

Features & Specifications

2017 KingQuad 750AXi Power Steering Camo



LT-A750XPCL7

PHW: True Timber XD3

Introduction

- Three decades of ATV manufacturing experience has led to the KingQuad 750AXi Power Steering, and for the true outdoor enthusiasts, Suzuki's most powerful and technologically advanced ATV is offered in True Timber camouflage to help you blend in when you don't want to be seen.
- Abundant torque developed by the 722cc fuel-injected engine gives the KingQuad the get up and go that's a must-have for Utility Sport ATVs. The advanced Power Steering feature provides responsive handling, and the easiest maneuverability available. With an independent rear suspension, locking front differential, and a handful of other features, the KingQuad 750AXi Power Steering Camo comes loaded with all the necessities to make sure you get the job done. If you're looking for a utility sport ATV, find out what makes this Suzuki worthy of the name KingQuad.

Engine Features

- The powerful 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to deliver strong low-to-mid range torque as well as high-rpm power.
- The cylinder and head are canted forward for a low center of gravity resulting in reduced engine height and lower seat height. High-mount air intake avoids water and debris.
- The 4-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system creates a compact cylinder head.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing resulting in superb combustion chamber efficiency.
- The engine also features dual balancer shafts for smooth operation.
- Advanced Suzuki Fuel Injection improves throttle response and fuel efficiency, while delivering power consistently across the full rev-range, and improves engine starting in all conditions.
- High capacity aluminum radiator with large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

Transmission Features

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off and helps control the vehicle during steep descents.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious four-wheel-drive traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when stuck in the mud.

Chassis Features

- Stylish bodywork features high-clearance fenders that offer great protection for the rider from flying debris. Refined panels simplify maintenance needs, such as oil level checks.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter shock absorbers with 5-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter shock absorbers with 5-way spring preload adjustment and large diameter rear sway-bar.
- Dual hydraulic front disc brakes plus a sealed, multi-plate rear brake system. The rear brake's clutch-type design provides high durability, reduced unsprung weight and low-maintenance.
- High traction 25-inch CARLISLE tires are mounted on strong, yet lightweight, aluminum wheels.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Reduced effort from the Power Steering permits higher handlebars for increased rider comfort.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.

Utility/Convenience Features

- Dual 35W headlights (with high and low settings) are part of the distinctive KINGQUAD grille appearance. Bright tail light help make the ATV visible in dark conditions.
- Standard tow hitch, ready to accept a No. 1 type ball, lets you take advantage of the ATV's strong towing capacity.
- Winch-ready mounts and wire conduit makes winch installation simple.
- Instrumentation includes LCD readouts for speedometer, odometer, twin tripmeter, hour meter, clock, fuel level, driving range and drive mode. LED indicators for high, low, neutral, reverse and 2WD/4WD and differential-locked 4WD. LED cautions for fuel injection and engine temperature.
- High-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6 gallon (17.5 L) fuel tank is positioned for a low center-of-gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents over tightening so it can be easily unscrewed for refilling).
- A large 2.8 liter water resistant front storage compartment includes an easy access screw-on cap.
- The rugged steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- Full floorboards with integrated raised footpegs provide protection.

Additional Features

- A variety of Suzuki Genuine Accessories are available, including winches, windshield, front and rear bumpers, snow plow, aluminum skid pans, rack extensions, utility box and more.
- 12-month limited warranty
- For more details, please visit www.suzukicycles.com.

Specifications LT-A750XPCL7

E-03: USA, E-33: California

DIMENSIONS AND CURB MASS

Overall length	2115 mm (83.3 in)
Overall width	1210 mm (47.6 in)
Overall height	1285 mm (50.6 in)
Wheelbase	1285 mm (50.6 in)
Front track	940 mm (37.0 in)
Rear track	920 mm (36.2 in)
Ground clearance	260 mm (10.2 in)
Seat height	920 mm (36.2 in)
Curb mass	305 kg (672 lbs)

ENGINE

Type	4-stroke, liquid-cooled, DOHC
Number of cylinders	1
Bore	104.0 mm (4.094 in)
Stroke	85.0 mm (3.346 in)
Displacement	722 cm ³ (44.1 cu. in)
Compression ratio	9.9 : 1
Fuel system	Fuel injection
Air cleaner	Paper element and Polyurethane form element
Starter system	Electric
Lubrication system	Wet sump
Idle speed	1400 ± 100 r/min

DRIVE TRAIN

Clutch	Wet shoe, automatic, centrifugal type
Transmission	Automatic variable ratio (V-belt)
Transfer	2-speed forward with reverse
Gearshift pattern, Transmission	Automatic
Transfer	L-H-N-R (Hand operated)
Automatic transmission ratio	2.763 - 0.779 (Variable change)
Secondary reduction ratio	2.158 (40/21 × 17/15)
Final reduction ratio (Front & Rear)	3.600 (36/10)
Transfer gear ratio, Low	2.562 (41/16)
High	1.240 (31/25)
Reverse	1.882 (32/17)
Drive system	Shaft drive

Specifications LT-A750XPCL7

E-03: USA, E-33: California

CHASSIS

Front suspension	Independent, double wishbone, coil spring, oil damped
Rear suspension	Independent, double wishbone, coil spring, oil damped
Front wheel travel	170.5 mm (6.7 in)
Rear wheel travel	195 mm (7.7 in)
Caster	3.3°
Trail	16.7 mm (0.66 in)
Toe-out	5 mm (0.20 in)
Camber	-1.3°
Steering angle	46° (right & left)
Turning radius	3.1 m (10.2 ft)
Front brake	Disc brake, twin
Rear brake	Sealed oil-bathed multi-disc
Front tire	AT25 × 8-12☆☆, tubeless
Rear tire	AT25 × 10-12☆☆, tubeless

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Ignition timing	6° B.T.D.C. at 1400 r/min
Spark plug	NGK LMAR7A-9
Battery	12V 64.8 kC (18 Ah)/10 HR
Generator	Three-phase A.C. generator
Main fuse	30A
EPS fuse	40A
Fuse	10/10/10/10/15/15A
Headlight	12V 35/35W × 2
Brake light/Taillight	12V 21/5W
Speedometer light	LED
Neutral indicator light	LED
High beam indicator light	LED
Coolant temperature/FI indicator light	LED
Reverse indicator light	LED
Diff-lock indicator light	LED
EPS indicator light	LED

CAPACITIES

Fuel tank	17.5 L (4.6/3.8 US/Imp gal)
Engine oil , oil change	2300 ml (2.4/2.0 US/Imp qt)
with filter change	2500 ml (2.6/2.2 US/Imp qt)
overhaul	3000 ml (3.2/2.6 US/Imp qt)
Differential gear oil	500 ml (16.9/17.6 US/Imp oz)
Final gear oil	770 ml (26.0/27.1 US/Imp oz)
Coolant	2.5 L (2.6/2.2 US/Imp qt)

Service Data LT-A750XPCL7

E-03: USA, E-33: California

Valve + Valve Guide

Unit: mm (in)

Item		Standard	Limit
Valve diam.	IN.	36.0 (1.42)	—
	EX.	33.0 (1.30)	—
Tappet clearance (When cold)	IN.	0.10 – 0.20 (0.004 – 0.008)	—
	EX.	0.20 – 0.30 (0.008 – 0.012)	—
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 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 deflection	IN. & EX.	—	0.35 (0.014)
Valve stem runout	IN. & EX.	—	0.05 (0.002)
Valve head thickness	IN. & EX.	—	0.5 (0.02)
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.	—	46.1 (1.81)
Valve spring tension	IN. & EX.	182 – 210 N (18.6 – 21.4 kgf, 41.0 – 47.2 lbs) at length 36.35 mm (1.43 in)	—

Camshaft + Cylinder Head

Unit: mm (in)

Item		Standard	Limit
Cam height	IN.	36.330 – 36.380 (1.4303 – 1.4323)	36.030 (1.4185)
	EX.	35.300 – 35.350 (1.3898 – 1.3917)	35.000 (1.3780)
Camshaft journal oil clearance	IN. & EX.	0.019 – 0.053 (0.0007 – 0.0021)	0.150 (0.0059)
Camshaft journal holder I.D.	IN. & EX.	22.012 – 22.025 (0.8666 – 0.8671)	—
Camshaft journal O.D.	IN. & EX.	21.972 – 21.993 (0.8650 – 0.8659)	—
Camshaft runout	IN. & EX.	—	0.10 (0.004)
Cylinder head distortion		—	0.05 (0.002)
Cam drive idle gear/sprocket thrust clearance		0.15 – 0.27 (0.006 – 0.011)	—

Cylinder + Piston + Piston Ring

Unit: mm (in)

Item	Standard		Limit
Compression pressure (Automatic-decomp. actuated)	Approx. 1 000 kPa (10.0 kgf/cm ² , 142 psi)		—
Piston-to-cylinder clearance	0.030 – 0.040 (0.0012 – 0.0016)		0.120 (0.0047)
Cylinder bore	104.000 – 104.015 (4.0945 – 4.0951)		Nicks or Scratches
Piston diam.	103.965 – 103.980 (4.0931 – 4.0937) Measure at 15 mm (0.6 in) from the skirt end.		103.880 (4.0898)
Cylinder distortion	—		0.05 (0.002)
Piston ring free end gap	1st	R	Approx. 13.1 (0.52)
	2nd	RN	Approx. 14.6 (0.57)
Piston ring end gap	1st	R	0.10 – 0.25 (0.004 – 0.010)
	2nd	RN	0.10 – 0.25 (0.004 – 0.010)
Piston ring-to-groove clearance	1st		—
	2nd		—
Piston ring groove width	1st		0.83 – 0.85 (0.0327 – 0.0335)
			1.30 – 1.32 (0.0512 – 0.0520)
	2nd		1.01 – 1.03 (0.0398 – 0.0406)
	Oil		2.01 – 2.03 (0.0791 – 0.0799)
Piston ring thickness	1st		0.76 – 0.81 (0.0299 – 0.0319)
			1.08 – 1.10 (0.0425 – 0.0433)
	2nd		0.97 – 0.99 (0.0382 – 0.0390)
Piston pin bore I.D.	23.002 – 23.008 (0.9056 – 0.9058)		23.030 (0.9067)
Piston pin O.D.	22.995 – 23.000 (0.9053 – 0.9055)		22.980 (0.9047)

Conrod + Crankshaft

Unit: mm (in)

Item	Standard	Limit
Conrod small end I.D.	23.006 – 23.014 (0.9057 – 0.9061)	23.040 (0.9071)
Conrod deflection	—	3.0 (0.12)
Conrod big end side clearance	0.10 – 0.75 (0.004 – 0.030)	1.0 (0.04)
Conrod big end width	24.95 – 25.00 (0.982 – 0.984)	—
Crank web to web width	72.9 – 73.1 (2.87 – 2.88)	—
Crankshaft runout	—	0.08 (0.003)

Oil Pump

Item	Standard	Limit
Oil pressure (at 60 °C, 140 °F)	140 – 180 kPa (1.4 – 1.8 kgf/cm ² , 20 – 26 psi) at 3 000 r/min	—

Clutch

Unit: mm (in)

Item	Standard	Limit
Clutch wheel I.D.	140.0 – 140.2 (5.512 – 5.520)	140.5 (5.53)
Clutch shoe	—	No groove at any part
Clutch engagement r/min	1 500 – 2 000 r/min	—
Clutch lock-up r/min	3 500 – 4 000 r/min	—

Drive Train

Unit: mm (in) Except ratio

Item		Standard	Limit
Automatic transmission ratio		Variable change (2.763 – 0.779)	—
Secondary reduction ratio		2.158 (40/21 x 17/15)	—
Final reduction ratio	Front	3.600 (36/10)	—
	Rear	3.600 (36/10)	—
Transfer gear ratio	Low	2.562 (41/16)	—
	High	1.240 (31/25)	—
	Reverse	1.882 (32/17)	—
Drive V-belt width		34.3 (1.35)	33.3 (1.31)
Movable driven face spring free length		153.0 (6.02)	145.4 (5.72)
Shift fork to groove clearance	Low	0.10 – 0.30 (0.0040 – 0.0120)	0.50 (0.020)
	High	0.10 – 0.30 (0.0040 – 0.0120)	0.50 (0.020)
	Reverse	0.10 – 0.30 (0.0040 – 0.0120)	0.50 (0.020)
Shift fork groove width	Low	5.50 – 5.60 (0.217 – 0.220)	—
	High	5.50 – 5.60 (0.217 – 0.220)	—
	Reverse	5.50 – 5.60 (0.217 – 0.220)	—
Shift fork thickness	Low	5.30 – 5.40 (0.209 – 0.213)	—
	High	5.30 – 5.40 (0.209 – 0.213)	—
	Reverse	5.30 – 5.40 (0.209 – 0.213)	—
Front/Rear output shaft bevel gear backlash		0.03 – 0.15 (0.001 – 0.006)	—
Front drive (differential) gear backlash		0.05 – 0.10 (0.002 – 0.004)	—
Rear drive (final) gear backlash	Without gear cover specification	0.02 – 0.06 (0.0008 – 0.0024)	—
	Gear cover assembled specification	0.08 – 0.15 (0.0031 – 0.0059)	—
Front differential gear oil type		Hypoid gear oil SAE #90, API grade GL-5	—
Rear drive gear oil type		Mobil 424 or equivalent gear oil	—
Front differential gear oil capacity		500 ml (0.5/0.4 US/Imp qt)	—
Final gear oil capacity		770 ml (0.7/0.6 US/Imp qt)	—

Thermostat + Radiator + Fan + Coolant

Item	Standard		Note
Thermostat valve opening temperature	Approx. 82 °C (180 °F)		—
Thermostat valve lift	8 mm (0.31 in) and over at 95 °C (203 °F)		—
ECT sensor resistance	20 °C (68 °F)	Approx. 2.45 kΩ	—
	50 °C (122 °F)	Approx. 0.811 kΩ	—
	80 °C (176 °F)	Approx. 0.318 kΩ	—
Radiator cap valve opening pressure	110 – 140 kPa (1.1 – 1.4 kgf/cm ² , 15.6 – 19.9 psi)		—
Cooling fan operating temperature	OFF → ON	Approx. 93 °C (199 °F)	—
	ON → OFF	Approx. 87 °C (189 °F)	
Engine coolant type	Use an antifreeze/coolant compatible with aluminum radiator, mixed with distilled water only.		—
Engine coolant	Reservoir	Approx. 250 ml (0.26/0.22 US/Imp qt)	—
	Engine	Approx. 2 200 ml (2.32/1.94 US/Imp qt)	—

Injector + Fuel Pump + Fuel Pressure Regulator

Item	Specification	Note
Injector resistance	11 – 13 Ω at 20 °C (68 °F)	
Fuel pump discharge amount	55.5 ml (1.88/1.95 US/Imp qt) and more/10 sec.	
Fuel pressure regulator operating set pressure	Approx. 294 kPa (2.9 kgf/cm ² , 41 psi)	

FI Sensors + Secondary Throttle Valve Actuator

Item	Specification	Note
CKP sensor resistance	150 – 250 Ω	
CKP sensor peak voltage	5.0 V and more	When cranking
IAP sensor input voltage	4.5 – 5.5 V	
IAP sensor output voltage	Approx. 2.37 V at idle speed	
TP sensor input voltage	4.5 – 5.5 V	
TP sensor output voltage	Closed	Approx. 1.1 V
	Opened	Approx. 4.3 V
ECT sensor input voltage	4.5 – 5.5 V	
ECT sensor output voltage	0.15 – 4.85 V	
ECT sensor resistance	Approx. 2.45 kΩ at 20 °C (68 °F)	
IAT sensor input voltage	4.5 – 5.5 V	
IAT sensor output voltage	0.15 – 4.85 V	
IAT sensor resistance	Approx. 1.60 kΩ at 20 °C (68 °F)	
TO sensor resistance	19 – 20 kΩ	
TO sensor voltage	Normal	0.4 – 1.4 V
	Leaning	3.7 – 4.4 V
GP switch voltage	0.6 V and more	When leaning 65° From 1st to Top
Injector voltage	Battery voltage	
Ignition coil primary peak voltage	80 V and more	When cranking
ISC valve resistance	Approx. 31 Ω at 20 °C (68 °F)	
PAIR control solenoid valve resistance	20 – 24 Ω at 20 – 30 °C (68 – 86 °F)	
Vehicle speed sensor input voltage	Battery voltage	

Throttle Body

Item	Specification	Note
Bore size	42 mm	
I.D. No.	31G1	
Idle r/min	1 400 ± 100 r/min	
Fast idle r/min	1 400 – 1 600 r/min (cold engine)	
Throttle cable play	3 – 5 mm (0.12 – 0.20 in)	

Electrical

Unit: mm (in)

Item	Specification	Note	
Spark plug	Type	NGK: LMAR7A-9	
	Gap	0.8 – 0.9 (0.031 – 0.035)	
Spark performance	Over 8 (0.3) at 1 atm.		
CKP sensor resistance	150 – 250 Ω		
CKP sensor peak voltage	5.0 V and more		
Ignition coil resistance	Primary	1 – 5 Ω	
	Secondary	25 – 40 kΩ	
Ignition coil primary peak voltage	150 V and more	Terminal – Ground	
Generator coil resistance	0.4 – 1.0 Ω	Plug cap – Terminal	
Generator maximum output	Approx. 400 W at 5 000 r/min	When cranking	
Generator no-load voltage (When engine is cold)	75 V (AC) and more at 5 000 r/min		
Regulated voltage	13.5 – 15.5 V at 5 000 r/min		
Starter motor brush length	Standard	12.0 (0.47)	
	Limit	6.5 (0.26)	
Starter torque limiter slip torque	Standard	41.2 – 62.8 N·m (4.2 – 6.4 kgf-m, 14.5 – 32.5 lbf-ft)	
Starter relay resistance		3 – 5 Ω	
Battery	Type designation	YTX20CH-BS	
	Capacity	12 V 64.8 kC (18 Ah)/10 HR	
Fuse size	Headlight	HI	10 A
		LO	10 A
	Fuel	10 A	
	Ignition	15 A	
	Power source	10 A	
	Fan	15 A	
	Main	30 A	
EPS	40 A		

Wattage

Unit: W

Item		Specification
Headlight	HI	35 x 2
	LO	35 x 2
Brake light/Tail light		21/5
Speedometer light		LED
High beam indicator light		—
Neutral indicator light		LED
FI indicator light/Engine coolant temp. indicator light		LED
Reverse indicator light		LED
Differential lock indicator light		LED
EPS indicator light		LED

Brake + Wheel

Unit: mm (in)

Item	Standard	Limit
Front brake disc thickness	—	3.0 (0.12)
Front brake disc runout	—	0.30 (0.012)
Front master cylinder bore	12.700 – 12.743 (0.5000 – 0.5017)	—
Front master cylinder piston diam.	12.657 – 12.684 (0.4983 – 0.4994)	—
Front brake caliper cylinder bore	33.960 – 34.010 (1.3370 – 1.3390)	—
Front brake caliper piston diam.	33.878 – 33.928 (1.3338 – 1.3357)	—
Rear brake pedal height	12.5 – 22.5 (0.5 – 0.9)	—
Rear brake pedal free travel	20 – 30 (0.8 – 1.2)	—
Rear brake lever play	6 – 8 (0.2 – 0.3)	—
Rear brake outer distance	26.0 – 27.0 (1.02 – 1.06)	—
Brake side plate spring free length	21.3 (0.84)	20.2 (0.80)
Brake fluid type	DOT 4	—
Steering angle	46° (right & left)	—
Turning radius	3.1 m (10.2 ft)	—
Toe-out (With 75 kg, 165 lbs)	5 ± 4 mm (0.20 ± 0.16)	—
Camber	-1.3°	—
Caster	3.3°	—

Tire

Unit: mm (in)

Item		Standard	Limit
Cold inflation tire pressure (Solo riding)	Front	35 kPa (0.35 kgf/cm ² , 5.1 psi)	—
	Rear	30 kPa (0.30 kgf/cm ² , 4.4 psi)	—
Tire size	Front	AT25 x 8-12 ☆☆, tubeless	—
	Rear	AT25 x 10-12 ☆☆, tubeless	—
Tire tread depth	Front	—	4.0 (0.16)
	Rear	—	4.0 (0.16)

Suspension

Unit: mm (in)

Item	Standard	Limit
Front shock absorber spring adjustor	2/5 position	—
Rear shock absorber spring adjustor	2/5 position	—

Fuel + Oil

Item	Specification	Note
Fuel type	Use unleaded gasoline with an octane rating of 87 AKI or higher. Do not use leaded gasoline. Unleaded gasoline containing up to 15% MTBE by volume may be used. Unleaded gasoline containing up to 10% ethanol by volume may be used. Unleaded gasoline containing up to 5% methanol by volume may be used if it also contains appropriate cosolvents and corrosion inhibitors.	
Fuel tank capacity	17.5 L (4.6/3.8 US/Imp gal)	
Engine oil type	SAE 10 W-40, API SF/SG or SH/SJ with JASO MA	
Engine oil capacity	Change	2 300 ml (2.4/2.0 US/Imp qt)
	Filter change	2 500 ml (2.6/2.2 US/Imp qt)
	Overhaul	3 000 ml (3.2/2.6 US/Imp qt)

Tightening Torque List

Engine

Item		N-m	kgf-m	lbf-ft
Spark plug		11	1.1	8.0
Cylinder head cover bolt	Initial	10	1.0	7.0
	Final	14	1.4	10.0
Cam drive idle gear/sprocket shaft		41	4.1	29.5
Intake pipe bolt		9	0.9	6.5
Cylinder head bolt (M6)		10	1.0	7.0
Cylinder head bolt (L: 200)	Initial	25	2.5	18.0
	Final	37	3.7	27.0
Cylinder head bolt (L: 70)		10	1.0	7.0
Cylinder head bolt (L: 100)		10	1.0	7.0
Cylinder base nut		10	1.0	7.0
Camshaft journal holder bolt		10	1.0	7.0
Cam chain tension adjuster bolt		10	1.0	7.0
Cam chain tension adjuster cap bolt		7	0.7	5.0
Cam chain tensioner bolt		23	2.3	16.5
Crankcase bolt (M6)		10	1.0	7.0
Crankcase bolt (M8)		26	2.6	19.0
Valve timing inspection plug		23	2.3	16.5
Clutch shoe nut		150	15.0	108.5
Movable drive face bolt		110	11.0	79.5
Movable driven face bolt		110	11.0	79.5
Movable driven face ring nut		110	11.0	79.5
V-belt outer cover bolt		8	0.8	6.0
V-belt inner cover bolt		9	0.9	6.5
Generator rotor nut		160	16.0	115.5
Generator stator set bolt		11	1.1	8.0
Generator lead wire clamp bolt		6	0.6	4.5
Speed sensor bolt		10	1.0	7.0
Starter clutch bolt		26	2.6	19.0
Exhaust pipe nut		25	2.5	18.0
Muffler connecting bolt		25	2.5	18.0
Muffler mounting bolt		25	2.5	18.0
Muffler cover bolt		10	1.0	7.0
Muffler tail cover bolt		10	1.0	7.0
Spark arrester bolt		10	1.0	7.0
Oil filter		20	2.0	14.5
Engine oil drain plug		21	2.1	15.0
Engine coolant drain plug		13	1.3	9.5
Drive bevel gear nut		100	10.0	72.5
Front output shaft nut		100	10.0	72.5
Engine mounting nut		60	6.0	43.5
Engine mounting damper stopper bolt		23	2.3	16.5
Rear output shaft nut		100	10.0	72.5
Crank balancer drive gear nut		150	15.0	108.5
Crank balancer driven gear bolt		50	5.0	36.0
Starter motor mounting bolt		10	1.0	7.0
Starter motor lead wire mounting nut		6	0.6	4.5
Starter motor housing bolt		5	0.5	3.5
Main oil gallery plug		18	1.8	13.0
Air cleaner box mounting bolt		4.5	0.45	3.0
Left crankshaft spacer nut		38	3.8	27.5
Oil gallery plug (Cylinder head)		10	1.0	7.0
PAIR reed valve cover bolt		10	1.0	7.0

Drive Train

Item	N-m	kgf-m	lbf-ft
2WD/4WD/Diff-lock actuator mounting bolt	22	2.2	16.0
Front drive (Differential) gear case cover bolt	22	2.2	16.0
Front drive (Differential) gear case mounting nut	50	5.0	36.0
Front drive (Differential) gear oil level plug	8.5	0.85	6.0
Front drive (Differential) gear oil filler plug	35	3.5	25.5
Front drive (Differential) gear oil drain plug	32	3.2	23.0
Final drive gear nut	100	10.0	72.5
Final drive gear bearing stopper	100	10.0	72.5
Final gear case cover bolt (M8)	26	2.6	19.0
Final gear case cover bolt (M10)	55	5.5	40.0
Final gear case mounting nut	75	7.5	54.0
Final gear case mounting bolt	75	7.5	54.0
Rear propeller shaft boot clamp screw	2	0.2	1.5
Final gear oil drain plug	23	2.3	16.5
Rear propeller shaft coupling nut	100	10.0	72.5
Front output shaft bolt	10	1.0	7.0
Rear output shaft nut	100	10.0	72.5
Rear output shaft drive bevel gear nut	100	10.0	72.5
Rear output shaft driven gear nut	100	10.0	72.5
Front propeller shaft boot clamp screw	1.3	0.13	1.0
Rear propeller shaft boot clamp screw	2	0.2	1.5

FI System, Intake Air System and Fuel System

Item	N-m	kgf-m	lbf-ft
CKP sensor mounting bolt	6	0.6	4.5
CKP sensor bracket bolt	6	0.6	4.5
Fuel delivery pipe mounting screw	3.5	0.35	2.5
ECT sensor	18	1.8	13.0
ISC valve mounting screw	2	0.2	1.5
TP sensor mounting screw	2	0.2	1.5
GP switch	6.5	0.65	4.7
Air cleaner outlet tube clamp screw	1.5	0.15	1.0
Intake pipe clamp screw	1.5	0.15	1.0
PAIR control solenoid valve bracket bolt	10	1.0	7.0

Cooling System

Item	N-m	kgf-m	lbf-ft
Water pump cover screw	6	0.6	4.5
Water pump mounting bolt	10	1.0	7.0
Thermostat cover bolt	23	2.3	16.5
Cooling fan assembly mounting bolt	8.5	0.85	6.0
Water bypass union	12	1.2	8.5
Radiator reservoir tank mounting bolt	6	0.6	4.5
Water union bolt	10	1.0	7.0

Chassis

Item	N·m	kgf·m	lbf·ft
Handlebar clamp bolt	26	2.6	19.0
Handlebar holder nut	60	6.0	43.5
Rear brake lever holder clamp bolt	10	1.0	7.0
Throttle lever case bolt	4	0.4	3.0
Steering shaft upper nut	120	12.0	87.0
Steering shaft bolt	26	2.6	19.0
EPS control unit mounting nut	12	1.2	8.5
EPS body assembly mounting bolt	26	2.6	19.0
EPS body assembly mounting nut	28	2.8	20.0
Steering shaft lower nut	162	16.2	117.0
Front suspension arm pivot nut (Upper)	60	6.0	43.5
Front suspension arm pivot nut (Lower)	65	6.5	47.0
Steering knuckle end nut (Upper and Lower)	29	2.9	21.0
Tie-rod end nut	29	2.9	21.0
Tie-rod lock-nut	29	2.9	21.0
Front shock absorber mounting bolt (Upper)	55	5.5	40.0
Front shock absorber mounting nut (Lower)	60	6.0	43.5
Front wheel hub nut	110	11.0	79.5
Rear wheel hub nut	121	12.1	87.5
Wheel set nut (Front and Rear)	60	6.0	43.5
Brake hose union bolt	23	2.3	16.5
Front brake air bleeder valve	6	0.6	4.5
Front brake pad mounting pin	18	1.8	13.0
Front brake caliper mounting bolt	26	2.6	19.0
Caliper holder pin	18	1.8	13.0
Caliper holder slide pin	23	2.3	16.5
Brake pipe flare nut	16	1.6	11.5
Brake disc bolt	23	2.3	16.5
Brake disc cover mounting bolt	10	1.0	7.0
Brake master cylinder holder bolt	10	1.0	7.0
Footrest mounting bolt (M8)	26	2.6	19.0
Footrest mounting bolt (M10)	55	5.5	40.0
Rear stabilizer joint nut	60	6.0	43.5
Rear shock absorber mounting nut (Upper and Lower)	60	6.0	43.5
Rear suspension arm pivot nut (Upper and Lower)	60	6.0	43.5
Rear knuckle end nut (Upper and Lower)	60	6.0	43.5
Rear brake cam lever nut	11	1.1	8.0
Rear brake case bolt	26	2.6	19.0
Rear brake pedal shaft nut	60	6.0	43.5
Rear brake pedal screw	4.5	0.45	3.0
Trailer towing mounting bolt	60	6.0	43.5
Front brake lever pivot bolt	6	0.6	4.5
Front brake lever pivot bolt lock-nut	6	0.6	4.5
Rear brake lever pivot bolt	6.5	0.65	4.7
Rear brake lever pivot bolt lock-nut	6.5	0.65	4.7
Front propeller shaft boot clamp screw	1.3	0.13	1.0
Rear propeller shaft boot clamp screw	2	0.2	1.5