Features & Specifications
2018 DR-Z400SM

DR-Z400SML8

019: Solid Black

Key Features

- **Suzuki's Supermotard model based on proven DR-Z400S - combines Supermotard style and features in a narrow, lightweight street-legal package.**
- **Versatile and strong 398cc, DOHC, liquid-cooled, dry-sump engine with push-button starting.**
- **Fully adjustable suspension, strong spoke wheels featuring high-grip sportbike tires on wide aluminum rims.**
- **New solid black bodywork with new yellow and gray graphics that complement the motorcycle's styling and sparkling, gold anodized EXCEL wheel rims.**

Engine Features

- **Lightweight 398cc, DOHC, liquid-cooled, dry-sump engine produces strong, tractable power.**
- **Compact 4-valve cylinder head with 36mm intake valves, 29mm exhaust valves, narrow 28-degree included valve angle and shim-under-bucket valve adjustment system.**
- **Simple starting via a lightweight starter motor with an automatic mechanical decompression system.**
- **SCEM-plated cylinder (nickel-silicon-phosphorous) is lighter and more durable than an iron liner with excellent heat transfer properties.**
- **Forged aluminum piston is 10 percent lighter than a cast piston and receives additional oil-cooling through a crankcase oil jet.**
- **Smooth throttle response with a Mikuni™ 36mm carburetor fed by 6-liter air box. The left side cover has quick-release fasteners for easy access to the air filter.**
- **Thermostatically controlled cooling fan mounted to the left radiator helps maintain consistent operating temperature in traffic.**
- **Additional weight savings with magnesium valve cover, clutch cover, and magneto cover.**
- **Compact 5-speed transmission utilizes a cable-operated clutch with a separate outer cover for simplified clutch maintenance.**
- **Low-maintenance, long-life sealed O-ring type drive chain produces minimal sounds when riding.**

Chassis Features

- Wide, gold-anodized RK Excel aluminum rims with stainless steel spokes are fitted with sporty radial tires: 120/70-R17 front & 140/70-R17 rear.
- Strong braking performance is supplied by a front disc brake with a large 300mm floating-type rotor and dual-piston caliper, plus a 240mm rear disc brake with single-piston caliper
- Long travel, SHOWA inverted front fork is derived from a RM250 and features adjustable compression/ rebound damping and alumite coating on inner tube surfaces for smooth action.
- A fully adjustable rear shock absorber with high/low speed compression damping adjuster and a tapered RM-inspired aluminum swingarm combine for precise rear wheel control.
- Renthal tapered aluminum handlebar has an aggressive look, reduces vibration and has a great bend for spirited riding.
- Chrome-moly steel frame tuned for Supermotard style riding is torsionally strong with minimal weight. The backbone tube, front down tube, and steering head gussets form the dry-sump engine oil tank.
- A bolt-on aluminum sub-frame helps reduce weight, simplify maintenance and contributes to the trim rear fender appearance.
- Front and rear axle sliders help protect against damage in the case of a tip-over.

Electrical Features

- Electric start system provides convenient operation and features a lightweight starter motor and a compact 6.5 amp maintenance-free battery.
- Compact digital instrument cluster with speedometer, odometer, and twin-trip meters with addition/ subtraction capability, clock, timer and stopwatch functions.
- On-road legal lighting with bright 60/55 watt H4 halogen headlight, compact tail/stoplight, lightweight, rubber-mounted turn signals and horn.

Additional Features

- A pouch on the rear fender carries the tool kit and owner's manual.
- Genuine Suzuki Accessories include a low profile seat, cargo rack, hand guard set and more.
- 12-month limited warranty
- For more details, please visit www.suzukicycles.com.

Specifications DR-Z400SML8
E-03: USA, E-33: California

DIMENSIONS AND CURB MASS

Overall length	2225 mm (87.6 in)
Overall width	855 mm (33.7 in)
Overall height	1200 mm (47.2 in)
Wheelbase	1460 mm (57.5 in)
Ground clearance	260 mm (10.2 in)
Seat height	890 mm (35.0 in)
Curb mass	146 kg (321 lbs)

ENGINE

Type	4-stroke, liquid-cooled, DOHC
Number of cylinders	1
Bore	90.0 mm (3.543 in)
Stroke	62.6 mm (2.465 in)
Displacement	398 cm^3 (24.3 cu. in)
Compression ratio	11.3 : 1
Carburetor	MIKUNI BSR36, single
Air cleaner	Polyurethane foam element
Starter system	Electric
Lubrication system	Dry sump
Idle speed	1500 ± 100 r/min

DRIVE TRAIN

Clutch	Wet multi-plate type
Transmission	5-speed constant mesh
Gearshift pattern	1-down, 4-up
Primary reduction ratio	2.960 (74/25)
Gear ratios, Low	2.285 (32/14)
2nd	1.733 (26/15)
3rd	1.375 (22/16)
4th	1.090 (24/22)
Top	0.863 (19/22)
Final reduction ratio	2.733 (41/15)
Drive chain	RK520KZO, 110 links

CHASSIS

Front suspension	Inverted telescopic, coil spring, oil damped
Rear suspension	Link type, coil spring, oil damped
Front suspension	260 mm (10.2 in)
Rear wheel travel	276 mm (10.9 in)
Caster	26° 15’
Trail	94 mm (3.70 in)
Steering angle	38° (right & left)
Turning radius	2.6 m (8.5 ft)
Front brake	Disc brake
Rear brake	Disc brake
Front tire size	120/70R17M/C 58H, tube type
Rear tire size	140/70R17M/C 66H, tube type

Specifications DR-Z400SML8
E-03: USA, E-33: California

ELECTRICAL

Ignition type	Electronic ignition (CDI)	
Ignition timing	7° B.T.D.C. at 1500 r/min	
Spark plug	NGK CR8E or DENSO U24ESR-N	
Generator	Three-phase A.C. generator	
Battery	12V 21.6 kC (6 Ah) /10 HR	
Fuse	20A	
Headlight	12V 60/55W	
Turn signal light	12V 21W × 4	
Brake/Tail light	12V 21/5W	
Speedometer light	LED	
Neutral indicator light	LED	
High beam indicator light	LED	
Turn signal indicator light	LED	
Water temperature indicator light	LED	

CAPACITIES

Fuel tank, including reserve	9.5 L (2.5/2.1 US/Imp gal)	E-33
	10.0 L (2.6/2.2 US/Imp gal)	E-03
Reserve	2.3 L (0.6/0.5 US/Imp gal)	
Engine oil, oil change	1700 ml (1.8/1.5 US/Imp qt)	
With filter change	1800 ml (1.9/1.6 US/Imp qt)	
Overhaul	1900 ml (2.0/1.7 US/Imp qt)	
Coolant	1.3 L (1.4/1.1 US/Imp qt)	

VALVE + VALVE GUIDE

Unit: mm (in)

ITEM	STANDARD		LIMIT
Valve diam.	IN.	36.0 (1.42)	—
	EX.	29.0 (1.14)	—
Tappet clearance (when cold)	IN.	0.10 – 0.20 (0.0039 – 0.0079)	—
	EX.	0.20 – 0.30 (0.0079 – 0.0118)	—
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.	5.000 – 5.012 (0.1969 – 0.1973)	—
Valve stem O.D.	IN.	4.975 – 4.990 (0.1959 – 0.1965)	—
	EX.	4.955 – 4.970 (0.1951 – 0.1957)	—
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.)	Inner	—	32.6 (1.28)
	Outer	—	36.3 (1.43)
Valve spring tension (IN. & EX.)	Inner	56 – 64 N (5.6 – 6.4 kgf, 12.3 – 14.1 lbf) at length 27.4 mm (1.08 in)	—
	Outer	126 – 145 N (12.6 – 14.5 kgf, 27.7 – 32.0 lbf) at length 30.9 mm (1.22 in)	—

CAMSHAFT + CYLINDER HEAD

Unit: mm (in)

ITEM	STANDARD		LIMIT
Cam height	IN.	36.490 – 36.540 (1.4366 – 1.4386)	36.190 (1.4248)
	EX.	35.790 – 35.840 (1.4091 – 1.4110)	35.490 (1.3972)
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 (0.8653 – 0.8659)	—
Camshaft runout	IN. & EX.	—	0.10 (0.004)
Cam chain pin (at arrow “3”)	15th pin		—
Cylinder head distortion	—		0.05 (0.002)
Cylinder head cover distortion	—		0.05 (0.002)

CYLINDER + PISTON + PISTON RING

Unit: mm (in)

ITEM	STANDARD			LIMIT
Compression pressure (Automatic de-comp. actuated)	950 kPa (9.5 kgf/cm^2, 135 psi)			—
Piston to cylinder clearance	0.030 – 0.040 (0.0012 – 0.0016)			0.120 (0.0047)
Cylinder bore	90.000 – 90.015 (3.5433 – 3.5439)			Nicks or scratches
Piston diam.	89.965 – 89.980 (3.5419 – 3.5425) Measure at 15 mm (0.6 in) from the skirt end.			89.880 (3.5386)
Cylinder distortion	—			0.05 (0.002)
Piston ring free end gap	1st	R	Approx. 6.9 (0.27)	5.5 (0.22)
	2nd	R	Approx. 11.5 (0.45)	9.2 (0.36)
Piston ring end gap	1st & 2nd		0.08 – 0.20 (0.003 – 0.008)	0.50 (0.020)
Piston ring to groove clearance	1st		—	0.180 (0.007)
	2nd		—	0.150 (0.006)
Piston ring groove width	1st		0.78 – 0.80 (0.0307 – 0.0315)	—
			1.30 – 1.32 (0.0512 – 0.0520)	—
	2nd		0.81 – 0.83 (0.0319 – 0.0327)	—
	Oil		2.01 – 2.03 (0.0791 – 0.0799)	—

ITEM	STANDARD		LIMIT
Piston ring thickness	1st	0.71 – 0.76 (0.0280 – 0.0299)	—
		1.08 – 1.10 (0.0425 – 0.0433)	—
	2nd	0.77 – 0.79 (0.0303 – 0.0311)	—
Piston pin bore	20.002 – 20.008 (0.7875 – 0.7877)		20.030 (0.7886)
Piston pin O.D.	19.995 – 20.000 (0.7872 – 0.7874)		19.980 (0.7866)

CONROD + CRANKSHAFT

Unit: mm (in)

ITEM	STANDARD	LIMIT
Conrod small end I.D.	20.010 – 20.018 (0.7878 – 0.7881)	20.040 (0.7890)
Conrod deflection	—	3.0 (0.12)
Conrod big end side clearance	0.30 – 0.65 (0.012 – 0.026)	1.0 (0.04)
Conrod big end width	21.95 – 22.00 (0.864 – 0.866)	—
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 reduction ratio	2.220 (74/25 × 20/16 × 12/20)	—
Oil pressure (at 60 °C, 140 °F)	Above 40 kPa (0.4 kgf/cm^2, 5.7 psi) Below 140 kPa (1.4 kgf/cm^2, 19.9 psi) at 3 000 r/min	—

CLUTCH

Unit: mm (in)

ITEM	STANDARD	LIMIT
Clutch cable play	10 – 15 (0.4 – 0.6)	—
Drive plate thickness (No. 1 & No. 2)	2.92 – 3.08 (0.115 – 0.121)	2.62 (0.103)
Drive plate claw width (No. 1 & No. 2)	13.7 – 13.8 (0.539 – 0.543)	13.2 (0.520)
Driven plate distortion	—	0.10 (0.004)
Clutch spring free length	—	49.9 (1.96)

TRANSMISSION + DRIVE CHAIN

Unit: mm (in) Except ratio

ITEM		STANDARD		LIMIT
Primary reduction ratio		2.960 (74/25)		—
Final reduction ratio		2.733 (41/15)		—
Gear ratios	Low	2.285 (32/14)		—
	2nd	1.733 (26/15)		—
	3rd	1.375 (22/16)		—
	4th	1.090 (24/22)		—
	Top	0.863 (19/22)		—
Shift fork to groove clearance		0.1 – 0.3 (0.004 – 0.012)		0.5 (0.020)
Shift fork groove width		No. 1, No. 2 & No. 3	4.8 – 4.9 (0.189 – 0.193)	—
Shift fork thickness		No. 1, No. 2 & No. 3	4.6 – 4.7 (0.181 – 0.185)	—
Drive chain		Type	RK520KZO	—
		Links	110	—
		20-pitch length	—	319.4 (12.57)
Drive chain slack		40 – 50 (1.6 – 2.0)		—

CARBURETOR

ITEM		SPECIFICATION	
		E-03	E-33
Carburetor type		MIKUNI BSR36	←
Bore size		36 mm (1.4 in)	←
I.D. No.		29FB	29FC
Idle r/min		1 500 ± 100 r/min	←
Float height		14.0 ± 1.0 mm (0.55 ± 0.04 in)	←
Main jet	(M.J.)	#142.5	←
Jet needle	(J.N.)	5DH37-1	←
Needle jet	(N.J.)	P-0M	←
Pilot jet	(P.J.)	#22.5	←
Pilot air jet 1	(P.A.J)	#140	←
Pilot air jet2	(P.A.J)	#135	←
Throttle valve	(Th.V.)	#105	←
Pilot screw	(P.S.)	PRE-SET	←
GS1		62.5	←
GS2		1	←
Needle valve assy		2.8	←
Pilot outlet		ϕ 1.0	←
Throttle cable play (pulling cable)		2 – 4 mm (0.08 – 0.16 in)	←

THERMOSTAT + RADIATOR + FAN + COOLANT

ITEM	STANDARD		LIMIT
Thermostat valve opening temperature	Approx. 75 °C (167 °F)		—
Thermostat valve lift	Over 6 mm (0.24 in) at 90 °C (194 °F)		—
Engine coolant temp. switch operating temperature	OFF→ON	Approx. 117 °C (243 °F)	—
	ON→OFF	Approx. 100 °C (212 °F)	—
Radiator cap valve opening pressure	95 – 125 kPa (0.95 – 1.25 kgf/cm^2, 13.5 – 17.8 psi)		—
Electric fan thermo-switch operating temperature	OFF→ON	Approx 96 °C (205 °F)	—
	ON→OFF	Approx 91 °C (196 °F)	
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	1 250 ml (1.3/1.1 US/Imp qt)		—

BRAKE + WHEEL

Unit: mm (in)

ITEM	STANDARD		LIMIT
Brake lever play	0.1 – 0.3 (0.004 – 0.010)		—
Rear brake pedal height	5 (0.2)		—
Brake disc thickness	Front	3.8 – 4.2 (0.150 – 0.165)	3.5 (0.138)
	Rear	4.3 – 4.7 (0.169 – 0.185)	4.0 (0.16)
Brake disc runout	Front & Rear	—	0.30 (0.012)
Master cylinder bore	Front & Rear	12.700 – 12.743 (0.5000 – 0.5017)	—
Master cylinder piston diam.	Front & Rear	12.657 – 12.684 (0.4983 – 0.4994)	—
Brake caliper cylinder bore	Front & Rear	27.000 – 27.050 (1.0630 – 1.0650)	—
Brake caliper piston diam.	Front & Rear	26.900 – 26.950 (1.0591 – 1.0610)	—
Brake fluid type	DOT 4		—
Wheel rim runout	Axial	—	2.0 (0.08)
	Radial	—	2.0 (0.08)
Wheel axle runout	Front	—	0.25 (0.010)
	Rear	—	0.25 (0.010)
Wheel rim size	Front	17M/C × MT 3.50	—
	Rear	17M/C × MT 4.50	—

TIRE

ITEM	STANDARD		LIMIT
Cold inflation tire pressure (Solo riding)	Front	175 kPa (1.75 kgf/cm^2, 25 psi)	—
	Rear	200 kPa (2.00 kgf/cm^2, 29 psi)	—
Cold inflation tire pressure (Dual riding)	Front	175 kPa (1.75 kgf/cm^2, 25 psi)	—
	Rear	225 kPa (2.25 kgf/cm^2, 33 psi)	—
Tire size	Front	120/70R17M/C 58H	—
	Rear	140/70R17M/C 66H	—
Tire type	Front	DUNLOP D208F SM	
	Rear	DUNLOP D208 SM	
Tire tread depth	Front	—	1.6 mm (0.06 in)
	Rear	—	2.0 mm (0.08 in)

SUSPENSION

Unit: mm (in)

ITEM	STANDARD			LIMIT
Front fork stroke	260 (10.2)			—
Front fork spring free length	510.6 (20.10)			500.3 (19.7)
Front fork oil level (without spring)	129 (5.07)			—
Front fork oil type	SUZUKI FORK OIL SS-05 or an equivalent fork oil			—
Front fork oil capacity (each leg)	Outer	350 ml (11.830/12.324 US/Imp oz)		—
	Inner	182 ml (6.152/6.408 US/Imp oz)		
Front fork damping force adjuster	Rebound	17 clicks counterclockwise from full hard		—
	Compression	13 clicks counterclockwise from full hard		—
Rear shock absorber gas pressure	981 kPa (9.81 kgf/cm^2, 139 psi)			—
Rear shock absorber spring pre-set length	Rebound	14 clicks counterclockwise from full hard		—
	Compression	High speed	1⅛ turns counterclockwise from full hard	—
		Low speed	10 clicks counterclockwise from full hard	—
Rear wheel travel	276 (10.9)			—
Swingarm pivot shaft runout	—			0.3 (0.01)

ELECTRICAL

Unit: mm (in)

ITEM		SPECIFICATION		NOTE
Spark plug		Type	DENSO: U24ESR-N NGK: CR8E	
		Gap	0.7 – 0.8 (0.028 – 0.031)	
Spark performance		Over 8 mm (0.3 in) at 1 atm.		
Ignition coil resistance		Primary	0.1 – 1.0 Ω	Terminal – Ground
		Secondary	12 – 20 kΩ	Plug cap – Terminal
Ignition coil primary peak voltage		More than 150 V		⊕: B/W, ⊖: B/Y
Generator coil resistance		Charging	0.50 – 1.25 Ω	Y – Y
		Signal coil	0.05 – 0.20 Ω	B – W
		Pick-up coil	390 – 600 Ω	G – Bl
Pick-up coil peak voltage		More than 5.0 V		⊕: Bl, ⊖: G
Signal coil peak voltage		More than 1.4 V		⊕: B, ⊖: W
Generator no-load voltage (When engine is cold)		More than 75 V (AC) at 5 000 r/min		
Regulated voltage		13.5－15.0 V at 5 000 r/min		
Generator max. output		200 W at 5 000 r/min		
Starter relay resistance		3 – 5 Ω		
Battery	Type designation	YT7B-BS		
	Capacity	12 V 21.6 kC (6Ah)/10 HR		
Fuse size		20 A		

WATTAGE

Unit: W

ITEM		SPECIFICATION
Headlight	HI	60
	LO	55
Brake/Tail light		21/5
Turn signal light		21
Speedometer light		LED
Neutral indicator light		LED
Turn signal indicator light		LED
High beam indicator light		LED
Water temp. indicator light		LED

FUEL + OIL

ITEM		SPECIFICATION		NOTE
Fuel type		Use only unleaded gasoline of at least 87 pump octane (R/2 + M/2) or 91 octane or higher rated by the research method. Gasoline containing MTBE (Methyl Tertiary Butyl Ether), less than 10% ethanol, or less than 5% methanol with appropriate cosolvents and corrosion inhibitor is permissible.		
Fuel tank capacity	Including reserve	9.5 L (2.5/2.1 US/Imp gal)		E-33
		10.0 L (2.6/2.2 US/Imp gal)		E-03
	Reserve	2.3 L (0.6/0.5 US/Imp qt)		
Engine oil type		SAE 10 W-40, API SF/SG or SH/SJ, or with JASO MA		
Engine oil capacity		Change	1 700 ml (1.8/1.5 US/Imp qt)	
		Filter change	1 800 ml (1.9/1.6 US/Imp qt)	
		Overhaul	1 700 ml (2.0/1.7 US/Imp qt)	

TIGHTENING TORQUE

ENGINE

ITEM		N·m	kgf-m	lbf-ft
Cylinder head cover bolt		10→14	1.0→1.4	7.0→10.0
Spark plug		11	1.1	8.0
Cylinder head bolt	M10	25→46	2.5→4.6	18.0→33.5
	M6	10	1.0	7.0
Cylinder nut		10	1.0	7.0
Camshaft journal holder bolt		10	1.0	7.0
Balancer shaft nut		50	5.0	36.0
Primary drive gear nut		140	14.0	101.5
Generator rotor nut		100	10.0	72.5
Clutch sleeve hub nut		70	7.0	50.5
Gearshift arm stopper		19	1.9	13.5
Gearshift cam driven gear bolt		24	2.4	17.5
Cam chain tension adjuster bolt		10	1.0	7.0
Cam chain tensioner mounting bolt		10	1.0	7.0
Cam chain tensioner spring holder bolt		30	3.0	21.5
Engine oil drain plug (on the crankcase)		21	2.1	15.0
Engine oil drain plug (on the frame)		18	1.8	13.0
Crankcase bolt		11	1.1	8.0
Oil strainer (on the frame)		23	2.3	16.5
Oil hose union bolt		23	2.3	16.5
Radiator air bleeder bolt		6	0.6	4.5
TDC plug		23	2.3	16.5
Engine mounting nut		66	6.6	47.5
Engine mounting bracket nut		40	4.0	29.0
Exhaust pipe bolt and nut		23	2.3	16.5
Muffler connection bolt		20	2.0	14.5
Muffler mounting bolt		23	2.3	16.5
Engine sprocket nut		140	14.0	101.5
Intake pipe union		8	0.8	6.0
Fuel valve mounting bolt		4.4	0.44	3.2
Spark arrester/muffler end pipe bolt		11	1.1	8.0
Engine coolant temperature thermoswitch		13	1.3	9.5
Cooling fan thermoswitch		13	1.3	9.5

CHASSIS

ITEM	N·m	kgf-m	lbf-ft
Handlebar clamp bolt	23	2.3	16.5
Front fork upper clamp bolt	30	3.0	21.5
Front fork lower clamp bolt	32	3.2	23.0
Steering stem nut	45 N·m (4.5 kgf-m, 32.5 lbf-ft) → 1/4 – 1/2 turn counterclockwise		
Steering stem head nut	90	9.0	65.0
Front fork cap bolt	35	3.5	25.5
Front fork center bolt	70	7.0	50.5
Compression damper unit	30	3.0	21.5
Front brake master cylinder mounting bolt	10	1.0	7.0
Rear brake master cylinder mounting bolt	10	1.0	7.0
Brake hose union bolt (front & rear)	23	2.3	16.5
Front brake caliper mounting bolt	26	2.6	19.0
Brake pad mounting pin (front & rear)	18	1.8	13.0
Brake caliper plug (front & rear)	2.5	0.25	1.8
Brake air bleeder valve (front & rear)	6	0.6	4.3
Rear brake rod lock-nut	18	1.8	13.0
Rear brake pedal bolt	29	2.9	21.0
Brake disc mounting bolt (front & rear)	10	1.0	7.0
Front axle nut	39	3.9	28.0
Front axle pinch bolt	18	1.8	13.0
Seat rail mounting nut (upper)	35	3.5	25.5
Seat rail mounting bolt (lower)	35	3.5	25.5
Rear axle nut	110	11.0	79.5
Rear sprocket nut	30	3.0	21.5
Drive chain roller mounting bolt (upper & lower)	40	4.0	29.0
Spoke nipple (front & rear)	3	0.3	2.0
Swingarm pivot nut	77	7.7	55.5
Rear shock absorber spring adjuster lock ring	44	4.4	32.0
Rear shock absorber mounting nut (upper & lower)	60	6.0	43.5
Cushion lever mounting nut (center)	100	10.0	72.5
Cushion lever mounting nut (front)	100	10.0	72.5
Cushion lever mounting nut	100	10.0	72.5
Side stand bolt	50	5.0	36.0
Side stand nut	55	5.5	40.0