

Features & Specifications

2019 KingQuad 400FSi Camo



LT-F400FCL9

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.

The 2019 Suzuki KingQuad 400FSi features a five-speed transmission and semi-automatic clutch for those who favor a bit sportier performance. It cranks out an impressive amount of torque and has an incredibly wide powerband for exceptional performance on the trail or on the job. A high-performance iridium spark plug and refined Pulsed-secondary AIR-injection (PAIR) system help provide outstanding fuel efficiency, clean emissions and great performance.

For 2019 the KingQuad 400FSi Camo has 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 400FSi's fuel-injected 376cc four-stroke, four-valve engine produces efficient power and driveability.
- 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—when the rear brake is applied—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

- Five-speed transmission with semi-automatic clutch with reverse allows the rider to select the ideal gear for maximum traction and fuel efficiency.
- 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.
- High-low selectable sub-transmission provides wide-ranging versatility.
- Automotive gate-type gearshift lever lets you conveniently choose high- or low-range, neutral or reverse.
- 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 exclusive T-shaped seat delivers rider mobility during sport riding or tackling difficult terrain. It's also plush for extended riding comfort.
- 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-F400FCL9

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 | 279 kg (615 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 | 376 cm 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 multi-plate, automatic, centrifugal type |
| Transmission | 5-speed forward constant mesh |
| Transfer | 2-speed forward with reverse |
| Gearshift pattern | All up (foot operated) |
| Primary reduction ratio | 2.392 (67/28) |
| Secondary reduction ratio | 1.133 (17/15) |
| Final reduction ratio (Front & Rear) | 3.600 (36/10) |
| Transfer reduction ratio, Low | 2.435 (35/13 × 19/21) |
| High | 1.296 (35/27) |
| Transmission gear ratios, Low | 3.083 (37/12) |
| 2nd | 1.933 (29/15) |
| 3rd | 1.388 (25/18) |
| 4th | 1.095 (23/21) |
| Top | 0.913 (21/23) |
| Reverse | 2.833 (34/12) |
| Drive system | Shaft drive |

Specifications LT-F400FCL9

E-03: USA, E-33: California

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 | 14 mm (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 | 7° 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 (4.2/3.5 US/Imp gal) |
| Engine oil, oil change | 3000 ml (3.2/2.6 US/Imp qt) |
| with filter change | 3200 ml (3.4/2.8 US/Imp qt) |
| overhaul..... | 3500 ml (3.7/3.1 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) |

Service Data LT-F400FCL9

E-03: USA, E-33: California

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 | ∅ 22 | 0.032 – 0.066 (0.0013 – 0.0026) | 0.150 (0.0059) |
| | ∅ 17.5 | 0.028 – 0.059 (0.0011 – 0.0023) | 0.150 (0.0059) |
| Camshaft journal holder I.D. | ∅ 22 | 22.012 – 22.025 (0.8666 – 0.8671) | — |
| | ∅ 17.5 | 17.512 – 17.525 (0.6894 – 0.6900) | — |
| Camshaft journal O.D. | ∅ 22 | 21.959 – 21.980 (0.8645 – 0.8654) | — |
| | ∅ 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) |
| | 2nd R | Approx. 10.4 (0.41) |
| Piston ring end gap | 1st | 0.15 – 0.27 (0.006 – 0.011) |
| | 2nd | 0.15 – 0.27 (0.006 – 0.011) |
| Piston ring to groove clearance | 1st | — |
| | 2nd | — |
| 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 60 kPa (0.6 kgf/cm ² , 9 psi) Below 100 kPa (1.0 kgf/cm ² , 14 psi) at 3000 r/min | — |

Clutch

Unit: mm (in)

| Item | Standard | Limit |
|---------------------------|-------------------------------|-----------------------|
| Clutch release screw | 1/16 – 1/8 turns back | — |
| Drive plate thickness | 2.92 – 3.08 (0.115 – 0.121) | 2.62 (0.103) |
| Drive plate claw width | 13.85 – 13.95 (0.545 – 0.549) | 13.05 (0.514) |
| Driven plate distortion | — | 0.10 (0.004) |
| Clutch spring free length | 37.44 (1.47) | 35.6 (1.40) |
| 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 | 1500 – 2000 r/min | — |
| Clutch lock-up r/min | 3300 – 3900 r/min | — |

Drive Train

Unit: mm (in) Except ratio

| Item | | Standard | Limit |
|--|--------------|-------------------------------|--------------|
| Primary reduction ratio | | 2.392 (67/28) | — |
| Secondary reduction ratio | | 1.133 (17/15) | — |
| Final reduction ratio | Front | 3.600 (36/10) | — |
| | Rear | 3.600 (36/10) | — |
| Transfer reduction ratio | Low | 2.435 (35/13 x 19/21) | — |
| | High | 1.296 (35/27) | — |
| Transmission gear ratio | Low | 3.083 (37/12) | — |
| | 2nd | 1.933 (29/15) | — |
| | 3rd | 1.388 (25/18) | — |
| | 4th | 1.095 (23/21) | — |
| | Top | 0.913 (21/13) | — |
| | Reverse | 2.833 (34/12) | — |
| Transmission shift fork to groove clearance | | 0.10 – 0.30 (0.004 – 0.012) | 0.50 (0.020) |
| Transfer shift fork to groove clearance | | 0.10 – 0.30 (0.004 – 0.012) | 0.50 (0.020) |
| Reverse Shift fork to groove clearance | | 0.10 – 0.30 (0.004 – 0.012) | 0.50 (0.020) |
| Shift fork groove width | Transmission | 4.50 – 4.60 (0.178 – 0.181) | — |
| | Transfer | 5.50 – 5.60 (0.217 – 0.220) | — |
| | Reverse | 5.00 – 5.10 (0.197 – 0.201) | — |
| Shift fork thickness | Transmission | 4.30 – 4.40 (0.169 – 0.173) | — |
| | Transfer | 5.30 – 5.40 (0.209 – 0.213) | — |
| | Reverse | 4.80 – 4.90 (0.189 – 0.193) | — |
| Front/Rear output shaft bevel gear back lash | | 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/lmp 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 k Ω | |
| 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 k Ω | |
| TO sensor resistance | 15 – 25 k Ω | |
| TO sensor voltage | Normal | 0.4 – 1.4 V |
| | Leaning | 3.7 – 4.4 V |
| PAIR control solenoid valve resistance | 20 – 24 Ω at 20 – 30 °C (68 – 86 °F) | If equipped |
| 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 | 3000 ml (3.2/2.6 US/Imp qt) | |
| | Filter change | 3200 ml (3.4/2.8 US/Imp qt) | |
| | Overhaul | 3500 ml (3.7/3.1 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 | | 145 | 14.5 | 105.0 |
| Clutch sleeve hub 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 |
| Clutch release adjusting screw lock-nut (1) | | 10 | 1.0 | 7.0 |
| Clutch release adjusting screw lock-nut (2) | | 23 | 2.3 | 16.5 |
| 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 |
| Transfer gearshift cam stopper bolt | | 22 | 2.2 | 16.0 |
| 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 shaft stopper | | 19 | 1.9 | 13.5 |
| 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 (LT-F400F) | 32 | 3.2 | 23.0 |
| Front drive (Differential) gear oil level plug (LT-F400F) | 8 | 0.8 | 6.0 |
| Front drive (Differential) gear oil filler plug (LT-F400F) | 35 | 3.5 | 25.5 |
| Front drive (Differential) gear case mounting nut (LT-F400F) | 45 | 4.5 | 32.5 |
| Front drive (Differential) gear case cover bolt (LT-F400F) | 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 (If equipped) | 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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