Features & Specifications
2017 RM-Z450

RM-Z450L7

GY8: Champion Yellow
No.2 / Solid Black

New Features

- New, competition inspired body panel colors, graphics and seat color.
- Front upper and lower fork clamps are anodized black, complementing the gold fork leg finish.
- New, black anodized Excel aluminum rims are made specifically to withstand rugged racing environments, including Supercross, Motocross and off-road conditions.

Engine Features

- 449cc 4-stroke liquid-cooled DOHC 4-valve fuel-injected engine delivers phenomenal idle-to-redline performance
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability, light weight and efficient heat transfer.
- The piston pin has Diamond-Like Carbon (DLC) surface treatment, for less friction and increased durability.
- Designed for motocross-use, the lightweight, battery-less, electronic fuel injection system with progressive throttle linkage delivers efficient power. A 12-hole fuel injector sprays a fine fuel/air mist for efficient combustion.
- For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for rich and another for lean fuel setting compared to stock setting. Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- Engine starting is easy due to a long kick starter lever, refined internal gears, and decompression system that works precisely and efficiently.
- Cooling performance is efficient with hose routing that is balanced between the left and right radiators, and a high capacity coolant pump.

Transmission Features

- Refined 5-speed transmission enables precise gear shift operation. The transmission feel has been improved with a precisely machined shift cam for accurate gear selection. Specialized machining processes also increase the precision of the matching gears.

Suzuki Holeshot Assist Control Features

- **The Suzuki Holeshot Assist Control (S-HAC) is a selectable launch system derived from the factory race bike to help riders' takeoff from the starting gate for an early lead. There are three modes riders can choose for the best option per their skill level and starting conditions.**

  A Mode: For hard surfaces or slippery conditions at the starting gate. In this mode, S-HAC alters ignition timing at the moment of launch and the ride over the gate to reduce wheel slip to deliver a smooth take off.

  Benefit of A-Mode: For novice riders, and/or hard and slippery traction conditions, use A-Mode for a more controlled launch.

  B Mode: When conditions at the starting gate have better traction, and a more aggressive launch is desired.

  Benefit of B-Mode: For skilled riders, and/or good starting conditions, use Mode B for a more aggressive launch.

  Base Mode: Standard power launch controlled by rider only, no action required on the S-HAC switch.

  There are three stages to A-Mode and B-Mode of the S-HAC system. This helps riders at the moment of launch, when crossing the gate, and through acceleration to the full-speed.

Chassis Features

- **The frame has increased rigidity and reduced weight from previous generation RM-Z450.**
- **Slim chassis design creates a trim riding position, allowing the rider to actively take control of the machine.**
- **The SFF-Air suspension evolved from the SFF system but without a conventional coil spring resulting in reduced weight, increased inner tube diameter and damper rod/piston size. SFF-Air utilizes three tunable chambers so riders can easily adjust the spring rate with an air pump instead of changing out steel springs.**
- **The SHOWA rear shock, with rising-rate linkage system, provides 12.2 inches of wheel travel and complements the SFF-Air fork.**
- **Lightweight front brake caliper has reduced mass while still providing outstanding stopping force.**
- **Race-inspired waved disc rotors are mounted to black EXCEL aluminum rims with stainless steel spokes.**
- **The standard Renthal Fatbar is stronger and reduces vibration more than conventional aluminum handlebars.**
- **Champion Yellow bodywork (including new yellow rear fender) with race team-inspired graphics package.**
- **New color gripper seat, with projected cross-shaped patterns on its yellow top surface, aids rider control**

Additional Features

- **A variety of Genuine Suzuki Accessories for RM-Z450 owners are available including a large selection of Suzuki logo apparel.**
- **Learn more about Suzuki's industry leading contingency and Amateur Support programs at www.SuzukiCycles.com/Racing.**
- **For more details, please visit www.suzukicycles.com.**

Specifications RM-Z450L7
E-03: USA, E-33: California

DIMENSIONS AND CURB MASS

Overall length	2190 mm (86.2 in)
Overall width	830 mm (32.7 in)
Overall height	1270 mm (50.0 in)
Wheelbase	1495 mm (58.9 in)
Ground clearance	325 mm (12.8 in)
Seat height	955 mm (37.6 in)
Curb mass	112 kg (247 lbs)

ENGINE

Type	Four-stroke, liquid-cooled, DOHC
Number of cylinders	1
Bore	96.0 mm (3.780 in)
Stroke	62.1 mm (2.445 in)
Displacement	449 cm^3 (27.4 cu. in)
Compression ratio	12.5 : 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-plate type
Transmission	5-speed constant mesh
Gearshift pattern	1-down, 4-up
Primary reduction ratio	2.625 (63/24)
Gear ratios, Low	1.800 (27/15)
2nd	1.470 (25/17)
3rd	1.235 (21/17)
4th	1.050 (21/20)
Top	0.909 (20/22)
Final reduction ratio	3.846 (50/13)
Drive chain	DID520MXV4, 114 links

CHASSIS

Front suspension	Inverted telescopic, air spring, oil damped
Rear suspension	Link type, coil spring, oil damped
Front suspension stroke	310 mm (12.2 in)
Rear wheel travel	310 mm (12.2 in)
Caster	28°40’
Trail	125 mm (4.92 in)
Steering angle	45° (right & left)
Turning radius	1.95 m (6.4 ft)
Front brake	Disc brake
Rear brake	Disc brake
Front tire size	80/100-21 51M, tube type
Rear tire size	110/90-19 62M, tube type

ELECTRICAL

Ignition type	Electronic ignition (CDI)
Ignition timing	12° B.T.D.C. at 2100 r/min
Spark plug	NGK DIMR8A10

CAPACITIES

Fuel tank	6.2 L (1.6/1.4 US/Imp gal)
Engine oil, change	1050 ml (1.1/0.9 US/Imp qt)
with filter change	1100 ml (1.2/1.0 US/Imp qt)
overhaul.	1200 ml (1.3/1.1 US/Imp qt)
Coolant	1150 ml (1.2/1.0 US/Imp qt)

VALVE + GUIDE

Unit: mm (in)

ITEM	STANDARD		LIMIT
Valve diam.	IN.	36 (1.4)	—
	EX.	31 (1.2)	—
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.	5.500 – 5.512 (0.2165 – 0.2170)	—
Valve stem O.D.	IN.	5.475 – 5.490 (0.2156 – 0.2161)	—
	EX.	5.455 – 5.470 (0.2148 – 0.2154)	—
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. & EX.	—	35.8 (1.41)
Valve spring tension	IN. & EX.	146 – 168 N (14.9 – 17.1 kgf, 32.8 – 37.7 lbs) at length 30.9 mm (1.22 in)	—

CAMSHAFT + CYLINDER HEAD

Unit: mm (in)

ITEM	STANDARD		LIMIT
Cam height	IN.	35.58 – 35.63 (1.401 – 1.403)	35.28 (1.389)
	EX.	34.53 – 34.58 (1.359 – 1.361)	34.23 (1.348)
Camshaft journal oil clearance	IN. & EX.	0.032 – 0.066 (0.001 – 0.002)	0.150 (0.0059)
Camshaft journal holder I.D.	IN. & EX.	22.012 – 22.025 (0.8667 – 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	14th pin		—
Cylinder head distortion	—		0.05 (0.002)

CYLINDER + PISTON + PISTON RING

Unit: mm (in)

ITEM	STANDARD		LIMIT
Compression pressure (Automatic decomp. actuated)	300 kPa (3.0 kgf/cm^2, 43 psi) or more		—
Piston to cylinder clearance	0.035 – 0.045 (0.0014 – 0.0018)		0.120 (0.0047)
Cylinder bore	96.000 – 96.015 (3.7795 – 3.7801)		Nicks or scratches
Piston diam.	95.960 – 95.975 (3.7779 – 3.7785) Measure at 16 mm (0.6 in) from the skirt end.		95.880 (3.7748)
Cylinder distortion	—		0.05 (0.002)
Piston ring free end gap	1st	Approx. 8.7 (0.34)	7.0 (0.28)
Piston ring end gap	1st	0.20 – 0.30 (0.008 – 0.012)	0.50 (0.020)
Piston ring to groove clearance	1st	—	0.180 (0.007)
Piston ring groove width	1st	0.78 – 0.80 (0.0307 – 0.0315)	—
		1.30 – 1.32 (0.0512 – 0.0520)	—
	Oil	2.01 – 2.03 (0.0791 – 0.0799)	—
Piston ring thickness	1st	0.71 – 0.76 (0.0279 – 0.0299)	—
		1.08 – 1.10 (0.0425 – 0.0433)	—
Piston pin bore	19.002 – 19.008 (0.7425 – 0.7433)		19.030 (0.7492)
Piston pin O.D.	18.992 – 19.000 (0.7477 – 0.7480)		18.980 (0.7472)

CONROD + CRANKSHAFT

Unit: mm (in)

ITEM	STANDARD	LIMIT
Conrod small end I.D.	19.018 – 19.038 (0.7487 – 0.7495)	19.050 (0.7500)
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	19.75 – 19.80 (0.778 – 0.780)	—
Crank web to web width	61.9 – 62.1 (2.437 – 2.445)	—
Crankshaft runout	—	0.08 (0.003)

OIL PUMP

ITEM	STANDARD	LIMIT
Oil pressure (at 50 °C, 122 °F)	50 kPa (0.5 kgf/cm^2, 7.1 psi) at 4 000 r/min	—

CLUTCH

Unit: mm (in)

ITEM	STANDARD	LIMIT
Clutch lever clearance	2 – 3 (0.08 – 0.12)	—
Drive plate thickness (No.1 & No.2)	3.07 – 3.23 (0.121 – 0.127)	2.77 (0.109)
Drive plate claw width (No.1 & No.2)	13.85 – 13.95 (0.545 – 0.549)	13.05 (0.514)
Driven plate distortion	—	0.10 (0.004)
Clutch spring free length	51.94 (2.045)	49.4 (1.94)

RADIATOR + ENGINE COOLANT

ITEM	STANDARD/SPECIFICATION		LIMIT
ECT sensor resistance	20 °C (68 °F)	Approx. 2.58 kΩ	—
	50 °C (122 °F)	Approx. 0.77 kΩ	—
	80 °C (176 °F)	Approx. 0.28 kΩ	—
Radiator cap valve opening pressure	95 – 125 kPa (0.95 – 1.25 kgf/cm^2, 14 – 18 psi)		—
Engine coolant type	Use an anti-freeze/coolant compatible with aluminum radiator.		—
Engine coolant capacity	1 150 ml (1.2/1.0 US/Imp qt)		—

TRANSMISSION + DRIVE CHAIN

Unit: mm (in) Except ratio

ITEM		STANDARD		LIMIT
Primary reduction ratio		2.625 (63/24)		—
Final reduction ratio		3.846 (50/13)		—
Gear ratios	Low	1.800 (27/15)		—
	2nd	1.470 (25/17)		—
	3rd	1.235 (21/17)		—
	4rh	1.050 (21/20)		—
	Top	0.909 (20/22)		—
Shift fork to groove clearance		No.1, 2, 3	0.1 – 0.3 (0.004 – 0.012)	0.5 (0.02)
Shift fork groove width		No.1, 2, 3	5.0 – 5.1 (0.197 – 0.201)	—
Shift fork thickness		No.1, 2, 3	4.8 – 4.9 (0.189 – 0.193)	—
Drive chain		Type	DID520MXV4	—
		Links	114	—
Drive chain plate height		Inner	15.0 (0.59)	12.75 (0.502)
		Outer	12.8 (0.50)	11.20 (0.441)
Drive chain slack		35 – 45 (1.4 – 1.8)		—

INJECTOR + FUEL PUMP + FUEL PRESSURE REGULATOR

ITEM	SPECIFICATION	NOTE
Injector resistance	9.5 – 11.5 Ω at 20 °C (68 °F)	
Fuel pump discharge amount	89 ml (3.0/ 3.1 US/Imp oz) or more /10 sec.	
Fuel pressure regulator operating set pressure	Approx. 294 kPa (2.94 kgf/cm², 41.81 psi)	

FI SENSORS

ITEM	STANDARD/SPECIFICATION		NOTE
CKP sensor resistance	80 – 120 Ω		
CKP sensor peak voltage	2.8 V or more		
IAP sensor input voltage	4.5 – 5.5 V		
IAP sensor output voltage	0.98 – 2.86 V at idle speed		
TP sensor input voltage	4.5 – 5.5 V		
TP sensor output voltage	Closed	0.60 – 0.64 V	
	Opened	3.60 – 4.00 V	
ECT sensor input voltage	4.5 – 5.5 V		
ECT sensor resistance	Approx. 2.58 kΩ at 20 °C (68 °F)		
IAT sensor input voltage	4.5 – 5.5 V		
IAT sensor resistance	Approx. 2.58 kΩ at 20 °C (68 °F)		
TO sensor resistance	Approx. 19.4 kΩ at 20 °C (68 °F)		
TO sensor voltage	Normal	0.4 – 1.4 V	
	Leaning	3.7 – 4.4 V	When leaning 65°
GP switch voltage	0.6 V or more		From 1st to Top
Injector voltage	Battery voltage		

THROTTLE BODY

ITEM	SPECIFICATION
Bore size	43 mm
I.D. No.	28H5
Idle r/min	2 100 ± 50 r/min
Idle screw	5 – 6 turns back
Throttle cable play	2 – 4 mm (0.08 – 0.16 in)

ELECTRICAL

Unit: mm (in)

ITEM	STANDARD/SPECIFICATION		NOTE
Ignition timing	12° B.T.D.C. at 2 100 r/min.		
Spark plug	Type	NGK: DIMR8A10	
	Gap	0.9 – 1.0 (0.035 – 0.039)	
Spark performance	Over 8 (0.3) at 1 atm.		
CKP sensor resistance	80 – 120 Ω		R – G
Charge coil resistance	1.2 – 2.5 Ω		Y – Y
CKP sensor peak voltage	2.8 V or more		⊕ R – ⊖ G
Ignition coil resistance	Primary	0.17 – 0.70 Ω	W/Bl – B/W
	Secondary	9 – 14 kΩ	Plug cap – B/W
Ignition coil primary peak voltage	170 V or more		⊕ B/W – ⊖ W/Bl
Magneto no-load voltage (When engine is cold)	100 V (AC) or more at 5 000 r/min		
Regulated voltage	13.5 – 15.0 V at 5 000 r/min		
Engine stop switch resistance	Under 1 Ω		B/Y – B/W
S-HAC switch resistance	Under 1 Ω		R/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)		—
Brake disc thickness	Front	3.0 ± 0.2 (0.118 ± 0.008)	2.5 (0.10)
	Rear	4.0 ± 0.15 (0.157 ± 0.006)	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	2.15 × 19	—
Wheel axle runout	Front	—	0.25 (0.010)
	Rear	—	0.25 (0.010)

TIRE

ITEM	STANDARD/SPECIFICATION		LIMIT
Cold inflation tire pressure	Front & Rear	70 – 110 kPa (0.7 – 1.1 kgf/cm^2, 10 – 16 psi)	—
Tire size	Front	80/100-21 51M	—
	Rear	110/90-19 62M	—
Tire type	Front	BRIDGESTONE: M403	—
	Rear	BRIDGESTONE: M404	—
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.		49 (1.9)	—	
Left front fork damping force adjuster	Rebound	MAX – 13 clicks turn counterclockwise	—	
	Compression	MAX – 8 clicks turn counterclockwise	—	
Left front fork air pressure		0 kPa (0 kgf/cm^2, 0 psi)	—	
Right front fork air pressure	Inner chamber	1 200 kPa (12 kgf/cm^2, 171 psi)	—	
	Outer chamber	0 kPa (0 kgf/cm^2, 0 psi)	—	
	Balance chamber	1 200 kPa (12 kgf/cm^2, 171 psi)	—	
Rear shock absorber gas pressure		784 – 980 kPa (7.8 kgf/cm^2, 111.5 psi – 9.8 kgf/cm^2, 139.4 psi)	—	
Rear shock absorber spring set length		5 (0.2)	—	5 mm (0.2 in) compressed from spring free length
Rear shock absorber spring rate		55.9 N/mm (5.70 kgf/mm)	—	
Rear shock absorber damping force adjuster	Rebound	MAX – 12 clicks turn counterclockwise	—	
	Compression (High speed)	MAX – 2 turns counterclockwise	—	
	Compression (Low speed)	MAX – 12 clicks turn counterclockwise	—	
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).		
Fuel tank capacity	6.2 L (1.6/1.4 US/Imp gal)		
Engine oil type	SAE 10W-40, API SG/SH/SJ/SL with JASO MA/MA1/MA2		
Engine oil capacity	Change	1 050 ml (1.1/0.9 US/Imp qt)	
	Filter change	1 100 ml (1.2/1.0 US/Imp qt)	
	Overhaul	1 200 ml (1.3/1.1 US/Imp qt)	
Air cleaner element oil type	MOTUL AIR FILTER OIL or equivalent		
Front fork oil type	SHOWA SUSPENSION FLUID SS-19 or equivalent		
Left front fork oil capacity	320 ml (10.8/11.3 US/Imp oz)		Outer tube oil quantity
	314 ml (10.6/11.1 US/Imp oz)		Fork cylinder unit oil quantity
Right front fork oil capacity	100 ml (3.4/3.5 US/Imp oz)		Inner chamber oil quantity
	250 ml (8.5/8.8 US/Imp oz)		Outer chamber oil quantity
	10 ml (0.3/0.4 US/Imp oz)		Balance chamber oil quantity
Rear shock absorber oil type	SHOWA SUSPENSION FLUID SS-25 or equivalent		
Rear shock absorber oil capacity	383 ml (13.0 /13.5 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 bolt		10	1.0	7.0
Cylinder base bolt		10	1.0	7.0
Camshaft journal holder bolt		10	1.0	7.0
Oil gallery bolt (journal holder)		10	1.0	7.0
Primary drive gear nut		110	11.0	79.5
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
Clutch release camshaft retainer bolt		10	1.0	7.0
Gearshift arm stopper		23	2.3	16.5
Gearshift cam driven pin		24	2.4	17.5
Pawl lifter screw		8.5	0.85	6.0
Bearing retainer 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 bolt		10	1.0	7.0
Right crankcase cover bolt		11	1.1	8.0
Engine oil drain plug		12	1.2	8.5
Engine oil check bolt		5.5	0.55	4.0
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
Engine oil strainer cap		21	2.1	15.0
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
Crankshaft hole plug		11	1.1	8.0
Magneto stator bolt		5.5	0.55	4.0
Ignition coil mounting bolt		10	1.0	7.0
Regulator/rectifier mounting bolt		10	1.0	7.0
Condenser bracket bolt		10	1.0	7.0
Air cleaner bolt		5	0.5	3.5

PART		N·m	kgf-m	lbf-ft
Engine mounting bolt		55	5.5	40.0
Engine mounting nut (front)		66	6.6	47.5
Engine mounting nut (lower)		66	6.6	47.5
Engine mounting bracket nut (front)		66	6.6	47.5
Engine mounting bracket bolt (upper)		40	4.0	29.0
Intake pipe bolt	(Initial)	1	0.1	0.7
	(Final)	10	1.0	7.0
Engine sprocket bolt		36	3.6	26.0
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
Exhaust pipe nut		23	2.3	16.5
Muffler connector clamp bolt		17	1.7	12.5
Muffler mounting front bolt		21	2.1	15.0
Muffler mounting rear bolt		23	2.3	16.5
Exhaust pipe cover bolt		11	1.1	8.0
Rear muffler body mounting bolt		10	1.0	7.0
Front protector bolt		12	1.2	8.5

FI SYSTEM AND INTAKE AIR SYSTEM

ITEM	N·m	kgf-m	lbf-ft
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 joint 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
ECM bracket mounting bolt	10	1.0	7.0
TO sensor bracket bolt	8.5	0.85	6.0

COOLING SYSTEM

ITEM	N·m	kgf-m	lbf-ft
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	120	12.0	87.0
Steering stem nut	45 N·m (4.5 kgf-m, 32.5 lbf-ft) then turn back 1/4 – 1/2		
Fork cylinder unit	34	3.4	24.5
Air cylinder unit	34	3.4	24.5
Lock-nut/center bolt	28	2.8	20.0
Lock-nut/sealing bolt	28	2.8	20.0
Front fork center bolt	69	6.9	50.0
Front fork sealing bolt	69	6.9	50.0
Front fork compression damper unit	30	3.0	21.5
Front fork air bleeder valve	1.3	0.13	1.0
Front fork air valve	5.5	0.55	4.0
Front fork valve core	3	0.3	2.0
Front fork protector bolt	4.9	0.49	3.5
Front brake master cylinder holder bolt	10	1.0	7.0
Rear brake master cylinder mounting bolt	10	1.0	7.0
Rear brake master cylinder rod lock-nut	6	0.6	4.5
Rear brake master cylinder reservoir cap screw	1.5	0.15	1.0
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
Brake hose guide bolt (front)	3	0.3	2.0
Brake caliper mounting bolt (front)	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)	43	4.3	31.0
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	21	2.1	15.0
Rear axle nut	100	10.0	72.5
Rear sprocket nut	30	3.0	21.5
Drive chain roller bolt and nut	23	2.3	16.5
Spoke nipple	6	0.6	4.5
Front wheel rim lock	14	1.4	10.0
Rear wheel rim lock	17	1.7	12.5

PART	N·m	kgf-m	lbf-ft
Throttle cable adjuster lock-nut	4.5	0.45	3.25
Clutch cable adjuster lock-nut	2.2	0.22	1.60
Clutch cable bracket bolt	7	0.7	5.0
Throttle case screw	3.8	0.38	2.75
Clutch lever holder bolt	3	0.3	2.0
Clutch lever pivot bolt	4	0.4	3.0
Clutch lever pivot bolt lock-nut	4	0.4	3.0
Swingarm pivot nut (engine mounting)	70	7.0	50.5
Swingarm rear axle plate screw	3	0.3	2.0
Rear shock absorber upper mounting nut	50	5.0	36.0
Rear shock absorber lower mounting nut	50	5.0	36.0
Rear shock absorber compression adjuster assembly	30	3.0	21.5
Rear cushion lever nut (upper and lower)	80	8.0	58.0
Rear cushion rod nut	80	8.0	58.0
Rear shock absorber spring adjuster lock-nut	70	7.0	50.5
Seat rail bolt (upper and lower)	23	2.3	16.5
Footrest bolt	35	3.5	25.5