Features & Specifications 2018 GSX-S1000F



Key & New Features

- Fuel-injected 999cc, 4-cylinder, engine has increased horsepower and torgue with refined fuel injection mapping for 2018 to provide a smooth, yet powerful sportbike experience.
- New Suzuki Clutch Assist System (SCAS) drive line smooths shifting and engine braking. Clutch increases plate pressure under acceleration and is a slipper-clutch during engine braking.
- Suzuki Advanced Traction Control* lets the rider select sensitivity to match road conditions.
- Twin-spar aluminum frame and adjustable KYB suspension delivers controlled handling.
- New brake hoses improve initial bite and feeling from the Brembo Monobloc front brake calipers plus an Antilock Brake System** (ABS) helps deliver controlled stopping power.
- The chassis has a ergonomically comfortable, yet sporty riding position with the additional panache and wind protection from the full fairing and upper windshield.

Overview

As much as a GSX-R1000 owns the racetrack, the GSX-S1000F owns the road. Developed using the attributes of the championship winning 2005 – 2008 generation GSX-R1000, this touring-ready sportbike carries the spirit of the Suzuki performance to the street, with shared technology and components packaged into a chassis designed specifically for all-day riding comfort.

It's more than just an attitude, a spirit, or a lineage though; it's about performance-packed hard parts evolving from one generation to the next. The GSX-S1000F is powered by a 999cc inline four-cylinder powerplant that's based on the legendary long-stroke GSX-R1000 engine, which makes for ideal street-riding power and torque curve. Focused on making big power through the low and mid-range, this engine uses a valve-train that's optimized to deliver street-dominating power.

Equipped with a powerful engine, Suzuki's Advanced Traction Control System*, a balanced KYB suspension, plus ABS-equipped** Brembo and NISSIN brakes, the GSX-S1000F is a street bike packed with some serious performance. Top that performance off with wild, rugged, and aggressive styling, a wind-cheating fairing and screen, and you have a touring-ready sportbike ready for the open road or corner carving. JUYAUK

With the GSX-S1000F, Suzuki changes motorcycling for the better, again.

Engine Features

- The strong, four-stroke, liquid-cooled, DOHC, 999cc inline-four engine has refined fuel injection mapping to provide smooth throttle response and controlled acceleration.
- Long-stroke GSX-R engine design has broad low-to-mid range power and torque that is ideal for street riding.
- New ventilation holes between the cylinders reduces pumping loss within the crankcase so the engine can deliver more power and torque
- The profiles of the dual, overhead camshafts were designed to enhance street performance while preserving peak, racetrack-capable power.
- Aluminum pistons, engineered with use of FEM (Finite Element Method) analysis, are cast with optimal rigidity and weight.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.
- The EFI system uses Suzuki's proprietary, SDTV (Suzuki Dual Throttle Valve) throttle bodies where the secondary throttle valves are controlled by a servo motor for smooth power delivery.
- Long tip, 10-hole fuel injectors on each 44mm throttle body improves fuel atomization while the automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle.
- The digital ignition fires iridium type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.
- The stainless-steel, 4-2-1 exhaust system helps the engine deliver a strong low-to-mid range punch with an exciting rush to redline.
- The Suzuki Exhaust Tuning (SET) system-equipped mid-muffler design enhances style and aids in mass centralization for great chassis balance.
- The sculpted muffler has a pleasing appearance that's not common to under-chassis exhausts while creating an exciting, distinctive sound.
- Suzuki's advanced traction control system* lets the rider to control the throttle with more confidence in various riding conditions. As a result, the rider can enjoy sport riding with less anxiety. There are four traction control modes (1, 2, 3, and OFF) that the rider can easily adjust at rest or on-thefly via a handlebar-mounted control. The difference between the modes are their sensitivity to road conditions.
 - o Mode 1 is lowest sensitivity level most suitable for skilled riders or in conditions that have good road surface grip (sport riding on good, smooth roads).
 - o Mode 2 is a moderate sensitivity level that is suitable for most riders or in conditions that have varied road surface grip (city riding, regular road conditions).
 - o Mode 3 is highest sensitivity level suitable for road conditions where the grip may be limited (wet or cold surfaces).
 - o OFF disengages all traction control features.
- The sides of the fairing efficiently guide cooling air to the high-capacity curved radiator. Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on the GSX-R models).

Transmission Features

- The race-proven six-speed close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- Large diameter, slipper-style clutch is derived from a GSX-R design to easily transmit power while the rack and pinion clutch release provides the rider with superb friction-point feel.
- The SCAS-style, multi-plate clutch helps transmit engine power under acceleration and slips under engine praking to smooth shifting and and overall driveablity.
- The refined shift linkage helps the rider easily and quickly select the best gear for the riding conditions.
- The strong, RK-supplied drive chain uses O-rings to preserve internal lubrication so power is transmitted smoothly and quietly. CT VA IX



GSX-S1000FAL8

YKV: Metallic Mat Black No. 2 / Glass Sparkle Black

Chassis Features

- Styled to complement the rest of the chassis and to house a bright dual headlight, the GSX-S1000F's full fairing slices through the wind while so the rider benefits from the upright, sporty ergonomics.
- Lightweight and compact chassis is engineered to be agile and fun-to-ride for a wide range of riders. This ability starts with the low-mass rigid aluminum main frame coupled with the strong aluminum-alloy swingarm.
- The new 43mm inverted KYB forks have adjustable compression and rebound damping, and spring pre-load with a generous 120mm (4.7 in) of front wheel travel.
- Link-type rear suspension, with arched aluminum swingarm and a single shock absorber that features spring preload that is 7-way adjustable with rebound damping force adjustment.
- Dual front brakes with fully-floating 310mm discs and BREMBO monobloc calipers with four 32mm opposed pistons include new brake hoses to provide strong and consistent stopping power.
- The front brakes are complemented by a 240mm rear disc brake with a NISSIN single-piston caliper to help make sure you can have controlled stops.
- Both the front and rear brakes can be modulated by a compact Anti-lock Brake System** (ABS) controller to match stopping force to the available traction.
- Unique to the GSX-S1000 models, the TRP 6-spoke lightweight cast aluminum wheels are shod with Dunlop radial tires (120/70ZR17 front and 180/50ZR17 rear).
- Matte-black foot and hand controls plus an aluminum Renthal Fatbar handlebar is standard equipment offering excellent riding ergonomics with great vibration damping.
- The reasonable sport riding position is created by a carefully crafted relationship between the Renthall FatBar. footrests and seat.
- The low seat height of 815 mm (32 in.) contributes to the sporty, yet upright riding position and aids rider confidence at stops.

Electrical Features

- The GSX-S1000F ABS premiered Suzuki's Easy-start System that requires just a simple touch of the starter button to fire up the engine (without pulling the clutch lever if the transmission is in neutral).
- The dual headlight assembly in the full fairing use a pair of 55W H7 halogen bulbs one for the low beam, while both illuminate for the high beam. The tail section houses an integrated LED taillight with clear lens.
- The lightweight and compact instrument sets uses a LCD display that includes speedometer, tachometer, odometer, dual tripmeters, gear position, coolant temperatures, driving range, average fuel consumption, instantaneous fuel consumption, traction control, and a clock functions. SILA

Electrical Features (continued)

• The display has an adjustable intensity, white-color backlight for great nighttime visibility and is flanked by LED indicators for the turn signals, high beam, malfunction, traction control, ABS, plus coolant temperature and oil pressure alerts.



Additional Features

- · A variety of Genuine Suzuki Accessories such as a tank bag and taller, touring screen are available, plus a large selection of logo apparel.
- 12-month unlimited mileage, limited warranty*

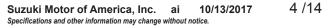
o Coverage can be increased via Suzuki Extended Protection

For more details, please visit <u>www.suzukicycles.com</u>.

* The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS.

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Specifications GSX-S1000FAL8 E-03: USA, E-33: California

Dimensions and curb mass

ltem	Specification	Remark
Overall length	2115 mm (83.3 in)	—
Overall width	795 mm (31.3 in)	—
Overall height	1180 mm (46.5 in)	-
Wheelbase	1460 mm (57.5 in)	—
Ground clearance	140 mm (5.5 in)	
Seat height	810 mm (31.9 in)	—
Curb mass	214 kg (472 lbs)	E03
	215 kg (474 lbs)	E33

Engine

ltem	Item Specification	
Туре	Four-stroke, liquid-cooled, DOHC	_
Number of cylinders	4	_
Bore	73.4 mm (2.890 in)	—
Stroke	59.0 mm (2.323 in)	_
Displacement	999 cm³ (61.0 cu. in)	_
Compression ratio	12.2 : 1	—
Fuel system	Fuel injection	_
Air cleaner	Paper element	_
Starter system	Electric	_
Lubrication system	Wet sump	—
Idle speed	1150 ± 100 r/min	—

Drive train

	ltem	Specification	Remark
Clutch		Wet multi-plate type	_
Transmission		6-speed constant mesh	_
Gearshift patte	ern	1-down, 5-up	_
Primary reduc	tion ratio	1.553 (73/47)	_
	Low	2.562 (41/16)	_
2nd		2.052 (39/19)	—
Gear ratios	3rd	1.714 (36/21)	_
Gear ratios	4th	1.500 (36/24)	_
	5th	1.360 (34/25)	_
	Тор	1.269 (33/26)	_
Final reduction	n ratio	2.588 (44/17)	_
Drive chain		RK525GSH, 116 links	_

Specifications GSX-S1000FAL8 E-03: USA, E-33: California

Chassis

Item	Item Specification	
Front suspension	Inverted telescopic, coil spring, oil damped	_
Rear suspension	Link type, coil spring, oil damped	
Front fork stroke	120 mm (4.7 in)	
Rear wheel travel	130 mm (5.1 in)	
Steering angle	31° (right and left)	_
Caster	25°	_
Trail	100 mm (3.9 in)	—
Turning radius	3.1 m (10.2 ft)	_
Front brake	Disc brake, twin	_
Rear brake	Disc brake	_
Front tire size	120/70ZR17M/C (58W), tubeless	_
Rear tire size	190/50ZR17M/C (73W), tubeless	_

Electrical

Item	Specification	Remark
Ignition type	Electronic ignition (Transistorized)	_
Spark plug	NGK CR9EIA-9 or DENSO IU27D	_
Battery	12 V 36.0 kC (10 Ah)/10 HR	_
Generator	Three-phase A.C. generator	_
Main fuse	30 A	_
Fuse	10/10/10/10/15 A	_
ABS fuse	20/15 A	_
Headlight	12 V 55 W (H7) x 2	_
Brake light/Tail light	LED	_
Turn signal light	12 V 21 W x 4	_
License plate light	12 V 5 W	_
Instrument panel light	LED	_
Neutral indicator light	LED	_
High beam indicator light	LED	_
Turn signal indicator light	LED	_
Oil pressure/Coolant temperature	LED	
indicator light		
MIL	LED	—
Traction control system indicator	LED	_
light		
ABS indicator light	LED	—

Capacities

Item		Specification	Remark
Fuel tank		17.0 L (4.5 US gal, 3.7 Imp gal)	—
Engine oil	Oil change	2800 ml (3.0 US qt, 2.5 lmp qt)	—
Lingine on	With filter change	3200 ml (3.4 US qt, 2.8 lmp qt)	—
Engine coo	lant	2.8 L (3.0 US qt, 2.5 Imp qt)	—

Service Data GSX-S1000FAL8 E-03: USA, E-33: California

Emission Control Devices

Item	Specification	Standard	Limit
EVAP system purge control solenoid valve power supply voltage	E33	Battery voltage	
EVAP system purge control solenoid valve resistance	E33 20 °C (68 °F)	30 – 34 Ω	
PAIR control solenoid valve power supply voltage		Battery voltage	
PAIR control solenoid valve resistance	20 – 30 °C (68 – 86 °F)	20 – 24 Ω	

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Engine Electrical Devices

ltem	Specification	Standard	Limit
AP sensor power supply voltage		4.75 – 5.25 V	_
AP sensor output voltage	Idle speed at 1 atm.	Approx. 2.8 V	_
IAP sensor power supply voltage		4.75 – 5.25 V	_
IAP sensor output voltage	Idle speed at 1 atm.	Approx. 2.7 V	_
IAT sensor power supply voltage		4.5 – 5.5 V	_
IAT sensor output voltage		0.15 – 4.85 V	_
IAT sensor resistance	0 °C (32 °F)	5400 – 6600 Ω	_
TAT SETISOT TESISTATICE	80 °C (176 °F)	290 – 390 Ω	
ECT sensor power supply voltage		4.5 – 5.5 V	
	–20 °C (–4 °F)	13840 –16330 Ω	
ECT sensor resistance	20 °C (68 °F)	2320 – 2590 Ω	—
	80 °C (176 °F)	310 – 326 Ω	
TP sensor power supply voltage		4.5 – 5.5 V	_
	Closed	1.10 – 1.14 V	
TP sensor output voltage	Opened	Approx. 4.5 V	
STP sensor power supply voltage		4.5 – 5.5 V	_
STP sensor output voltage	Closed	0.57 – 0.67 V	
STP sensor output voltage	Opened	Approx. 4.5 V	
ISC valve resistance	20 °C (68 °F)	Approx. 20 Ω	_
HO2 sensor output voltage	Idle speed	0.6 V or less	
HOZ Sensor output voltage	5000 r/min	0.6 V or more	
HO2 sensor heater power supply		Battery voltage	_
voltage			
HO2 sensor heater resistance	23 °C (73.4 °F)	11.5 – 17.5 Ω	
CKP sensor peak voltage	When cranking	0.5 V or more	
CKP sensor resistance	20 °C (68 °F)	Approx. 168 Ω	
TO sensor power supply voltage		4.5 – 5.5 V	
TO sensor output voltage	Normal	0.4 – 1.4 V	
	Leaning 65°	3.7 – 4.4 V	
TO sensor resistance		16500 – 22300 Ω	
ECM power supply voltage		Battery voltage	_

Engine Mechanical

ltem	Specifica	tion	Standard	Limit
Throttle body I.D. No.	E33		04K1	—
-	E03		04K0	
Throttle body bore size			44 mm (1.7 in)	
Throttle cable play			2.0 – 4.0 mm (0.079 – 0.157 in)	
Idle speed	When engine	warmed	1150 ± 100 r/min	
Fast idle speed	Villen engine	Wannou	1150 – 2000 r/min	
STVA resistance			Approx. 7.8 Ω	
			1300 – 1700 kPa	1000 kPa
Compression pressure			$(13.3 - 17.3 \text{ kgf/cm}^2, 188 - 246)$	(10.2 kgf/cm ² ,
			psi)	145 psi)
			P /	200 kPa (2 kgf/
Compression pressure difference			—	cm ² , 28 psi)
			36.78 – 36.83 mm	36.48 mm
	Intake	9	(1.448 – 1.450 in)	(1.437 in)
Cam height			36.63 – 36.68 mm	36.33 mm
	Exhau	st	(1.443 – 1.444 in)	(1.431 in)
			0.032 – 0.066 mm	0.150 mm
	Intake	9	(0.0013 – 0.0025 in)	(0.0059 in)
Camshaft journal oil clearance			0.032 – 0.066 mm	0.150 mm
	Exhau	st	(0.0013 – 0.0025 in)	(0.0059 in)
			24.012 – 24.025 mm	
	Intake	9	(0.9454 – 0.9458 in)	
Camshaft journal holder I.D.			24.012 – 24.025 mm	_
	Exhaust		(0.9454 – 0.9458 in)	
			23.959 – 23.980 mm	
Camshaft journal O.D.	Intake		(0.9433 – 0.9440 in)	
	Exhaust		23.959 – 23.980 mm	-
			(0.9433 – 0.9440 in)	
				0.10 mm
Camshaft runout	Intake & Exhaust		—	(0.004 in)
Cam chain pin	At arrow	"3"	14th pin	— <i>—</i>
		Intelia	0.10 – 0.20 mm	
	When engine	Intake	(0.0040 – 0.0078 in)	
Valve clearance	cold	E vib av at	0.20 – 0.30 mm	1 —
		Exhaust	(0.0079 – 0.0118 in)	
Valve diameter	Intake)	30 mm (1.2 in)	
valve diameter	Exhau	st	24 mm (0.94 in)	
Velve stom rungut	Intoko 8 Ex	(hauat		0.05 mm
Valve stem runout	Intake & Ex	mausi	—	(0.0019 in)
Valve head radial runout	Intake & Ex	houst		0.03 mm
		mausi	—	(0.0011 in)
	Intake			0.5 mm
Valva haad thickness	IIIIake	;	—	(0.019 in)
Valve head thickness	Exhau	ct.		0.5 mm
	Exhau	51	—	(0.019 in)
Valve stem O.D.	Intoka		4.475 – 4.490 mm	
	Intake Exhaust		(0.1762 – 0.1767 in)	
			4.455 – 4.470 mm	
		51	(0.1754 – 0.1759 in)	
	Intoka	2	0.9 – 1.1 mm	
Valve seat width	Intake		(0.036 – 0.043 in)	
	Evhau	st	0.9 – 1.1 mm	
	Exhaust		(0.036 – 0.043 in)	



Valve guide I.D. Intake (0,1772 - 0,1776 in) - Exhaust 4,500 - 4,512 nm - - Valve guide to valve stem clearance Intake 0,030 - 0.037 nm - Valve guide to valve stem clearance Intake 0,000 - 0.027 nm - Valve spring free length Intake - 37.3 mm Valve spring pre-load When on 33.55 mm - 1(1.47 m) Valve spring pre-load When on (1.321 in) Intake - - Cylinder head distortion - - 0.0078 in 0.0028 in) - Cylinder distortion - - 0.0078 in 0.0078 in 0.0078 in 0.0027 in 0.0027 in 0.0078 in 0.0027 in 0.0078 in 0.0027 in 0.00078 in 0.000078 in 0.000078 in 0.00078 in 0.00078 in 0.000078 in 0.00078 in	Item	Specifica	ition	Standard	Limit
Exhaust 4.500 - 4.512 mm - Valve guide to valve stem clearance Intake 0.010 - 0.037 mm - Valve guide to valve stem clearance Intake 0.001 - 0.037 mm - Valve spring free length Intake - (0.0012 - 0.0022 in) 37.3 mm Valve spring pre-load When compressed on 33.55 mm Intake - (1.47 m) Valve spring pre-load When compressed on 33.55 mm Intake - (1.47 m) Cylinder head distortion - - (0.0078 in 0.0078 in 0.200 mm - Cylinder bore - - (0.0078 in 0.200 mm - 0.200 mm Cylinder bore - - (0.0078 in 0.200 mm - 0.0078 in 0.200 mm Piston diameter from the skirt end. (2.8880 - 2.800 in) Scratches - 0.0078 in 0.0087 in 0.0087 in 0.0078 in 0.0078 in 0.0087 in 0.0078 in 0.0078 in		Intake	9	4.500 – 4.512 mm	_
Exhaust 4.500 - 4.512 (m) - Valve guide to valve stem clearance Intake 0.01772 - 0.0237 mm - Valve guide to valve stem clearance Exhaust 0.030 - 0.057 mm - Valve spring free length Intake - (1.47 m) - Valve spring pre-load When compressed on (1.321 m) Intake - (1.47 m) - Valve spring pre-load When compressed on (1.321 m) Intake 141 - 163 N - - (1.47 m) Cylinder head distortion - - (1.47 m) - 0.0078 mm - 0.0078 mm - - (0.0078 mm) - - 0.0078 mm - <	Valve guide I.D.				
	_	Exhaust			_
Valve guide to valve stem clearance Intake (0.0004 - 0.0014 in) Valve spring free length Intake - 37.3 mm Valve spring free length Intake - 37.3 mm Valve spring pre-load When compressed to 33.55 mm (1.321 in) Intake - 37.3 mm Valve spring pre-load When compressed to 33.55 mm (1.321 in) Intake - 141 - 163 N - Cylinder head distortion Intake Intake - 0.20 mm 0.20 mm Cylinder distortion - - 0.0078 in 0.20 mm 0.20 mm Cylinder bore - - 0.0078 in 0.20 mm 0.20 mm Piston diameter Measure at 8 mm (0.3 in) 73.3400 - 73.3415 mm No nicks com 0.20 mm Piston ring to groove clearance - 0.025 - 0.035 mm 0.120 mm 0.120 mm Piston ring groove width 1st - 0.180 mm 0.0007 in 0.0007 in Piston ring trickness 1st 0.031 - 0.33 mm - 0.0000 in 0.0000 in 0.					
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When compressed 33.55 mm (1.321 in) Intake 33.55 mm (1.4.4 - 16.6 kgf, 31.7 - 36.6 lbs) (1.4.7 in) (14.4 - 16.6 kgf, 31.7 - 36.6 lbs) - Cylinder head distortion	valve spring nee length	Exhau	st		
Valve spring pre-load compressed to 33.55 mm (1.321 in) intake (14.4 - 16.6 kgf, 31.7 - 36.6 lbs)					(1.47 in)
Valve spring pre-load Compressed to 33.55 mm (1.321 in) Intervention Exhaust Intervention (14.4 - 16.6 kgf, 31.7 - 36.6 lbs)			Intake		_
33.35 film Exhaust (141 - 163 N Cylinder head distortion 0.20 mm (0.0078 in Cylinder distortion 0.20 mm (0.0078 in Cylinder bore 0.20 mm (0.0078 in Piston diameter Measure at 8 mm (0.3 in) 73.400 - 73.415 mm No nicks c Piston diameter Measure at 8 mm (0.3 in) 73.370 - 73.385 mm 73.280 mm Piston to cylinder clearance 0.025 - 0.035 mm 0.120 mm 0.120 mm Piston to cylinder clearance 11st 0.180 mm Piston ring to groove clearance 11st 0.180 mm Piston ring groove width 11st 0.180 mm Oil 0.81 - 0.83 mm Oil 0.81 - 0.83 mm Oil 0.81 - 0.83 mm Oil 0.81 - 0.83 mm Oil 0.81 - 0.83 mm Oil 0.81 - 0.83 mm <	Valve spring pre-load				
Cylinder head distortion - 0.20 mm (0.0078 in 0.0078 in 0.0078 in 0.0078 in 0.20 mm Cylinder distortion - - 0.0078 in 0.0078 in 0.0078 in 0.0078 in 0.0078 in 0.0078 in 0.28886 - 2.8903 in) No nicks of 0.28886 - 2.8903 in) Piston diameter Measure at 8 mm (0.3 in) from the skirt end. 73.305 - 73.385 mm (2.8886 - 2.8901 in) 73.280 mr (2.8886 - 2.8901 in) Piston to cylinder clearance 0.025 - 0.035 mm (0.0010 - 0.0013 in) 0.120 mm (0.0047 in 0.180 mm (0.0070 in 0.0059 in Piston ring to groove clearance 1st - 0.160 mm (0.0039 in 0.0030 in) Piston ring groove width 2nd - - 2nd 0.81 - 0.83 mm (0.0319 - 0.0326 in) - Piston ring thickness 1st 0.81 - 0.83 mm (0.0349 - 0.0321 in) - Piston ring thickness 1st 0.77 - 0.79 mm (0.0304 - 0.0311 in) - Piston ring free end gap 1st 0.074 - 0.071 in) - Piston ring end gap 1st 0.060 - 0.18 mm (0.0304 - 0.0311 in) - Piston pin bore 1.D. 1st 0.060 - 0.18 mm (0.026 - 0.18 mm 0.50 mm (0.208 m) Piston pin bore 1.D. 2nd 0.06 - 0.18 mm (0.0300			Exhaust		_
Cylinder nead distortion — (0.0078 in 0.20 mm Cylinder distortion — (0.0078 in 0.0078 in 0.00078 in 0.00078 in 0.0007 in (0.0078 in 0.0007 in (0.0078 in 0.0007 in (0.0076 in (2.8896 – 2.8901 in) No nicks of Scratches Piston diameter Measure at 8 mm (0.3 in) from the skirt end. 73.400 – 73.415 mm (2.8886 – 2.8901 in) Scratches Piston to cylinder clearance 0.025 – 0.035 mm (0.0010 – 0.0013 in) 0.024 mm (0.0070 in 0.120 mm (0.0070 in 0.180 mm (0.0070 in 0.180 mm (0.00319 – 0.0326 in) 0.180 mm (0.0070 in 0.180 mm (0.00319 – 0.0326 in) Piston ring groove width 1st — 0.180 mm (0.0319 – 0.0326 in) — Piston ring thickness 1st 0.81 – 0.83 mm (0.0319 – 0.0326 in) — — Piston ring thickness 1st 0.010 – 0.0311 in) — — Piston ring thickness 1st 0.034 – 0.0311 in) — — Piston ring free end gap 1st 0.047 – 0.79 mm (0.0304 – 0.0311 in) — Piston ring end gap 1st 0.06 – 0.18 mm (0.024 – 0.0070 in) 0.026 in) Piston pin bore I.D. 1st 0.06 – 0.18 mm (0.0024 – 0.0070 in) 0.019 in) Piston pin bore I.D. 1st </td <td></td> <td>(1.32111)</td> <td></td> <td>(14.4 – 16.6 kgl, 31.7 – 36.6 lbS)</td> <td>0.20 mm</td>		(1.32111)		(14.4 – 16.6 kgl, 31.7 – 36.6 lbS)	0.20 mm
Cylinder distortion - 0.20 mm (0.0078 in (0.0078 in (0.0078 in (0.0078 in (0.0078 in (0.0078 in (0.0078 in (0.0078 in (0.0078 in (0.0078 in (0.2886 - 2.8901 in)) 0.020 mm (0.0078 in (0.0078 in (2.8886 - 2.8901 in)) Piston diameter Measure at 8 mm (0.3 in) from the skirt end. 73.370 - 73.385 mm (2.8886 in)) 73.280 mm (2.8886 in)) Piston to cylinder clearance 0.025 - 0.035 mm (0.0010 - 0.0013 in) 0.120 mm (0.0047 in (0.0070 in (0.0070 in (0.0070 in (0.0070 in (0.0070 in (0.0070 in (0.0070 in (0.0070 in) 0.180 mm (0.0070 in (0.0070 in (0.0070 in (0.0070 in) Piston ring groove width 1st - 0.150 mm (0.0031 - 0.0326 in) - Piston ring thickness 1st 0.81 - 0.83 mm (0.0304 - 0.0326 in) - - Piston ring thickness 1st 0.77 - 0.79 mm (0.0304 - 0.0311 in) - - Piston ring free end gap 1st 0.77 - 0.79 mm (0.0304 - 0.0311 in) - - Piston ring end gap 1st 0.06 - 0.18 mm (0.0024 - 0.0070 in) 0.019 in) - Piston pin bore 1.D. 1st 0.06 - 0.18 mm (0.0024 - 0.0070 in) 0.010 - 10.08 mm 15.000 mm Piston pin bore 1.D. 1st 0.06 - 0.18 mm (0.0024 - 0.0070 in) 0.06311 in)	Cylinder head distortion			—	
Cylinder distortion — (0.0078 in (0.0078 in (2.8894 = 2.8903 in) Cylinder bore (2.8894 = 2.8903 in) Scratches (2.8894 = 2.8903 in) Piston diameter Measure at 8 mm (0.3 in) from the skirt end. 73.370 – 73.385 mm 73.280 mr Piston to cylinder clearance (2.8884 = 2.891 in) (2.8851 in) (2.8851 in) Piston to cylinder clearance 0.025 – 0.035 mm 0.120 mr Piston ring to groove clearance 1st — 0.180 mm Piston ring to groove clearance 1st 0.031 – 0.0326 in) — Piston ring groove width 1st 0.031 – 0.0326 in) — Piston ring thickness 1st (0.0319 – 0.0326 in) — Piston ring thickness 1st (0.0304 – 0.0311 in) — Piston ring thickness 1st (0.0304 – 0.0311 in) — Piston ring free end gap 1st 0.06 – 0.18 mm 0.28 in) Piston ring end gap 1st 0.06 – 0.18 mm 0.20 mm Piston ring end gap 1st 0.06 – 0.18 mm 0.50 mm Piston ring end gap 1st 0					
Cylinder bore 73.400 – 73.415 mm (2.8886 – 2.8903 in) No nicks c Scratches Piston diameter Measure at 8 mm (0.3 in) from the skirt end. 73.370 – 73.385 mm (2.8886 – 2.8901 in) 73.280 mr (2.8886 – 2.8891 in) 73.280 mr (2.8886 – 2.8891 in) Piston to cylinder clearance 0.025 – 0.035 mm (0.0010 – 0.0013 in) 0.120 mm (0.0070 in) 0.120 mm (0.0070 in) Piston ring to groove clearance 1st — 0.180 mm (0.0059 in) 0.180 mm (0.0059 in) Piston ring groove width 1st 0.81 – 0.83 mm (0.0319 – 0.0326 in) — Piston ring thickness 1st 0.77 – 0.79 mm (0.0304 – 0.0311 in) — Piston ring thickness 1st 0.77 – 0.79 mm (0.0304 – 0.0311 in) — Piston ring free end gap 1st Approx.9 mm (0.23 in) — Piston ring end gap 1st 0.066 – 0.18 mm (0.0304 – 0.0311 in) — Piston ring end gap 1st 0.066 – 0.18 mm (0.0304 – 0.0070 in) (0.28 in) Piston pin bore I.D. 1st 0.066 – 0.18 mm (0.0024 – 0.0070 in) (0.019 in) Piston pin bore I.D. 16.002 – 16.008 mm (0.6304 – 0.6302 in) (0.6314 in (0.6314 in (0.6314 in (0.6314 in (0.6314 in)	Cylinder distortion			—	(0.0078 in)
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Piston diameter Measure at 8 mm (0.3 in) from the skirt end. 73.370 - 73.385 mm (2.886 - 2.8941 in) (2.886 - 2.8941 in) 73.280 mr (2.8851 in) Piston to cylinder clearance 0.025 - 0.035 mm (0.0010 - 0.0013 in) 0.120 mm (0.0070 in) Piston ring to groove clearance 1st - 0.180 mm (0.0070 in) Piston ring groove width 1st - 0.180 mm (0.0070 in) Piston ring groove width 1st 0.81 - 0.83 mm (0.0319 - 0.0326 in) - Piston ring thickness 1st 0.77 - 0.79 mm (0.0304 - 0.0311 in) - Piston ring thickness 1st 0.77 - 0.79 mm (0.0304 - 0.0311 in) - Piston ring free end gap 1st Approx. 9 mm (0.24 in) - Piston ring end gap 1st 0.06 - 0.18 mm (0.29 in) - Piston pin bore I.D. 1st 0.06 - 0.18 mm (0.0024 - 0.0070 in) 0.019 in) Piston pin O.D. 15.995 - 16.000 mm (0.6208 - 0.6299 in) 16.030 mm (0.6214 in 0.6314 in Piston pin bore I.D. 15.995 - 16.000 mm (0.6298 - 0.6299 in) 16.030 mm (0.62314 in 0.6414 in Piston pin O.D. 0.60 - 0.18 mm (0.6304 - 0.6306 in) 16.040 mm (0.6291	Cylinder bore			(2.8898 – 2.8903 in)	Scratches
Itom the skirt end. (2.8886 - 2.8891 in) (2.8891 in) Piston to cylinder clearance 0.025 - 0.035 mm 0.120 mm Piston ring to groove clearance 1st - 0.180 mm Piston ring to groove clearance 1st - 0.150 mm Piston ring groove width 1st 0.81 - 0.83 mm - Piston ring groove width 2nd - - Oil 1.51 - 1.53 mm - - Oil 1.51 - 1.53 mm - - Oil 1.51 - 1.53 mm - - Piston ring thickness 1st 0.0304 - 0.0311 in) - Piston ring thickness 1st 0.0304 - 0.0311 in) - Piston ring free end gap 1st 0.06 - 0.18 mm 0.629 in) Piston ring end gap 1st 0.06 - 0.18 mm 0.50 mm Piston pin bore I.D. 1st 0.06 - 0.18 mm 0.50 mm Quidt 0.06 - 0.18 mm 0.50 mm 0.06 - 0.18 mm 0.50 mm Piston ring end gap 1st 0.06 - 0.18 mm <t< td=""><td>Distan dismotor</td><td>Measure at 8 m</td><td>nm (0.3 in)</td><td></td><td>73.280 mm</td></t<>	Distan dismotor	Measure at 8 m	nm (0.3 in)		73.280 mm
Piston to Cylinder clearance (0.0010 - 0.0013 in) (0.0047 in 0.180 mm Piston ring to groove clearance 1st - 0.180 mm 2nd - 0.0150 mm (0.0070 in 0.0070 in 0.0059 in Piston ring groove width 1st 0.81 - 0.83 mm (0.0319 - 0.0326 in) - 0il 1.51 - 1.53 mm (0.0395 - 0.0602 in) - 0il 1.51 - 0.79 mm (0.0304 - 0.0311 in) - Piston ring thickness 1st 0.77 - 0.79 mm (0.0304 - 0.0311 in) - Piston ring free end gap 1st Approx. 9 mm (0.29 in) - Piston ring end gap 1st 0.06 - 0.18 mm (0.0024 - 0.0070 in) (0.29 in) Piston pin bore I.D. 1st 0.06 - 0.18 mm (0.0024 - 0.0070 in) 0.019 in) Piston pin o.D. 2nd 0.02 - 16.008 mm 16.303 mm (0.0024 - 0.0070 in) Piston pin O.D. 15.980 mm (0.6300 - 0.6302 in) 0.6301 in) 0.6301 in) Conrod small end I.D. 16.010 - 16.018 mm (0.6304 - 0.6306 in) 16.029 in) Conrod small end I.D. 0.160 - 0.20 mm (0.6304 - 0.6306 in) 0.6311 in)	Piston diameter	from the ski	rt end.	(2.8886 – 2.8891 in)	(2.8851 in)
Instrume	Piston to cylinder clearance				0.120 mm
Piston ring to groove clearance 1st — (0.0070 in 0.150 mm (0.0059 in 0.0059 in 0.0059 in Piston ring groove width 1st 0.81 – 0.83 mm (0.0319 – 0.0326 in) — Piston ring groove width 2nd 0.81 – 0.83 mm (0.0319 – 0.0326 in) — Piston ring thickness 2nd 0.81 – 0.83 mm (0.0319 – 0.0326 in) — Piston ring thickness 1st 0.077 – 0.79 mm (0.0304 – 0.0311 in) — Piston ring thickness 1st 0.77 – 0.79 mm (0.0304 – 0.0311 in) — Piston ring free end gap 1st Approx. 9 mm (0.0304 – 0.0311 in) — Piston ring end gap 1st 0.06 – 0.18 mm (0.29 in) 0.26 in) Piston pin bore I.D. 1st (0.0024 – 0.0070 in) (0.019 in) Piston pin bore I.D. 15.995 – 16.000 mm 16.030 rm (0.6300 – 0.6302 in) (0.6311 in) Piston pin O.D. 15.995 – 16.000 mm 15.980 rm (0.6304 – 0.6306 in) (0.6314 in (0.6314 in (0.6314 in (0.6314 - 0.6306 in) 16.040 rm				(0.0010 – 0.0013 in)	(0.0047 in)
Piston ring to groove clearance (0.0070 mm) 2nd (0.0059 in) Piston ring groove width 1st $(0.0319 - 0.0326 \text{ in})$ 2nd $0.81 - 0.83 \text{ mm}$ (0.0059 \text{ in}) Piston ring groove width 2nd $0.81 - 0.83 \text{ mm}$ $(0.0319 - 0.0326 \text{ in})$ (0.0319 - 0.0326 \text{ in}) Piston ring thickness 1st $(0.0304 - 0.0311 \text{ in})$ Piston ring free end gap 1st $0.77 - 0.79 \text{ mm}$ Piston ring free end gap 1st $(0.304 - 0.0311 \text{ in})$ Piston ring free end gap 1st (0.3 in) (0.29 in) Piston ring end gap 1st $(0.0024 - 0.0070 \text{ in})$ (0.026 in) Piston pin bore I.D. 1st $(0.0024 - 0.0070 \text{ in})$ (0.019 in) Piston pin O.D. 15.995 - 16.000 mm 16.030 mm $(0.6304 - 0.6302 \text{ in})$ (0.6292 in) Piston pin O.D. (0.6304 - 0.6306 in) (0.6314 in $(0.6304 - 0.6306 \text{ in})$ (0.6314 in)		1st			
2nd — 0.150 fmm (0.0059 in 0.0059 in Piston ring groove width 1st $0.81 - 0.83 \text{ mm}$ (0.0319 - 0.0326 in) — 2nd $0.81 - 0.83 \text{ mm}$ (0.0319 - 0.0326 in) — Oil $0.51 - 0.53 \text{ mm}$ (0.0595 - 0.0602 in) — Piston ring thickness 1st $0.77 - 0.79 \text{ mm}$ (0.0304 - 0.0311 in) — Piston ring free end gap 1st $0.77 - 0.79 \text{ mm}$ (0.0304 - 0.0311 in) — Piston ring free end gap 1st Approx. 9 mm 7.2 mm (0.29 in) Piston ring end gap 1st 0.06 - 0.18 mm (0.024 - 0.0070 in) 0.26 in) Piston pin bore 1.D. 1st 0.06 - 0.18 mm (0.6300 - 0.6302 in) 0.06 - 0.18 mm (0.6301 - 0.6302 in) Piston pin O.D. 16.002 - 16.008 mm 16.030 mm (0.6302 in) 16.030 mm (0.6311 in) Piston pin O.D. 15.995 - 16.000 mm 15.980 mm (0.6292 in) 16.040 mm (0.6314 in) Conrod small end I.D. 0.10 - 0.20 mm 0.3 mm 16.040 mm	Piston ring to groove clearance				
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Ist $(0.0319 - 0.0326 \text{ in})$ - Piston ring groove width 2nd $0.81 - 0.83 \text{ mm}$ (0.0319 - 0.0326 in) - Oil $1.51 - 1.53 mm(0.0595 - 0.0602 in)$ - Piston ring thickness 1st $0.77 - 0.79 mm(0.0304 - 0.0311 in)$ - Piston ring free end gap 1st $0.77 - 0.79 mm(0.0304 - 0.0311 in)$ - Piston ring free end gap 1st Approx. 9 mm 7.2 mm (0.4 in) (0.29 in) Piston ring end gap 1st 0.06 - 0.18 mm (0.0024 - 0.0070 in) (0.019 in) Piston pin bore I.D. 2nd 0.06 - 0.18 mm (0.0024 - 0.0070 in) 0.050 mm (0.019 in) Piston pin bore I.D. 16.002 - 16.008 mm 16.030 mm (0.6300 - 0.6302 in) 0.6311 in (0.6300 - 0.6302 in) Piston pin O.D. 0.6298 - 0.6299 in) 0.6292 mm (0.6304 - 0.6306 in) 0.6311 in (0.6304 - 0.6306 in) Conrod small end I.D. 0.10 - 0.20 mm 0.3 mm 0.3 mm				0.81 0.82 mm	(0.0059 IN)
Piston ring groove width 2nd $0.81 - 0.83 \text{ mm}}{(0.0319 - 0.0326 \text{ in})}$ — Oil $1.51 - 1.53 \text{ mm}}{(0.0595 - 0.0602 \text{ in})}$ — Piston ring thickness 1st $0.77 - 0.79 \text{ mm}}{(0.0304 - 0.0311 \text{ in})}$ — Piston ring free end gap 1st $0.77 - 0.79 \text{ mm}}{(0.0304 - 0.0311 \text{ in})}$ — Piston ring free end gap 1st $0.77 - 0.79 \text{ mm}}{(0.4 \text{ in})}$ — Piston ring free end gap 1st $0.77 - 0.79 \text{ mm}}{(0.4 \text{ in})}$ — Piston ring end gap 1st $0.77 - 0.79 \text{ mm}}{(0.3 \text{ in})}$ — Piston ring end gap 2nd $0.77 - 0.79 \text{ mm}}{(0.024 - 0.0070 \text{ in})}$ — Piston pin bore I.D. 2nd $0.06 - 0.18 \text{ mm}}{(0.0024 - 0.0070 \text{ in})}$ $0.50 \text{ mm}}{(0.019 \text{ in})}$ Piston pin O.D. $16.002 - 16.008 \text{ mm}$ 16.030 mm 0.6301 mm Conrod small end I.D. 16.040 mm $(0.6298 - 0.6299 \text{ in})$ (0.6292 nm) Conrod bin and side clearance $0.10 - 0.20 \text{ mm}$ 0.3 mm 0.3 mm		1st			_
Piston ring groove width 2nd $(0.0319 - 0.0326 \text{ in})$ — Oil $1.51 - 1.53 \text{ mm}$ (0.0595 - 0.0602 in) — Piston ring thickness 1st $0.77 - 0.79 mm(0.0304 - 0.0311 in)$ — Piston ring thickness 2nd $0.77 - 0.79 mm(0.0304 - 0.0311 in)$ — Piston ring free end gap 1st Approx. 9 mm (0.0304 - 0.0311 in) — Piston ring free end gap 1st $(0.4 in)$ $(0.29 in)$ Piston ring end gap 2nd Approx. 8 mm (0.0024 - 0.0070 in) $(0.019 in)$ Piston pin bore I.D. 1st $(0.0024 - 0.0070 in)$ $(0.019 in)$ Piston pin O.D. 16.002 - 16.008 mm (0.6300 - 0.6302 in) $(0.6311 in)$ $(0.6292 in)$ Piston pin O.D. 16.040 mm (0.6304 - 0.6306 in) $(0.6292 in)$ $(0.6292 in)$ Conrod small end I.D. 16.040 mm (0.6304 - 0.6306 in) $(0.6314 in)$ $(0.6314 in)$					
Oil $1.51 - 1.53 \text{ mm}}{(0.0595 - 0.0602 \text{ in})}$ — Piston ring thickness 1st $0.77 - 0.79 \text{ mm}}{(0.0304 - 0.0311 \text{ in})}$ — Piston ring free end gap 2nd $0.77 - 0.79 \text{ mm}}{(0.0304 - 0.0311 \text{ in})}$ — Piston ring free end gap 1st Approx. 9 mm $7.2 \text{ mm}}{(0.4 \text{ in})}$ Piston ring end gap 2nd $0.06 - 0.18 \text{ mm}}{(0.3 \text{ in})}$ (0.26 in) Piston ring end gap 1st $0.06 - 0.18 \text{ mm}}{(0.0024 - 0.0070 \text{ in})}$ (0.019 in) Piston pin bore I.D. 1st $0.06 - 0.18 \text{ mm}}{(0.6300 - 0.6302 \text{ in})}$ (0.6311 in) Piston pin O.D. $16.002 - 16.008 \text{ mm}$ 16.030 mm (0.6311 in) Conrod small end I.D. $16.010 - 16.018 \text{ mm}$ $(0.6324 - 0.6306 \text{ in})$ (0.6314 in) Conrod small end I.D. 16.040 orm $(0.6304 - 0.6306 \text{ in})$ (0.6314 in)	Piston ring groove width	2nd			-
Piston ring thickness 1st $(0.0595 - 0.0602 \text{ in})$ Piston ring thickness 1st $0.77 - 0.79 \text{ mm}$ - 2nd $0.77 - 0.79 \text{ mm}$ - $0.77 - 0.79 \text{ mm}$ - - 2nd $0.77 - 0.79 \text{ mm}$ - $0.77 - 0.79 \text{ mm}$ - - $0.0304 - 0.0311 \text{ in}$ - - 0.04 in (0.29 in) - 0.4 in (0.29 in) - 0.3 in 0.06 - 0.18 mm 0.50 mm $0.600 - 0.6302 in$					
Piston ring thickness 1st $(0.0304 - 0.0311 \text{ in})$ — 2nd $0.77 - 0.79 \text{ mm}$ (0.0304 - 0.0311 in) — Piston ring free end gap 1st Approx. 9 mm (0.4 in) 7.2 mm (0.29 in) Piston ring end gap 2nd Approx. 8 mm (0.3 in) 6.4 mm (0.3 in) Piston ring end gap 1st $0.06 - 0.18 mm$ 0.50 mm (0.0024 - 0.0070 in) Piston pin bore I.D. 2nd $0.06 - 0.18 mm$ 0.50 mm (0.6300 - 0.6302 in) Piston pin bore I.D. 16.002 - 16.008 mm 16.030 mm (0.6300 - 0.6302 in) 0.6311 in (0.6298 - 0.6299 in) Piston pin O.D. 15.995 - 16.000 mm (0.6298 - 0.6299 in) (0.6292 in) (0.6292 in) Conrod small end I.D. 16.010 - 16.018 mm (0.6304 - 0.6306 in) 16.040 mm (0.6314 in)		Oil			_
Piston ring thickness $(0.0304 - 0.0311 in)$ $(0.0304 - 0.0311 in)$ 2nd $0.77 - 0.79 mm$ $(0.0304 - 0.0311 in)$ $-$ Piston ring free end gap 1st Approx. 9 mm 7.2 mm 2nd $(0.4 in)$ $(0.29 in)$ 2nd $Approx. 8 mm$ $6.4 mm$ $(0.3 in)$ $(0.26 in)$ $(0.3 in)$ $(0.26 in)$ Piston ring end gap 1st $0.06 - 0.18 mm$ $0.50 mm$ Piston pin bore I.D. 2nd $0.06 - 0.18 mm$ $0.50 mm$ Piston pin bore I.D. 2nd $(0.0024 - 0.0070 in)$ $(0.019 in)$ Piston pin D.D. 16.002 - 16.008 mm $16.030 mm$ $(0.6311 in)$ Piston pin O.D. 15.995 - 16.000 mm $(0.6292 in)$ $(0.6292 in)$ Conrod small end I.D. 16.010 - 16.018 mm $16.040 mm$ $(0.6304 - 0.6306 in)$ $(0.6314 in)$ Conrod big and side clearance $0.10 - 0.20 mm$ $0.3 mm$ $0.3 mm$		1.ct		0.77 – 0.79 mm	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	Piston ring thickness	151			—
Piston ring free end gap 1st Approx. 9 mm (0.4 in) 7.2 mm (0.29 in) Piston ring end gap 2nd Approx. 8 mm (0.3 in) 6.4 mm (0.26 in) Piston ring end gap 1st 0.06 – 0.18 mm (0.0024 – 0.0070 in) 0.050 mm (0.019 in) Piston pin bore I.D. 2nd 0.06 – 0.18 mm (0.0024 – 0.0070 in) 0.019 in) Piston pin bore I.D. 16.002 – 16.008 mm (0.6300 – 0.6302 in) 0.6311 in (0.6311 in 15.995 – 16.000 mm 16.030 mr (0.6298 – 0.6299 in) Piston pin O.D. 16.010 – 16.018 mm (0.6304 – 0.6306 in) 16.040 mr (0.6314 in 0.10 – 0.20 mm		2nd			_
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$\begin{array}{c cccc} & & & & & & & & & & & & & & & & & $	Piston ring free end gap				. ,
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Conrod big end side clearance 0.10 – 0.20 mm 0.3 mm	Conrod small end I.D.				16.040 mm
	Conrod big end side clearance				
(0.0040 – 0.0078 ln) (0.011 ln)	-			(0.0040 – 0.0078 in)	(0.011 in)
Conrod big end width 19.95 – 20.00 mm (0.7855 – 0.7874 in)	Conrod big end width				_



Item	Specification	Standard	Limit
Conred hig and LD		38.000 – 38.016 mm	
Conrod big end I.D.		(1.4961 – 1.4966 in)	_
Conrod big end oil clearance		0.040 – 0.064 mm	0.080 mm
		(0.0016 – 0.0025 in)	(0.0031 in)
Crank pin width		20.10 – 20.15 mm	
		(0.7914 – 0.7933 in)	
Crank pin O.D.		34.976 – 35.000 mm	
		(1.3770 – 1.3779 in)	_
Crank pin bearing thickness		1.476 – 1.492 mm	
		(0.0582 – 0.0587 in)	_
Crankshaft journal O.D.		34.982 – 35.000 mm	
Clarkshalt journal O.D.		(1.3773 – 1.3779 in)	_
Crankshaft journal oil clearance		0.010 – 0.028 mm	0.080 mm
Charlkshalt journal on clearance		(0.0004 – 0.0011 in)	(0.0031 in)
Crankcase journal I.D.		38.000 – 38.018 mm	
Charikease journal 1.D.		(1.4961 – 1.4967 in)	
Crankcase journal bearing thickness		1.492 – 1.507 mm	
Chankease journal bearing thekness		(0.0588 – 0.0593 in)	
	Right side	2.42 – 2.44 mm	
Crankshaft thrust bearing thickness		(0.0953 – 0.0960 in)	
	Left side	2.36 – 2.50 mm	_
		(0.0930 – 0.0984 in)	
Crankshaft thrust clearance		0.060 – 0.110 mm	
		(0.0024 – 0.0043 in)	
Crankshaft runout		_	0.05 mm
			(0.0019 in)
Balancer journal oil clearance		0.028 – 0.052 mm	0.080 mm
		(0.0011 – 0.0020 in)	(0.0031 in)
Balancer journal O.D.		22.976 – 22.992 mm	
		(0.9046 – 0.9051 in)	

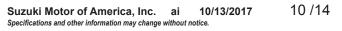
Engine Lubrication System

Item	Specification	Standard	Limit
Oil prossure	At 60 °C (140 °F),	100 – 400 kPa	
Oil pressure	3000 r/min	(1.0 – 4.1 kgf/cm ² , 14.5 – 58.0 psi)	—
	Oil change	2800 ml (3.0 US qt, 2.5 Imp qt)	
Necessary amount of engine oil	Oil and filter change	3200 ml (3.4 US qt, 2.8 lmp qt)	
	Engine overhaul	3400 ml (3.6 US qt, 3.0 lmp qt)	

Cooling System

Item	Specification	Standard	Limit
	Engine side	Approx. 2500 ml (5.28 US qt, 4.40 lmp qt)	
Engine coolant -	Reservoir tank side	Approx. 250 ml (0.53 US qt, 0.44 Imp qt)	
Radiator cap valve opening pressure		107.9 – 137.3 kPa (1.1 – 1.4 kgf/cm², 15.7 – 19.9 psi)	
Cooling fan relay power supply voltage		Battery voltage	_
Cooling fan operating temperature	$OFF\toON$	Approx. 105 °C (221 °F)	
	$ON\toOFF$	Approx. 100 °C (212 °F)	_
Thermostat valve opening		Approx. 82 °C	
temperature		(179.6 °F)	
Thermostat valve lift	95 °C (203 °F)	8 mm (0.3 in) or more	

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Fuel System

Item	Specification	Standard	Limit
Fuel injector power supply voltage		Battery voltage	
Fuel injector resistance	20 °C (68 °F)	11.5 – 12.5 Ω	_
FP relay power supply voltage		Battery voltage	_
FP discharge amount	Per 10 seconds	223 ml (7.55 US oz, 7.85 Imp oz) or more	
Fuel pressure regulator operating set pressure		289 – 299 kPa (2.95 – 3.04 kgf/cm ² , 42.0 – 43.3 psi)	_

Ignition System

ltem	Specif	fication	Standard	Limit
Firing order			1.2.4.3	—
Spark plug	Ту	/pe	NGK: CR9EIA-9 / DENSO: IU27D	
Spark plug	Gap		0.8 – 0.9 mm (0.032 – 0.035 in)	_
Spark performance	At 1	atm	8 mm (0.3 in) or more	
Ignition coil primary peak voltage			80 V or more	
	Primary	10 – 30 °C	1.1 – 1.9 Ω	
Ignition coil resistance	i iiilai y	(50 – 86 °F)	1.1 - 1.5 \$2	_
	Seco	ndary	6400 – 9600 Ω	

Starting System

ltem	Specification	Standard	Limit
Starter motor brush length		12 mm (0.47 in)	8.5 mm (0.33 in)
Starter relay resistance		3 – 6 Ω	—
	ON (Side-stand retracted)	0.4 – 0.6 V	
Side-stand switch voltage	OFF (Side-stand on the ground)	1.4 V or more] —

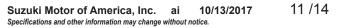
Charging System

Item	Specif	ication	Standard	Limit
Battery leakage current			3 mA or less	—
Regulated voltage	Charging output	At 5000 r/ min	14.0 – 15.5 V	-
Generator coil resistance	20 °C	(68 °F)	0.12 – 0.18 Ω	_
Generator no-load voltage	When engine cold	At 5000 r/ min	65 V (AC) or more	_
Recharging time	Standard	charging	1.2 A for 5 to 10 hours	
Recharging time	Fast ch	narging	5 A for 1 hour	
Generator Max. output	At 500	0 r/min	Approx. 385 W	_
Battery		signation	FT12A-BS	
	Cap	acity	12 V 36.0 kC (10Ah)/10 HR	

Exhaust System

Item	Specification	Standard	Limit
EXCVA position sensor power supply		4.5 – 5.5 V	
voltage		4.3 - 5.3 V	
EXCVA position sensor output	Closed	0.45 – 1.40 V	
voltage	Opened	3.60 – 4.55 V	
EXCVA position sensor resistance	At adjustment position	Approx. 3100 Ω	—

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Front Suspension

Item	Specification	Standard	Limit
Front fork inner tube O.D.		43 mm (1.7 in)	—
Front fork oil level	Without spring, outer tube fully compressed	91 mm (3.6 in)	_
Front fork spring free length		271.1 mm (10.67 in)	265 mm (10.5 in)
Front fork oil capacity	Each leg	523 ml (17.68 US oz, 18.41 lmp oz)	_
Front fork spring adjuster		10 mm (0.39 in)	
Front fork damping force adjuster	Rebound side	8 clicks counterclockwise from stiffest position	
Front fork damping force adjuster	Compression side	8 clicks counterclockwise from stiffest position	—

Rear Suspension

Item	Specification	Standard	Limit
Rear shock absorber spring adjuster		3rd position	_
Rear shock absorber damping force adjuster	Rebound side	1 turn counterclockwise from stiffest position	_
Swingarm pivot shaft runout		_	0.3 mm (0.011 in)

Wheels and Tires

Item	Specif	ication	Standard	Limit
	Front	Axial &		2.0 mm
Wheel rim runout		Radial		(0.08 in)
	Rear	Axial &		2.0 mm
	rtour	Radial		(0.08 in)
	Fn	ont	_	0.25 mm
Wheel axle runout		ont		(0.010 in)
	Re	ear		0.25 mm
				(0.010 in)
Tire size	Fre	ont	120/70ZR17M/C (58W)	
	Re	ear	190/50ZR17M/C (73W)	
Tire type	Front		DUNLOP/D214F M	
	Rear		DUNLOP/D214 M	
	Front		_	1.6 mm
Tire tread depth (Recommended				(0.062 in)
depth)	D	ear		2.0 mm
			_	(0.078 in)
	Solo riding	Front	250 kPa (2.50 kgf/cm ² , 36 psi)	
Cold inflation tire pressure	Solo huing	Rear	290 kPa (2.90 kgf/cm ² , 42 psi)	
	Dual riding	Front	250 kPa (2.50 kgf/cm ² , 36 psi)	
		Rear	290 kPa (2.90 kgf/cm ² , 42 psi)	
Wheel rim size	Fre	ont	17 M/C x MT 3.50	
	Rear		17 M/C x MT 6.00	1 -

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Drive Chain / Drive Train / Drive Shaft

Item	Specification	Standard	Limit
Drive chain	Туре	RK525GSH	—
	Links	116 links	—
Drive chain 20-pitch length		_	319.4 mm (12.57 in)
Drive chain slack	On side-stand	20 – 30 mm (0.79 – 1.18 in)	_

Brake Control System and Diagnosis

Item	Specification	Standard	Limit
Rear brake pedal height		50 – 60 mm (2.0 – 2.3 in)	—
Master cylinder bore / piston diameter	Front	Approx. 19.1 mm (0.752 in)	
	Rear	Approx. 14.0 mm (0.551 in)	

Front Brakes

Item	Specification	Standard	Limit
Front brake disc thickness		5.0 mm (0.20 in)	4.5 mm (0.18 in)
Front brake disc runout		_	0.30 mm (0.012 in)
Front brake caliper cylinder bore / piston diameter		Approx. 32 mm (1.3 in)	

Rear Brakes

Item	Specification	Standard	Limit
Rear brake disc thickness		5.0 mm (0.20 in)	4.5 mm (0.18 in)
Rear brake disc runout		_	0.30 mm (0.012 in)
Rear brake caliper cylinder bore / piston diameter		Approx. 38.2 mm (1.50 in)	_

ABS

Item	Specification	Standard	Limit
Wheel speed sensor – sensor rotor	Front	0.38 – 1.05 mm (0.0150 – 0.0413 in)	_
clearance	Rear	0.42 – 1.08 mm (0.0166 – 0.0425 in)	_

Manual Transmission

Item	Specification	Standard	Limit
	No.1	0.1 – 0.3 mm (0.004 – 0.011 in)	0.5 mm
Gearshift fork to groove clearance		0.1 = 0.3 mm ($0.004 = 0.011$ m)	(0.019 in)
Gearshint fork to groove clearance	No.3	0.1 – 0.3 mm (0.004 – 0.011 in)	0.5 mm
	N0.5	0.1 = 0.3 mm ($0.004 = 0.011$ m)	(0.019 in)
Gearshift fork groove width	No.1	5.0 – 5.1 mm (0.197 – 0.200 in)	_
Gearshilt fork groove width	No.3	5.0 – 5.1 mm (0.197 – 0.200 in)	
Gearshift fork thickness	No.1	4.8 – 4.9 mm (0.189 – 0.192 in)	
	No.3	4.8 – 4.9 mm (0.189 – 0.192 in)	—
Gearshift lever height		45 – 55 mm (1.8 – 2.1 in)	—
GP switch power supply voltage		4.5 – 5.5 V	—
GP switch voltage	From 1st to Top	0.6 V or more	—



Clutch

Item	Specification	Standard	Limit
Clutch lover play		10 – 15 mm	
Clutch lever play		(0.4 – 0.6 in)	
Clutch release screw		1/2 turn counterclockwise	—
Drive plate thickness		2.72 – 2.88 mm	2.42 mm
Drive plate thickness		(0.107 – 0.113 in)	(0.0953 in)
		13.85 – 13.96 mm	13.35 mm
Drive plate claw width		(0.5453 – 0.5496 in)	(0.5256 in)
Driven plate distortion			0.10 mm
		—	(0.0039 in)
Clutch spring free length		66.7 mm (2.62 in)	63.4 mm
		66.7 mm (2.63 in)	(2.50 in)

Steering / Handlebar

Item	Specification	Standard	Limit
Stearing tension initial force		2 – 5 N	
Steering tension initial force		(0.21 – 0.50 kgf, 0.50 – 1.12 lbf)	_

Wiring Systems

Item	Specification		Standard	Limit
	Headlight	HI	10 A	—
		LO	10 A	—
	Igni	tion	10 A	—
	Signal		10 A	—
Fuse size	Fι	lel	10 A	—
	Fa	an	15 A	—
	Main		30 A	—
	ABS motor		20 A	—
	ABS	valve	15 A	—

Lighting Systems

ltem	Specification	Standard	Limit
Headlight	HI	12 V 55 W (H7)	—
	LO	12 V 55 W (H7)	_
Position light (If equipped)		LED	_
Brake light/Taillight		LED	_
Turn signal light		12 V 21 W × 4	_
License plate light		12 V 5 W	_

Combination Meter / Fuel Meter / Horn

Item	Specification	Standard	Limit
Speed sensor power supply voltage	Front	Battery voltage	—
(Without ABS)	Rear	Battery voltage	—
Instrument panel light		LED	—
Turn signal indicator light		LED × 2	—
High beam indicator light		LED	—
Neutral indicator light		LED	—
Oil pressure indicator light/Engine coolant temp. indicator light		LED	_
MIL		LED	
Traction control system indicator light		LED	—
ABS indicator light		LED	—

