

Features & Specifications

2018 KingQuad 750AXi Power Steering Special Edition



LT-A750XPZL8

*QFA: Solid Matte
Sword Black*

Introduction

- Three decades of ATV manufacturing experience has led to the KingQuad 750AXi Power Steering, and for 2018, Suzuki's most powerful and technologically advanced ATV is again offered in a Special Edition finish of Solid Matte Sword Black. 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 2018 KingQuad 750AXi Power Steering Special Edition 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/l-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-A750XPZL8

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-A750XPZL8

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-A750XPZL8

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) | 10.5 (0.41) |
| | 2nd | RN | Approx. 14.6 (0.57) | 11.7 (0.46) |
| Piston ring end gap | 1st | R | 0.10 – 0.25 (0.004 – 0.010) | 0.50 (0.020) |
| | 2nd | RN | 0.10 – 0.25 (0.004 – 0.010) | 0.50 (0.020) |
| Piston ring-to-groove clearance | 1st | | — | 0.180 (0.0071) |
| | 2nd | | — | 0.150 (0.0059) |
| 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) | — |
| Piston ring thickness | 1st | | 2.01 – 2.03 (0.0791 – 0.0799) | — |
| | | | 0.76 – 0.81 (0.0299 – 0.0319) | — |
| | 2nd | | 1.08 – 1.10 (0.0425 – 0.0433) | — |
| 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/lmp qt) | — |
| | Engine | Approx. 2 200 ml (2.32/1.94 US/lmp 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/lmp 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 | When leaning 65° |
| | Leaning | 3.7 – 4.4 V | |
| GP switch voltage | 0.6 V and more | | 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 0.8 – 0.9 (0.031 – 0.035) | |
| | Gap | | |
| 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 | Terminal – Ground |
| | Secondary | 25 – 40 kΩ | Plug cap – Terminal |
| Ignition coil primary peak voltage | 150 V and more | When cranking | |
| Generator coil resistance | 0.4 – 1.0 Ω | | |
| Generator maximum output | Approx. 400 W at 5 000 r/min | | |
| 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 |