 (1.357)
	EX.	33.98 – 34.03 (1.336 – 1.340)	33.68 (1.324)
Camshaft journal oil clearance	IN. & EX.	0.023 – 0.066 (0.0013 – 0.0026)	0.150 (0.0059)
Camshaft journal holder I.D.	IN. & EX.	22.003 – 22.025 (0.8663 – 0.8671)	—
Camshaft journal O.D.	IN. & EX.	21.959 – 21.980 (0.8645 – 0.8654)	—
Camshaft runout	—		0.10 (0.004)
Cam chain pin	13th pin		—
Cylinder head distortion	—		0.05 (0.002)

**CYLINDER + PISTON + PISTON RING**

Unit: mm (in)

ITEM	STANDARD		LIMIT
Compression pressure (Automatic decomp. actuated)	400 – 800 kPa (4.0 – 8.0 kgf/cm <sup>2</sup> , 57 – 114 psi)		—
Piston to cylinder clearance	0.030 – 0.040 (0.0012 – 0.0016)		0.120 (0.0047)
Cylinder bore	77.000 – 77.015 (3.0315 – 3.0321)		Nicks or scratches
Piston diam.	76.965 – 76.980 (3.0301 – 3.0307) Measure at 8.0 mm (0.31 in) from the skirt end.		76.880 (3.0268)
Cylinder distortion	—		0.05 (0.002)
Piston ring free end gap	1st	IR Approx. 7.1 (0.28)	5.7 (0.22)
Piston ring end gap	1st	0.15 – 0.25 (0.006 – 0.010)	0.50 (0.020)
Piston ring to groove clearance	1st	—	0.180 (0.0071)
Piston ring groove width	1st	1.01 – 1.03 (0.0398 – 0.0406)	—
	Oil	1.51 – 1.53 (0.0594 – 0.0602)	—
Piston ring thickness	1st	0.97 – 0.99 (0.0382 – 0.0390)	—
Piston pin bore	16.002 – 16.008 (0.6300 – 0.6302)		16.030 (0.6311)
Piston pin O.D.	15.995 – 16.000 (0.6297 – 0.6299)		15.980 (0.6291)

## CONROD + CRANKSHAFT

Unit: mm (in)

ITEM	STANDARD	LIMIT
Conrod small end I.D.	16.010 – 16.018 (0.6303 – 0.6306)	16.040 (0.6315)
Conrod deflection	—	3.0 (0.12)
Conrod big end side clearance	0.20 – 0.65 (0.008 – 0.026)	1.0 (0.04)
Conrod big end width	17.75 – 17.80 (0.699 – 0.701)	—
Crank web to web width	55.9 – 56.1 (2.20 – 2.21)	—
Crankshaft runout	—	0.08 (0.003)

## OIL PUMP

ITEM	STANDARD	LIMIT
Oil pressure (at 50 °C, 122 °F)	25 kPa (0.25 kgf/cm <sup>2</sup> , 3.6 psi) at 6 000 r/min	—

## CLUTCH

Unit: mm (in)

ITEM	STANDARD	LIMIT
Clutch cable play	2 – 3 (0.08 – 0.16)	—
Drive plate thickness	2.72 – 2.88 (0.107 – 0.113)	2.42 (0.095)
Drive plate claw width	13.85 – 13.96 (0.545 – 0.550)	13.05 (0.514)
Driven plate distortion	—	0.10 (0.004)
Clutch spring free length	50.74 (1.998)	48.2 (1.90)

## RADIATOR + ENGINE COOLANT

ITEM	STANDARD/SPECIFICATION	LIMIT
Radiator cap valve opening pressure	95 – 125 kPa (0.95 – 1.25 kgf/cm <sup>2</sup> , 14 – 18 psi)	—
Engine coolant type	Use an anti-freeze/coolant compatible with aluminum radiator, mixed with distilled water only, at the ratio of 50:50.	—
Engine coolant capacity	950 ml (1.0/0.8 US/Imp qt)	—

## TRANSMISSION + DRIVE CHAIN

Unit: mm (in) Except ratio

ITEM		STANDARD		LIMIT
Primary reduction ratio		3.316 (63/19)		—
Final reduction ratio		3.769 (49/13)		—
Gear ratios	Low	2.153 (28/13)		—
	2nd	1.764 (30/17)		—
	3rd	1.470 (25/17)		—
	4th	1.238 (26/21)		—
	Top	1.090 (24/22)		—
Shift fork to groove clearance		No.1, 2 & 3	0.10 – 0.30 (0.004 – 0.012)	0.50 (0.020)
Shift fork groove width		No.1, 2 & 3	5.00 – 5.10 (0.197 – 0.201)	—
Shift fork thickness		No.1, 2 & 3	4.80 – 4.90 (0.189 – 0.193)	—
Drive chain	Type	DID 520 DMA4		—
	Links	114 links		—
	20-pitch length	—		323.8 (12.75)
Drive chain slack		34 – 45 (1.4 – 1.8)		—
Gearshift lever height		10 – 15 (0.4 – 0.6) (Above the top face of the foot rest)		—

## INJECTOR + FUEL PUMP + FUEL PRESSURE REGULATOR

ITEM	SPECIFICATION	NOTE
Injector resistance	10 – 11 $\Omega$ at 24 °C (75 °F)	
Fuel pump discharge amount	89 ml (3.0/3.1 US/Imp oz) and more /10 sec.	
Fuel pressure regulator operating set pressure	Approx. 294 kPa (2.94 kgf/cm <sup>2</sup> , 41.81 psi)	

## FI SENSORS

ITEM	STANDARD/SPECIFICATION		NOTE
CKP sensor resistance	80 – 120 $\Omega$		
CKP sensor peak voltage	2.8 V and more		
Crankshaft rotation signal sensor resistance	0.1 – 0.8 $\Omega$		
Crankshaft rotation signal sensor peak voltage	3.5 V and more		
IAP sensor input voltage	4.5 – 5.5 V		
IAP sensor output voltage	0.23 – 4.10 V at idle speed		
TP sensor input voltage	4.5 – 5.5 V		
TP sensor output voltage	Closed	Approx. 0.6 V	
	Opened	Approx. 3.8 V	
ECT sensor input voltage	4.5 – 5.5 V		
ECT sensor resistance	Approx. 2.58 k $\Omega$ at 20 °C (68 °F)		
IAT sensor input voltage	4.5 – 5.5 V		



ITEM	STANDARD/SPECIFICATION		NOTE
IAT sensor resistance	Approx. 2.58 k $\Omega$ at 20 °C (68 °F)		
TO sensor resistance	16.5 – 22.3 k $\Omega$		
TO sensor voltage	Normal	0.4 – 1.4 V	When leaning 65°
	Leaning	3.7 – 4.4 V	
GP switch voltage	0.89 V and more		From 1st to Top
Injector voltage	Battery voltage		

## THROTTLE BODY

ITEM	SPECIFICATION
Bore size	44 mm (1.73 in)
I.D. No.	49H0
Idle r/min	2 100 $\pm$ 50 r/min
Throttle cable play	2 – 4 mm (0.08 – 0.16 in)
Hot starter lever clearance	2 – 3 mm (0.08 – 0.12 in)

## ELECTRICAL

Unit: mm (in)

ITEM	STANDARD/SPECIFICATION		NOTE
Ignition timing	8° B.T.D.C. at 2 100 r/min.		
Spark plug	Type	NGK: CR8EIA10	
	Gap	0.9 – 1.0 (0.035 – 0.039)	
Spark performance	Over 8 (0.3) at 1 atm.		
CKP sensor resistance	80 – 120 $\Omega$		R – G
Crankshaft rotation signal sensor resistance	0.1 – 0.8 $\Omega$		B/R – R/W
Charge coil resistance	1.0 – 2.5 $\Omega$		Y – Y
CKP sensor peak voltage	2.8 V and more		⊕ R – ⊖ G
Crankshaft rotation signal sensor peak voltage	3.5 V and more		⊕ B/R – ⊖ R/W
Ignition coil resistance	Primary	0.01 – 0.11 $\Omega$ at 20 °C (68 °F)	Terminal – Terminal
	Secondary	4.5 – 6.9 k $\Omega$ at 20 °C (68 °F)	Plug cap – ⊕ Terminal
Ignition coil primary peak voltage	175 V and more		⊕ Ground – ⊖ W/BI
Magneto no-load voltage (When engine is cold)	95 V (AC) and more at 5 000 r/min		
Regulated voltage	14.0 – 15.0 V at 5 000 r/min		
Engine stop switch resistance	Under 1 $\Omega$		B/Y – B/W

**BRAKE + WHEEL**

Unit: mm (in)

ITEM	STANDARD		LIMIT
Brake lever adjuster length	11 – 15 (0.4 – 0.6)		—
Rear brake pedal height	0 – 10 (0 – 0.4) (Below the top face of the foot rest)		—
Brake disc thickness	Front	2.8 – 3.2 (0.11 – 0.13)	2.5 (0.10)
	Rear	3.85 – 4.15 (0.152 – 0.163)	3.5 (0.14)
Brake disc distortion	Front & Rear	—	0.3 (0.012)
Master cylinder bore	Front	11.000 – 11.043 (0.4331 – 0.4348)	—
	Rear	11.000 – 11.043 (0.4331 – 0.4348)	—
Master cylinder piston diam.	Front	10.957 – 10.984 (0.4314 – 0.4324)	—
	Rear	10.957 – 10.984 (0.4314 – 0.4324)	—
Brake caliper cylinder bore	Front	27.000 – 27.050 (1.0630 – 1.0650)	—
	Rear	25.400 – 25.450 (1.0000 – 1.0020)	—
Brake caliper piston diam.	Front	26.900 – 26.950 (1.0591 – 1.0610)	—
	Rear	25.335 – 25.368 (0.9974 – 0.9987)	—
Brake fluid type	DOT 4		—
Wheel rim runout	Axial	—	2.0 (0.08)
	Radial	—	2.0 (0.08)
Wheel rim size	Front	1.60 × 21	—
	Rear	1.85 × 19	—
Wheel axle runout	Front	—	0.25 (0.010)
	Rear	—	0.25 (0.010)

**TIRE**

ITEM	STD/SPEC.		LIMIT
Cold inflation tire pressure	Front & Rear	70 – 110 kPa (0.7 – 1.1 kgf/cm <sup>2</sup> , 10 – 16 psi)	—
Tire size	Front	80/100-21 51M	—
	Rear	100/90-19 57M	—
Tire type	Front	D742FA	—
	Rear	D756	—
Tire tread depth (Recommend depth)	Front & Rear	—	4.0 mm (0.16 in)

# SUSPENSION

Unit: mm (in)

ITEM		STANDARD	LIMIT	NOTE
Front fork stroke		310 (12.2)	—	
Front fork inner tube O.D.		47 (18.5)	—	
Front fork spring free length		495 (19.49)	485 (19.09)	
Front fork damping force adjuster	Rebound	MAX – 11 clicks turn back	—	
	Compression	MAX – 10 clicks turn back	—	
Front fork air pressure		0 kPa (0 kgf/cm <sup>2</sup> , 0 psi)	—	
Front fork spring rate		4.7 N/mm (0.47 kgf/mm)	—	
Rear shock absorber gas pressure		784 kPa (8.0 kgf/cm <sup>2</sup> , 113.8psi)	—	
Rear shock absorber spring set length		4.2 (0.17)	—	4.2 mm (0.17 in) compressed from spring free length
Rear shock absorber spring rate		57 N/mm (5.7 kgf/mm)	—	
Rear shock absorber damping force adjuster	Rebound	MAX – 14 clicks turn back	—	
	Compression (High speed)	MAX – 2 turn back	—	
	Compression (Low speed)	MAX – 12 clicks turn back	—	
Rear wheel travel		310 (12.2)	—	
Swingarm pivot shaft runout		—	0.3 (0.01)	

## FUEL + OIL

ITEM	SPECIFICATION		NOTE
Fuel type	Use only unleaded gasoline of at least 90 pump octane (R/2 + M/2 method).		E-03, 28
	Use only unleaded gasoline of at least 95 octane. (Research method)		The others
Fuel tank capacity	6.5 L (1.7/1.4 US/Imp gal)		
Engine oil type	SAE 10W-40, API SG/SH/SJ/SL with JASO MA/MA1/MA2		E-03
	MOTUL 300V 10W-40 (Recommendation oil) or SAE 10W-40, API SG/SH/SJ/SL with JASO MA/MA1/MA2		The others
Engine oil capacity	Change	950 ml (1.0/0.8 US/Imp qt)	
	Filter change	1 000 ml (1.1/0.9 US/Imp qt)	
	Overhaul	1 100 ml (1.2/1.0 US/Imp qt)	
Air cleaner element oil type	MOTUL AIR FILTER OIL or equivalent filter oil		
Front fork oil type	SUZUKI FORK OIL SS-19 or an equivalent fork oil		
Front fork oil capacity (each leg)	388 ml (13.12/13.66 US/Imp oz)		Outer tube oil quantity
	193 ml (6.52/6.80 US/Imp oz)		Damper rod oil quantity
Rear shock absorber oil type	REAR SUSPENSION OIL SS-25 or an equivalent suspension oil		
Rear shock absorber oil capacity	383 ml (12.95 /13.49 US/Imp oz)		

# TIGHTENING TORQUE

## ENGINE

PART		N·m	kgf·m	lbf·ft
Cylinder head cover bolt		14	1.4	10.0
Spark plug		11	1.1	8.0
Cylinder head bolt	(Initial)	25	2.5	18.0
	(Final)	51	5.1	37.0
Cylinder head base nut		10	1.0	7.0
Cylinder base bolt		12	1.2	8.5
Camshaft journal holder bolt		10	1.0	7.0
Primary drive gear nut		90	9.0	65.0
Magneto rotor nut		80	8.0	58.0
Clutch sleeve hub nut		90	9.0	65.0
Clutch spring set bolt		10	1.0	7.0
Gearshift arm stopper bolt		23	2.3	16.5
Gearshift cam driven gear pin		24	2.4	17.5
Gearshift cam stopper bolt		10	1.0	7.0
Pawl lifter screw		8.5	0.85	6.0
Kick starter guide bolt		10	1.0	7.0
Cam chain tension adjuster mounting bolt		10	1.0	7.0
Cam chain tension adjuster cap bolt		23	2.3	16.5
Cam chain tensioner bolt		10	1.0	7.0
Cam chain guide retainer mounting bolt		10	1.0	7.0
Right crankcase cover bolt		11	1.1	8.0
Bearing retainer screw		8.5	0.85	6.0
Reed valve guide bolt		4.5	0.45	3.0
Engine oil drain plug		21	2.1	15.0
Engine oil drain No.2 plug		12	1.2	8.5
Engine oil check bolt		11	1.1	8.0
Engine oil strainer cap		21	2.1	15.0
Oil filter cap bolt		11	1.1	8.0
Oil gallery plug		10	1.0	7.0
Oil pump No.1 bolt		5.5	0.55	4.0
Oil pump No.2 bolt		11	1.1	8.0
Oil strainer No.2 bolt		5.5	0.55	4.0
Crankcase bolt		11	1.1	8.0
Clutch cover bolt		11	1.1	8.0
TDC plug		14	1.4	10.0
Magneto cover bolt		11	1.1	8.0
Magneto stator bolt		5.5	0.55	4.0
Crankshaft hole plug		11	1.1	8.0
Regulator/rectifier mounting bolt		8.5	0.85	6.0
Condenser bracket bolt		10	1.0	7.0

<b>PART</b>	<b>N-m</b>	<b>kgf-m</b>	<b>lbf-ft</b>
Engine mounting bolt (upper)	45	4.5	32.5
Engine mounting nut (lower)	66	6.6	47.5
Engine mounting nut (front)	66	6.6	47.5
Engine mounting bracket nut (upper)	40	4.0	29.0
Engine mounting bracket nut (front)	40	4.0	29.0
Engine sprocket cover bolt	11	1.1	8.0
Kick starter lever bolt	29	2.9	21.0
Kick starter lever screw	10	1.0	7.0
Intake pipe bolt	10	1.0	7.0
Exhaust pipe nut	18	1.8	13.0
Muffler connector clamp bolt	18	1.8	13.0
Muffler mounting bolt (front & rear)	23	2.3	16.5
Exhaust pipe cover bolt	11	1.1	8.0

## **FI SYSTEM AND INTAKE AIR SYSTEM**

<b>ITEM</b>	<b>N-m</b>	<b>kgf-m</b>	<b>lbf-ft</b>
CKP sensor bolt	5.5	0.55	4.0
IAT sensor mounting screw	1.3	0.13	0.95
GP switch mounting bolt	6.5	0.65	4.7
Fuel delivery pipe mounting screw	3.5	0.35	2.5
Fuel pipe mounting screw	3.5	0.35	2.5
Fuel pump mounting bolt	10	1.0	7.0
TP sensor mounting screw	3.5	0.35	2.5
ECT sensor	12	1.2	8.5
TO sensor bracket bolt	8.5	0.85	6.0

## **COOLING SYSTEM**

<b>ITEM</b>	<b>N-m</b>	<b>kgf-m</b>	<b>lbf-ft</b>
Water pump impeller	8	0.8	6.0
Water pump case bolt	11	1.1	8.0
Engine coolant drain bolt	11	1.1	8.0
Radiator air bleeder bolt	6	0.6	4.5
Water hose clamp screw	1.5	0.15	1.0

## CHASSIS

PART	N·m	kgf·m	lbf·ft
Handlebar clamp bolt	25	2.5	18.0
Handlebar holder set nut	44	4.4	32.0
Front fork upper clamp bolt (right and left)	23	2.3	16.5
Front fork lower clamp bolt (right and left)	23	2.3	16.5
Steering stem head nut	100	10.0	72.5
Front fork cap bolt	34	3.4	24.5
Lock-nut/center bolt	22	2.2	16.0
Front fork center bolt	69	6.9	50.0
Fork cylinder compression damper unit	30	3.0	21.5
Fork air bleeder valve	1.3	0.13	1.0
Fork protector bolt	4.9	0.49	3.5
Front brake master cylinder holder bolt (upper)	10	1.0	7.0
Front brake master cylinder holder bolt (lower)	12	1.2	8.5
Rear brake master cylinder mounting bolt	10	1.0	7.0
Rear brake master cylinder rod lock-nut	6	0.6	4.5
Brake lever pivot bolt	6	0.6	4.5
Brake lever pivot bolt lock-nut	6	0.6	4.5
Brake pedal pivot bolt	29	2.9	21.0
Brake hose union bolt (front and rear)	23	2.3	16.5
Front brake hose guide bolt	3	0.3	2.0
Front brake caliper mounting bolt	26	2.6	19.0
Brake pad mounting pin (front and rear)	18	1.8	13.0
Front brake caliper axle bolt (caliper)	25	2.5	18.0
Front brake caliper axle bolt (bracket)	28	2.8	20.0
Rear brake caliper axle bolt (caliper)	27	2.7	19.5
Rear brake caliper axle bolt (bracket)	13	1.3	9.5
Brake air bleeder valve (front and rear)	6	0.6	4.5
Disc plate bolt (front)	11	1.1	8.0
Disc plate bolt (rear)	26	2.6	19.0
Front axle nut	35	3.5	25.5
Front axle holder bolt	18	1.8	13.0
Rear axle nut	90	9.0	65.0
Rear sprocket nut	30	3.0	21.5
Chain roller bolt/nut	23	2.3	16.5
Spoke nipple	6	0.6	4.5
Front wheel rim lock	13	1.3	9.5
Rear wheel rim lock	17	1.7	12.5
Swingarm pivot nut (engine mounting)	70	7.0	50.5
Rear shock absorber mounting nut (upper and lower)	50	5.0	36.0
Compression adjuster assembly	30	3.0	21.5
Cushion lever nut	80	8.0	58.0
Cushion rod nut (front and rear)	80	8.0	58.0
Spring adjuster lock-nut	44	4.4	32.0

<b>PART</b>	<b>N·m</b>	<b>kgf-m</b>	<b>lbf-ft</b>
Seat rail bolt and nut (upper and lower)	23	2.3	16.5
Footrest bolt	35	3.5	25.5
Cable adjuster lock-nut (throttle, clutch and hot starter)	2.2	0.22	1.60
Clutch cable bracket bolt	6	0.6	4.5
Radiator cover upper bolt	6	0.6	4.5
Radiator cover bolt	10	1.0	7.0