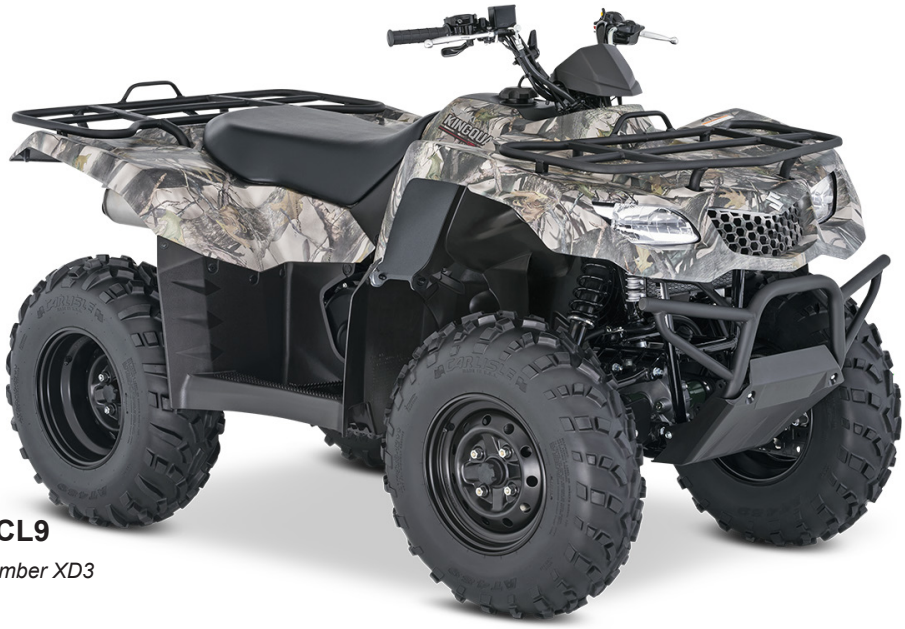
Features & Specifications
2019 KingQuad 400ASi Camo



LT-A400FCL9

PHW: True Timber XD3

Introduction

In 1983, Suzuki introduced the world's first 4-wheel ATV. Today, Suzuki ATVs are everywhere. From the most remote areas to the most everyday tasks, you'll find the KingQuad powering a rider onward. And every year, we continue to evolve our machines to meet the demands of our riders. Quicker response. Smoother power. Better fuel consumption. Across the board, our KingQuad lineup is a dominating group of ATVs.

Whether you're working hard or getting away from it all, the 2019 Suzuki KingQuad 400ASi Camo helps you every step of the way. The fully automatic Quadmatic transmission has two and four-wheel drive modes handle rough trail conditions while completing even the most demanding chores. Along with exceptional performance across the powerband, its high-performance iridium spark plug and Pulsed-secondary AIR-injection (PAIR) system provide outstanding fuel efficiency, and clean emissions.

The 2019 KingQuad 400ASi Camo features a new KingQuad logo with bodywork covered in realistic True Timber camouflage to help you blend in when you don't want to be seen.

Engine Features

- **The KingQuad 400ASi's fuel-injected 376cc four-stroke, four-valve engine produces efficient power and driveablity.**
- **Suzuki's class-leading fuel injection smooths power output, especially in the mid-to-high range, and provides excellent cold starting. The system uses 3-D maps for optimum ignition, creating responsive yet environmentally compliant performance.**
- **Suzuki Advanced Cooling System (SACS) uses an oil cooler and thermostat-controlled cooling fan to shed engine heat during hard work or cargo hauling.**
- **Push-button electric starting has a start-in-gear function allowing starting without shifting to neutral (as conditions permit).**
- **The Engine Control Unit (ECU) has slip control logic, which adjusts fuel injector duration and timing to improve driveability and grip in loose/slippery conditions.**
- **Highly efficient iridium spark plug contributes to better combustion, cleaner emissions and longer plug life. Engine starting under low temperature is also improved.**
- **Pulsed-secondary AIR-injection (PAIR) system and catalyst-equipped exhaust system help the ATV meet emission standards while maintaining a high level of performance (eligible for California red-sticker registration).**

Transmission Features

- The QuadmaticTM transmission is a fully automatic, CVT (Continuously Variable Transmission) with selectable high-low sub-transmission and reverse for maximum traction and fuel efficiency.
- Automotive gate-type gearshift lever lets you conveniently choose high- or low-range, neutral or reverse.
- Select two- or four-wheel drive with the flip of a handlebar-mounted lever. The shaft drive system is reliable and durable, and is nearly maintenance-free.
- Torque-sensing limited-slip front differential provides maximum traction and light steering when in 4WD mode.
- An advanced engine-braking system minimizes free-wheeling with the throttle off to help control the ATV during steep descents.
- The ECU has a Reverse Mode that monitors vehicle speed so higher engine RPM can be used when getting out of mud or loose soil in reverse mode.

Chassis Features

- Sporty bodywork features sharply angled, high-clearance fenders.
- Suzuki's plush T-shaped seat delivers rider mobility during sport or difficult terrain riding. Overall length is under 82 inches (208 cm) so the KingQuad fits into a 6.5-foot truck bed for easy transportation.
- Independent front A-arm suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of wheel travel.
- A swingarm rear-suspension with 6.7 inches (170.1 mm) of wheel travel and twin shock absorbers provides agile handling and plush ride.
- Dual front hydraulic disc brakes feature calipers with large 34mm pistons and wide brake-pad surface area for increased stopping power and outstanding durability.
- Large, 25-inch CARLISLE tires with aggressive tread offers consistent traction in wet conditions, yet has a quiet, smooth ride on hard-packed trails.
- Lightweight and strong plastic skid plates, sturdy to withstand trail pounding yet slippery to let obstacles slide below.

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.
- Heavy-duty front and rear cargo racks let you take advantage of the ATV's superb load capabilities. Wrinkle paint finish on the racks and front bumper is durable and scratch resistance.
- LCD instrumentation includes speedometer, odometer, tripmeter, hour meter, clock, fuel gauge and indicators for reverse, neutral, oil and FI.
- Automotive-style DC power outlet on front fender.
- Winch-ready mounts and wire conduit makes winch installation simple.
- Large 4.2-gallon (15.9 L) fuel tank provides outstanding riding range.
- 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-A400FCL9
E-03: USA, E-33: California

DIMENSIONS AND CURB MASS

Overall length	2060 mm (81.1 in)
Overall width	1145 mm (45.1 in)
Overall height	1220 mm (48.0 in)
Wheelbase	1270 mm (50.0 in)
Front track	880 mm (34.6 in)
Rear track	900 mm (35.4 in)
Ground clearance	250 mm (9.8 in)
Seat height	840 mm (33.1 in)
Curb mass	285 kg (628 lbs)

ENGINE

Type	4-stroke, Air-cooled with SACS, OHC
Number of cylinders	1
Bore	82.0 mm (3.228 in)
Stroke	71.2 mm (2.803 in)
Displacement	376cm^3 (22.9 cu. in)
Compression ratio	9.0 : 1
Fuel system	Fuel injection
Air cleaner	Polyurethane foam element
Starter system	Electric
Lubrication system	Wet sump
Idle speed	1500 ± 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)
Primary reduction ratio (Automatic drive)		2.938 - 0.813 (Variable change)
Secondary reduction ratio		2.730 (42/19×21/17)
Final reduction ratio (Front & Rear)		3.600 (36/10)
Transfer gear ratio,	Low	2.500 (40/16)
	High	1.375 (33/24)
	Reverse	2.125 (34/16)
Drive system		Shaft drive

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CHASSIS

Front suspension	Independent, double wishbone, coil spring, oil damped
Rear suspension	Swingarm type, coil spring, oil damped
Front wheel travel	170 mm (6.7 in)
Rear wheel travel	170 mm (6.7 in)
Caster	3°
Trail	14mm (0.55 in)
Toe-in	10 mm (0.39 in)
Camber	0.3°
Steering angle	47° (right & left)
Turning radius	3.1 m (10.2 ft)
Front brake	Disc brake, twin
Rear brake	Drum brake
Front tire	AT25 × 8-12☆☆, tubeless
Rear tire	AT25 × 10-12☆☆, tubeless

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Ignition timing	8° B.T.D.C. at 1500 r/min
Spark plug	NGK CR7EIA-9 or DENSO IU22D
Battery	12V 43.2 kC (12 Ah)/10 HR
Generator	Three-phase A.C. generator
Main fuse	30A
Fuse	10/10/10/10/10/10/10A
Headlight	12V 35/35W (HS1) × 2
Brake light/Taillight	12V 21/5W
Speedometer light	LED
Oil temperature indicator light	LED
Neutral indicator light	LED
Reverse indicator light	LED
FI indicator light	LED
High beam indicator light	LED

CAPACITIES

Fuel tank, including reserve	16.0 L (4.2/3.5US/Imp gal)
Engine oil, oil change	2800 ml (3.0/2.5 US/Imp qt)
with filter change	3100 ml (3.3/2.7 US/Imp qt)
overhaul	3400 ml (3.6/3.0 US/Imp qt)
Differential gear oil	300 ml (10.1/10.6 US/Imp oz)
Final gear oil	350 ml (11.8/12.3 US/Imp oz)

Valve + Valve Guide

Unit: mm (in)

Item	Standard		Limit
Valve diam.	IN.	30.6 (1.20)	—
	EX.	27.0 (1.06)	—
Valve clearance (when cold)	IN.	0.05 – 0.10 (0.002 – 0.004)	—
	EX.	0.22 – 0.27 (0.009 – 0.011)	—
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 stem end length	IN. & EX.	—	2.3 (0.09)
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.	—	40.9 (1.61)
Valve spring tension	IN. & EX.	Approx. 196 N (20.0 kgf, 44.1 lbf) at length 31.5 mm (1.24 in)	—

Camshaft + Cylinder Head

Unit: mm (in)

Item	Standard		Limit
Cam height	IN.	33.200 – 33.250 (1.3071 – 1.3091)	32.900 (1.2953)
	EX.	33.180 – 33.230 (1.3063 – 1.3083)	32.880 (1.2945)
Camshaft journal oil clearance	ø 22	0.032 – 0.066 (0.0013 – 0.0026)	0.150 (0.0059)
	ø 17.5	0.028 – 0.059 (0.0011 – 0.0023)	0.150 (0.0059)
Camshaft journal holder I.D.	ø 22	22.012 – 22.025 (0.8666 – 0.8671)	—
	ø 17.5	17.512 – 17.525 (0.6894 – 0.6900)	—
Camshaft journal O.D.	ø 22	21.959 – 21.980 (0.8645 – 0.8654)	—
	ø 17.5	17.466 – 17.484 (0.6876 – 0.6883)	—
Camshaft runout	—		0.10 (0.004)
Rocker arm I.D.	IN. & EX.	12.000 – 12.018 (0.4724 – 0.4731)	—
Rocker arm shaft O.D.	IN. & EX.	11.973 – 11.984 (0.4714 – 0.4718)	—
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-decomp. actuated)	Approx. 1000 kPa (10.0 kgf/cm^2, 142 psi)			—
Piston to cylinder clearance	0.065 – 0.075 (0.0026 – 0.0030)			0.120 (0.0047)
Cylinder bore	82.000 – 82.015 (3.2283 – 3.2289)			82.070 (3.2311)
Piston diam.	81.930 – 81.945 (3.2256 – 3.2262) Measure at 15 mm (0.6 in) from the skirt end.			81.880 (3.2236)
Cylinder distortion	—			0.05 (0.002)
Piston ring free end gap	1st	R	Approx. 8.9 (0.35)	7.1 (0.28)
	2nd	R	Approx. 10.4 (0.41)	8.3 (0.33)
Piston ring end gap	1st		0.15 – 0.27 (0.006 – 0.011)	0.50 (0.020)
	2nd		0.15 – 0.27 (0.006 – 0.011)	0.50 (0.020)
Piston ring to groove clearance	1st		—	0.180 (0.0071)
	2nd		—	0.150 (0.0059)
Piston ring groove width	1st		1.01 – 1.03 (0.0398 – 0.0406)	—
	2nd		1.01 – 1.03 (0.0398 – 0.0406)	—
	Oil		2.01 – 2.03 (0.0791 – 0.0799)	—
Piston ring thickness	1st		0.970 – 0.990 (0.0382 – 0.0390)	—
	2nd		0.970 – 0.990 (0.0382 – 0.0390)	—
Piston pin bore	20.002 – 20.008 (0.7875 – 0.7877)			20.030 (0.7886)
Piston pin O.D.	19.996 – 20.000 (0.7872 – 0.7874)			19.980 (0.7866)

Conrod + Crankshaft

Unit: mm (in)

Item	Standard	Limit
Conrod small end I.D.	20.006 – 20.014 (0.7876 – 0.7879)	20.040 (0.7890)
Conrod deflection	—	3.0 (0.12)
Conrod big end side clearance	0.00 – 0.55 (0.000 – 0.022)	1.0 (0.04)
Conrod big end width	21.95 – 22.00 (0.864 – 0.866)	—
Conrod web to web width	59.9 – 60.1 (2.36 – 2.37)	—
Crankshaft runout	—	0.080 (0.0031)

Oil Pump

Item	Standard	Limit
Oil pressure (at 60 °C, 140 °F)	Above 110 kPa (1.1 kgf/cm^2, 16 psi) Below 150 kPa (1.5 kgf/cm^2, 21 psi) at 3000 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 thickness	—	No groove at any part
Clutch engagement r/min	1700 – 2200 r/min	—
Clutch lock-up r/min	3300 – 3900 r/min	—

Drive Train

Unit: mm (in) Except ratio

Item		Standard	Limit
Automatic transmission ratio		Variable change (2.938 – 0.813)	—
Secondary reduction ratio		2.730 (42/19 x 21/17)	—
Final reduction ratio	Front	3.600 (36/10)	—
	Rear	3.600 (36/10)	—
Transfer gear ratio	Low	2.500 (40/16)	—
	High	1.375 (33/24)	—
	Reverse	2.125 (34/16)	—
Drive belt width		28.4 (1.12)	27.4 (1.08)
Movable driven face spring free length		215.0 (8.46)	204.3 (80.4)
Shift fork to groove clearance		0.10 – 0.30 (0.004 – 0.012)	0.50 (0.020)
Shift fork groove width	High/Low	5.50 – 5.60 (0.217 – 0.220)	—
	Reverse	5.50 – 5.60 (0.217 – 0.220)	—
Shift fork thickness	High/Low	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)	—
Final gear backlash		0.08 – 0.13 (0.0031 – 0.0051)	—

Engine Oil Temp. Indicator Light Operating Temperature + Cooling Fan Operating Temperature

Item	Standard/Specification		Limit
Engine oil temp. indicator light operating temperature	OFF → ON	Approx. 160 °C (320 °F)	—
	ON → OFF	Approx. 150 °C (302 °F)	—
Cooling fan operating temperature	OFF → ON	Approx. 120 °C (248 °F)	—
	ON → OFF	Approx. 110 °C (230 °F)	—

Injector + Fuel Pump + Fuel Pressure Regulator

Item	Standard/Specification	Limit
Injector resistance	10 – 11 Ω at 24 °C (72.5 °F)	
Injector voltage	Battery voltage	
Fuel pump discharge amount	84 ml (2.8/3.0 US/Imp qt) and more/10 sec.	
Fuel pressure regulator operating set pressure	Approx. 294 kPa (2.94 kgf/cm^2, 42 psi)	

FI Sensors

Item	Standard/Specification		Limit
CKP sensor resistance	130 – 250 Ω		
CKP sensor peak voltage	4.0 V and more		When cranking
IAP sensor input voltage	4.5 – 5.5 V		
IAP sensor output voltage	Approx. 1.7 V at idle speed		
TP sensor input voltage	4.5 – 5.5 V		
TP sensor output voltage	Closed	Approx. 0.6 V	
	Opened	Approx. 3.8 V	
IAT sensor input voltage	4.5 – 5.5 V		
IAT sensor output voltage	Approx. 2.0 V		
IAT sensor resistance	20 °C (68 °F)	Approx. 2.45 kΩ	
Engine oil temperature sensor input voltage	4.5 – 5.5 V		
Engine oil temperature sensor output voltage	0.1 – 4.85 V		
Engine oil temperature sensor resistance	20 °C (68 °F)	Approx. 13 kΩ	
TO sensor resistance	15 – 25 kΩ		
TO sensor voltage	Normal	0.4 – 1.4 V	
	Leaning	3.7 – 4.4 V	When leaning 65°
PAIR control solenoid valve resistance	20 – 24 Ω at 20 – 30 °C (68 – 86 °F)		
Speed sensor input voltage	Battery voltage		

Throttle Body

Item	Standard/Specification
Bore size	32 mm (1.26 in)
I.D. No.	27H1
Idle r/min	1500 ± 100 r/min
Idle air screw	1/2 – 3 turns back
Throttle cable play	3.0 – 5.0 mm (0.12 – 0.20 in)
Starter cable play	0.5 – 1.0 mm (0.02 – 0.04 in)

Electrical

Unit: mm (in)

Item		Specification		Note
Spark plug		Type	NGK: CR7EIA-9 DENSO: IU22D	
		Gap	0.8 – 0.9 (0.031 – 0.035)	
Spark performance		Over 8 (0.3) at 1 atm.		
Ignition coil resistance		Primary	3.1 – 4.14 Ω	(+) Terminal – (–) Terminal
		Secondary	25.6 – 34.6 kΩ	Plug cap – (+) Terminal
Generator coil resistance		0.36 – 0.54 Ω		B – B
Generator no-load voltage (When the engine is cold)		125 V (AC) and more at 5000 r/min		
Generator Max. output		Approx. 300 W at 5000 r/min		
Regulated voltage		14.0 – 15.0 V at 5000 r/min		
Ignition coil primary peak voltage		180 V and more		(+): Ground, (–): W/BI
Starter relay resistance		3 – 5 Ω		
Starter motor brush length		Standard	12.0 (0.47)	
		Limit	6.5 (0.26)	
Battery	Type designation	YTX14-BS		
	Capacity	12 V 43.2 kC (12 Ah)/10 HR		
Fuse size	Main	30 A		
	Power source	10 A		
	Headlight (HI)	10 A		
	Headlight (LO)	10 A		
	Illumi	10 A		
	Ignition	10 A		
	Fan	10 A		
	Fuel	10 A		

Wattage

Unit: W

Item		Specification
Headlight	HI	35 x 2
	LO	35 x 2
Brake light/Taillight		21/5
Combination meter light		LED
FI indicator light		LED
Reverse indicator light		LED
Neutral indicator light		LED
Engine oil temp. indicator light		LED
High beam indicator light		LED

Brake + Wheel

Unit: mm (in)

Item	Standard		Limit
Rear brake cable play	3 – 5 (0.12 – 0.20)		—
Rear brake pedal free travel	20 – 30 (0.8 – 1.2)		—
Brake disc thickness	Front	3.3 – 3.7 (0.130 – 0.146)	3.0 (0.12)
Brake disc runout	Front	—	0.30 (0.012)
Brake drum I.D.	Rear	—	160.7 (6.33)
Master cylinder bore	Front	14.000 – 14.043 (0.5512 – 0.5529)	—
Master cylinder piston diam.	Front	13.957 – 13.984 (0.5495 – 0.5506)	—
Brake caliper cylinder bore	Front	33.960 – 34.010 (1.3370 – 1.3390)	—
Brake caliper piston diam.	Front	33.878 – 33.928 (1.3338 – 1.3357)	—
Brake fluid type	DOT 4		—
Steering angle	Right	47°	—
	Left	47°	—
Turning radius	3.1 m (10.2 ft)		—
Toe-in (with 75 kg, 165 lbs)	10 ± 4 (0.39 ± 0.16)		—
Camber	0.3°		—
Caster	3°		—
Wheel rim size	Front	12 x 6.0 AT	—
	Rear	12 x 7.5 AT	—

Tire

Item	Standard		Note
Cold inflation tire pressure	Front	32.5 kPa (0.325 kgf/cm^2, 4.7 psi)	Load capacity up to 172 kg (380 lbs)
	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	—	Limit: 4.0 mm (0.16 in)
	Rear	—	Limit: 4.0 mm (0.16 in)

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	16.0 L (4.2/3.5 US/Imp gal)		
Engine oil type	SAE 10 W-40, API SF/SG or SH/SJ with JASO MA		
Engine oil capacity	Change	2800 ml (3.0/2.5 US/Imp qt)	
	Filter change	3100 ml (3.3/2.7 US/Imp qt)	
	Overhaul	3400 ml (3.6/3.0 US/Imp qt)	
Front/Rear drive gear oil type	Hypoid gear oil SAE #90, API grade GL-5		
Front drive (differential) gear oil capacity	300 ml (10.1/10.6 US/Imp oz)		
Final gear oil capacity	350 ml (11.8/12.3 US/Imp oz)		

Tightening Torque List

Engine

Item		N·m	kgf-m	lbf-ft
Cylinder head cover bolt		10	1.0	7.0
Camshaft sprocket bolt		15	1.5	11.0
Cylinder head bolt	Initial	25	2.5	18.0
	Final	37	3.7	26.5
Cylinder head nut	Initial	10	1.0	7.0
	Final	25	2.5	18.0
Cylinder base nut		10	1.0	7.0
Cam chain tensioner bolt		13	1.3	9.5
Cam chain tension adjuster bolt		10	1.0	7.0
Cam chain tension adjuster spring holder bolt		8	0.8	6.0
Spark plug		11	1.1	8.0
Valve clearance adjuster lock-nut		10	1.0	7.0
Rocker arm shaft bolt		28	2.8	20.0
Intake pipe bolt		1.0 N·m (1.0 kgf-m, 7.0 lbf-ft) then 10 N·m (0.1 kgf-m, 0.7 lbf-ft)		
Crankcase bolt	M6	11	1.1	8.0
	M8	26	2.6	19.0
TDC plug		23	2.3	16.5
Clutch shoe nut		150	15.0	108.5
Movable drive face nut		115	11.5	83.0
Movable driven face nut		115	11.5	83.0
Movable driven face ring nut		100	10.0	72.5
Generator rotor nut		140	14.0	101.0
Starter clutch bolt		26	2.6	19.0
Left crankshaft spacer nut		38	3.8	27.5
Oil pump drive gear bolt		80	8.0	58.0
Oil pressure regulator		28	2.8	20.0
Exhaust pipe nut		25	2.5	18.0
Exhaust pipe mounting bolt		25	2.5	18.0
Muffler mounting bolt		25	2.5	18.0
Muffler connecting bolt		25	2.5	18.0
Engine oil drain plug		23	2.3	16.5
Engine oil temperature sensor		9	0.9	6.5
Drive bevel gear nut		100	10.0	72.5
Driven bevel gear nut		100	10.0	72.5
Engine mounting nut	M8	40	4.0	29.0
	M10	60	6.0	43.5
Engine mounting bracket bolt		28	2.8	20.0
Rear output shaft nut		100	10.0	72.5
Air cleaner box mounting bolt		10	1.0	7.0
Oil filter		20	2.0	14.5
Main oil gallery plug		23	2.3	16.5
Starter motor mounting bolt		10	1.0	7.0
Starter motor lead wire mounting nut		11	1.1	8.0
Starter motor housing bolt		5	0.5	3.5
Recoil cover mounting bolt		10	1.0	7.0
Generator stator set bolt		11	1.1	8.0
CKP sensor mounting bolt		6	0.6	4.3
Gearshift cam stopper nut		10	1.0	7.0
PAIR pipe mounting bolt (If equipped)		10	1.0	7.0

Differential

Item	N·m	kgf-m	lbf-ft
Front drive (Differential) gear oil drain plug	32	3.2	23.0
Front drive (Differential) gear oil level plug	8	0.8	6.0
Front drive (Differential) gear oil filler plug	35	3.5	25.5
Front drive (Differential) gear case mounting nut	45	4.5	32.5
Front drive (Differential) gear case cover bolt	22	2.2	16.0
Final gear case cover bolt	23	2.3	16.5
Final gear oil filler plug	33	3.3	24.0
Final gear oil level plug	10	1.0	7.0
Final gear oil drain plug	33	3.3	24.0
Final gear coupling nut	100	10.0	72.5
Final drive gear bearing lock-nut	80	8.0	58.0

FI System and Fuel System

Item	N·m	kgf-m	lbf-ft
CKP sensor mounting bolt	6	0.6	4.5
TP sensor mounting bolt	3.5	0.35	2.5
Fuel pump mounting bolt	10	1.0	7.0
Fuel pressure regulator mounting bolt	10	1.0	7.0
Fuel cock mounting bolt	10	1.0	7.0
Fuel level gauge mounting bolt	4.6	0.46	3.5
Engine oil temperature sensor	9	0.9	6.5
Speed sensor mounting bolt	10	1.0	7.0
PAIR control solenoid valve bracket bolt	10	1.0	7.0

Chassis

Item		N·m	kgf-m	lbf-ft
Handlebar clamp bolt		26	2.6	19.0
Steering shaft holder bolt		23	2.3	16.5
Steering shaft nut		49	4.9	35.5
Steering knuckle pinch bolt		50	5.0	36.0
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
Suspension arm pivot nut (Upper & Lower)		65	6.5	47.0
Wheel hub nut	Front	110	11.0	79.5
	Rear	121	12.1	87.5
Wheel set nut	Front	60	6.0	43.5
	Rear	60	6.0	43.5
Front Brake air bleeder valve		6	0.6	4.5
Brake disc bolt		23	2.3	16.5
Brake caliper mounting bolt		26	2.6	19.0
Footrest mounting bolt	M8	26	2.6	19.0
	M10	55	5.5	40.0
Rear brake cam lever nut		11	1.1	8.0
Rear axle housing mounting bolt (Final gear case)		55	5.5	40.0
Rear axle housing mounting bolt (Swingarm)		60	6.0	43.5
Rear shock absorber mounting nut	Upper	35	3.5	25.5
	Lower	60	6.0	43.5
Rear swingarm pivot nut		102	10.2	74.0
Brake disc cover mounting bolt		12	1.2	8.5
Brake pipe flare nut		16	1.6	11.5
Master cylinder holder bolt (Upper & Lower)		10	1.0	7.0
Brake lever pivot bolt		6	0.6	4.5
Brake lever pivot bolt lock-nut		6	0.6	4.5
Rear brake pedal pivot nut		12	1.2	8.5
Front brake pad mounting pin		18	1.8	13.0
Front brake hose union bolt		23	2.3	16.5
Caliper holder slide pin nut		23	2.3	16.5
Caliper holder pin		18	1.8	13.0
Rear brake anchor panel nut		32	3.2	23.0
Steering shaft lower nut		49	4.9	35.5
Front carrier mounting bolt		28	2.8	20.0
Rear carrier mounting bolt		28	2.8	20.0
Front grip bar mounting bolt		28	2.8	20.0

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