

Features & Specifications

2019 DR-Z400S



DR-Z400SL9

30H: Solid Special White No. 2

Key Features

- Versatile and strong 398cc, DOHC, liquid-cooled, dry-sump engine with push-button starting.
- Outstanding motorcycle that is the gold standard for Dual Sport riding.
- Fully adjustable, off-road capable suspension with strong spoke wheels featuring 21- and 18-inch aluminum rims ready to accept high-traction, dualsport rubber.
- Slim and trim chassis with chrome-moly frame delivers easy maneuvering on or off-road.
- Fully DOT-legal lighting and a multi-function LCD instrument panel with features that aid dualsport and adventure navigation.
- Solid white bodywork with new blue/black graphics and seat.

Overview

The 2019 DR-Z400S is the latest version of the motorcycle that's the foundation of the modern DualSport movement. Starting with the DR350S and then again with the DR-Z400S, Suzuki made fun, reliable and capable motorcycles available to anyone who's ready to take a ride down their favorite off-road trail or ribbon of asphalt.

Riders will be impressed with the amount of torque coming from the 398cc liquid-cooled power plant as well as the crisp handling from the adjustable suspension. This ultra-reliable bike is completely street legal with electric start and an easy-to-read instrument cluster. The solid white bodywork with contrasting blue and black graphics makes the bike stand out on the road, on the trail, or even parked.

Whether you're on the highway or on a twisty forest path, the Suzuki DR-Z400S can't be beat.

Engine Features

- A compact design, 398cc, DOHC, liquid-cooled, dry-sump engine produces strong low-RPM power. Its compact 4-valve cylinder head features large 36mm intake valves and 29mm exhaust valves help produce broad, tractable power and torque ready for any terrain.
- Suzuki Composite Electrochemical Materials (SCEM) cylinder is durable, lightweight and provides superior heat transfer.
- Digitally mapped DC-CDI system monitors throttle position/engine rpm and adjusts ignition timing to maintain efficient combustion.
- Forged aluminum piston is 10 percent lighter than a cast piston and receives additional oil-cooling through a crankcase oil jet.
- A refined Mikuni™ 36mm carburetor with new deceleration enricher circuit, fed by a 6-liter air box, provides smooth throttle response when accelerating or engine braking.
- The left side body cover has quick-release fasteners for easy access to the air filter.
- The addition of a PAIR (air supply) system to the exhaust helps the motorcycle achieve emissions compliance without affecting performance.
- Magnesium-alloy clutch, magneto and cam covers contribute to the bike's low weight.
- Thermostatically controlled cooling fan mounted to the left radiator helps maintain consistent operating temperature.



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Transmission Features

- Compact 5-speed transmission utilizes a cable-operated clutch with a separate outer cover for simplified clutch maintenance.
- Low-maintenance, long-life sealed O-ring type drive chain produces minimal sounds when riding.

Chassis Features

- A narrow frame combines thin chrome-moly steel tubes for exceptional torsional rigidity with minimal weight. The backbone tube, front down tube and steering head gussets form the dry-sump engine oil tank. A bolt-on aluminum sub-frame helps reduce weight and simplify maintenance.
- Long travel (11.3 in), 49mm cartridge-style forks with protective rubber boots, feature adjustable compression/rebound damping and adjustable spring preload for smooth performance on all types of on/off-road terrain.
- Rear shock absorber features 11.6 in of travel, compression damping/preload adjustments and connects to a lightweight aluminum swingarm through a progressive linkage system.
- Spoke-style 21-inch front and 18-inch rear wheels with aluminum rims fitted with Dunlop D208 dual-purpose tires. The wheels are sized perfectly to accept popular dual sport tires.
- Sure stopping power is supplied by a 250mm front disc with a dual-piston caliper and a 220mm rear disc brake with a single-piston caliper.

Electrical Features

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



**The DR-Z400S's instrument panel has a tire circumference adjustment feature that allows you to fine tune the trip-meters for accuracy after mounting a knobby-style tire that may have a taller profile as compared to the original tire. This adjustment helps the dual tripmeter display be precise for the distance traveled so navigating using a roll-chart can be precise.*

An accessory, remote button lets the rider reset the selected trip meter to zero, helpful when navigating via a roll chart, while keeping both hands on the handlebar.

<< DR-Z400SM instrument panel shown.

Additional Features

- A pouch on the rear fender carries the tool kit and owner's manual.
- Special design mirrors rotate to avoid damage in case of impact.
- Genuine Suzuki Accessories include a low profile seat, cargo rack, hand guard set and more.
- 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

Specifications DR-Z400SL9

E-03: USA, E-33: California

DIMENSIONS AND CURB MASS

Overall length.....	2310 mm (90.9 in)
Overall width	875 mm (34.4 in)
Overall height.....	1230 mm (48.4 in)
Wheelbase.....	1485 mm (58.5 in)
Ground clearance.....	300 mm (11.8 in)
Seat height.....	935 mm (36.8 in)
Curb mass.....	144 kg (317 lbs)

ENGINE

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

DRIVE TRAIN

Clutch.....	Wet multi-plate type
Transmission.....	5-speed constant mesh
Gearshift pattern	1-down, 4-up
Primary reduction ratio.....	2.960 (74/25)
Gear ratios, Low	2.285 (32/14)
2nd.....	1.733 (26/15)
3rd.....	1.375 (22/16)
4th.....	1.090 (24/22)
Top.....	0.863 (19/22)
Final reduction ratio.....	2.733 (41/15)
Drive chain.....	RK520KZO, 112 links

CHASSIS

Front suspension.....	Telescopic, coil spring, oil damped
Rear suspension.....	Link type, coil spring, oil damped
Front suspension.....	288 mm (11.3 in)
Rear wheel travel.....	295 mm (11.6 in)
Caster.....	27° 10'
Trail.....	107 mm (4.21 in)
Steering angle.....	38° (right & left)
Turning radius.....	2.2 m (7.2 ft)
Front brake.....	Disc brake
Rear brake.....	Disc brake
Front tire size.....	80/100-21M/C 51P, tube type
Rear tire size.....	120/90-18M/C 65P, tube type

Specifications DR-Z400SL8

E-03: USA, E-33: California

ELECTRICAL

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

CAPACITIES

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

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Service Data DR-Z400SL8

E-03: USA, E-33: California

VALVE + VALVE GUIDE

Unit: mm (in)

ITEM		STANDARD	LIMIT
Valve diam.	IN.	36.0 (1.42)	—
	EX.	29.0 (1.14)	—
Tappet clearance (when cold)	IN.	0.10 – 0.20 (0.0039 – 0.0079)	—
	EX.	0.20 – 0.30 (0.0079 – 0.0118)	—
Valve guide to valve stem clearance	IN.	0.010 – 0.037 (0.0004 – 0.0015)	—
	EX.	0.030 – 0.057 (0.0012 – 0.0022)	—
Valve guide I.D.	IN. & EX.	5.000 – 5.012 (0.1969 – 0.1973)	—
Valve stem O.D.	IN.	4.975 – 4.990 (0.1959 – 0.1965)	—
	EX.	4.955 – 4.970 (0.1951 – 0.1957)	—
Valve stem deflection	IN. & EX.	—	0.35 (0.014)
Valve stem runout	IN. & EX.	—	0.05 (0.002)
Valve head thickness	IN. & EX.	—	0.5 (0.02)
Valve seat width	IN. & EX.	0.9 – 1.1 (0.035 – 0.043)	—
Valve head radial runout	IN. & EX.	—	0.03 (0.001)
Valve spring free length (IN. & EX.)	Inner	—	32.6 (1.28)
	Outer	—	36.3 (1.43)
Valve spring tension (IN. & EX.)	Inner	56 – 64 N (5.6 – 6.4 kgf, 12.3 – 14.1 lbf) at length 27.4 mm (1.08 in)	—
	Outer	126 – 145 N (12.6 – 14.5 kgf, 27.7 – 32.0 lbf) at length 30.9 mm (1.22 in)	—

CAMSHAFT + CYLINDER HEAD

Unit: mm (in)

ITEM	STANDARD		LIMIT
Cam height	IN.	36.490 – 36.540 (1.4366 – 1.4386)	36.190 (1.4248)
	EX.	35.790 – 35.840 (1.4091 – 1.4110)	35.490 (1.3972)
Camshaft journal oil clearance	IN. & EX.	0.019 – 0.053 (0.0007 – 0.0021)	0.150 (0.0059)
Camshaft journal holder I.D.	IN. & EX.	22.012 – 22.025 (0.8666 – 0.8671)	—
Camshaft journal O.D.	IN. & EX.	21.972 – 21.993 (0.8653 – 0.8659)	—
Camshaft runout	IN. & EX.	—	0.10 (0.004)
Cam chain pin (at arrow "3")	15th pin		—
Cylinder head distortion	—		0.05 (0.002)
Cylinder head cover distortion	—		0.05 (0.002)

CYLINDER + PISTON + PISTON RING

Unit: mm (in)

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

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

CONROD + CRANKSHAFT

Unit: mm (in)

ITEM	STANDARD	LIMIT
Conrod small end I.D.	20.010 – 20.018 (0.7878 – 0.7881)	20.040 (0.7890)
Conrod deflection	—	3.0 (0.12)
Conrod big end side clearance	0.30 – 0.65 (0.012 – 0.026)	1.0 (0.04)
Conrod big end width	21.95 – 22.00 (0.864 – 0.866)	—
Crank web to web width	61.9 – 62.1 (2.437 – 2.445)	—
Crankshaft runout	—	0.08 (0.003)

OIL PUMP

ITEM	STANDARD	LIMIT
Oil pressure reduction ratio	2.220 (74/25 × 20/16 × 12/20)	—
Oil pressure (at 60 °C, 140 °F)	Above 40 kPa (0.4 kgf/cm ² , 5.7 psi) Below 140 kPa (1.4 kgf/cm ² , 19.9 psi) at 3 000 r/min	—

CLUTCH

Unit: mm (in)

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

TRANSMISSION + DRIVE CHAIN

Unit: mm (in) Except ratio

ITEM		STANDARD		LIMIT
Primary reduction ratio		2.960 (74/25)		—
Final reduction ratio		2.933 (44/15)		—
Gear ratios	Low	2.285 (32/14)		—
	2nd	1.733 (26/15)		—
	3rd	1.375 (22/16)		—
	4th	1.090 (24/22)		—
	Top	0.863 (19/22)		—
Shift fork to groove clearance		0.1 – 0.3 (0.004 – 0.012)		0.5 (0.020)
Shift fork groove width		No. 1, No. 2 & No. 3	4.8 – 4.9 (0.189 – 0.193)	—
Shift fork thickness		No. 1, No. 2 & No. 3	4.6 – 4.7 (0.181 – 0.185)	—
Drive chain	Type	RK520KZO		—
	Links	112		—
	20-pitch length	—		319.4 (12.57)
Drive chain slack		40 – 50 (1.6 – 2.0)		—

CARBURETOR

ITEM	SPECIFICATION	
	E-03	E-33
Carburetor type	MIKUNI BSR36	←
Bore size	36 mm (1.4 in)	←
I.D. No.	29FR	29FQ
Idle r/min	1500 ± 100 r/min	←
Float height	13 ± 1.0 mm (0.51 ± 0.04 in)	←
Main jet (M.J.)	#140	←
Jet needle (J.N.)	5DH78-1st	←
Needle jet (N.J.)	P-0M	←
Pilot jet (P.J.)	#22.5	←
Pilot air jet 1 (P.A.J.)	#140	←
Pilot air jet 2 (P.A.J.)	#115	←
Throttle valve (Th.V.)	#105	←
Pilot screw (P.S.)	2, 2/3 turns counterclockwise from screwed in lightly to the stop	←
GS1	62.5	←
GS2	1	←
Needle valve assy	2.5	←
Pilot outlet	φ 1.0	←
Throttle cable play (pulling cable)	2 – 4 mm (0.08 – 0.16 in)	←

THERMOSTAT + RADIATOR + FAN + COOLANT

ITEM	STANDARD		LIMIT
Thermostat valve opening temperature	Approx. 75 °C (167 °F)		—
Thermostat valve lift	Over 6 mm (0.24 in) at 90 °C (194 °F)		—
Engine coolant temp. switch operating temperature	OFF→ON	Approx. 117 °C (243 °F)	—
	ON→OFF	Approx. 100 °C (212 °F)	—
Radiator cap valve opening pressure	95 – 125 kPa (0.95 – 1.25 kgf/cm ² , 13.5 – 17.8 psi)		—
Electric fan thermo-switch operating temperature	OFF→ON	Approx 96 °C (205 °F)	—
	ON→OFF	Approx 91 °C (196 °F)	
Engine coolant type	Use an anti-freeze/coolant compatible with aluminum radiator, mixed with distilled water only, at the ratio of 50:50.		—
Engine coolant capacity	1 250 ml (1.3/1.1 US/Imp qt)		—

BRAKE + WHEEL

Unit: mm (in)

ITEM	STANDARD		LIMIT
Brake lever play	0.1 – 0.3 (0.004 – 0.010)		—
Rear brake pedal height	5 (0.2)		—
Brake disc thickness	Front	3.3 – 3.7 (0.130 – 0.146)	3.0 (0.118)
	Rear	4.3 – 4.7 (0.169 – 0.185)	4.0 (0.16)
Brake disc runout	Front & Rear	—	0.30 (0.012)
Master cylinder bore	Front & Rear	12.700 – 12.743 (0.5000 – 0.5017)	—
Master cylinder piston diam.	Front & Rear	12.657 – 12.684 (0.4983 – 0.4994)	—
Brake caliper cylinder bore	Front & Rear	27.000 – 27.050 (1.0630 – 1.0650)	—
Brake caliper piston diam.	Front & Rear	26.900 – 26.950 (1.0591 – 1.0610)	—
Brake fluid type	DOT 4		—
Wheel rim runout	Axial	—	2.0 (0.08)
	Radial	—	2.0 (0.08)
Wheel axle runout	Front	—	0.25 (0.010)
	Rear	—	0.25 (0.010)
Wheel rim size	Front	1.60 × 21	—
	Rear	2.15 × 18	—

TIRE

ITEM	STANDARD		LIMIT
Cold inflation tire pressure (Solo riding)	Front	125 kPa (1.25 kgf/cm ² , 18 psi)	—
	Rear	150 kPa (1.50 kgf/cm ² , 22 psi)	—
Cold inflation tire pressure (Dual riding)	Front	125 kPa (1.25 kgf/cm ² , 18 psi)	—
	Rear	175 kPa (1.75 kgf/cm ² , 25 psi)	—
Tire size	Front	80/100-21 M/C 51P	—
	Rear	120/90-18 M/C 65P	—
Tire type	Front	BRIDGESTONE TRAIL WING-41	
	Rear	BRIDGESTONE TRAIL WING-42	
Tire tread depth	Front	—	3.0 mm (0.12 in)
	Rear	—	3.0 mm (0.12 in)

SUSPENSION

Unit: mm (in)

ITEM	STANDARD		LIMIT	
Front fork stroke	288 (11.3)		—	
Front fork spring free length	510.6 (20.10)		500.3 (19.7)	
Front fork oil level (without spring)	129 (5.07)		—	
Front fork oil type	SUZUKI FORK OIL SS-05 or an equivalent fork oil		—	
Front fork oil capacity (each leg)	710 ml (24.0/25.0 US/Imp oz)		—	
Front fork damping force adjuster	Rebound	16 clicks counterclockwise from full hard	—	
	Compression	13 clicks counterclockwise from full hard	—	
Rear shock absorber gas pressure	900 kPa (9.0 kgf/cm ² , 128 psi)		—	
Rear shock absorber spring pre-set length	Rebound	13 clicks counterclockwise from full hard	—	
	Compression	High speed	1¼ turns counterclockwise from full hard	—
		Low speed	10 clicks counterclockwise from full hard	—
Rear wheel travel	295 (11.6)		—	
Swingarm pivot shaft runout	—		0.3 (0.01)	

ELECTRICAL

Unit: mm (in)

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

WATTAGE

Unit: W

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

FUEL + OIL

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

TIGHTENING TORQUE

ENGINE

ITEM		N·m	kgf-m	lbf-ft
Cylinder head cover bolt		10→14	1.0→1.4	7.0→10.0
Spark plug		11	1.1	8.0
Cylinder head bolt	M10	25→46	2.5→4.6	18.0→33.5
	M6	10	1.0	7.0
Cylinder nut		10	1.0	7.0
Camshaft journal holder bolt		10	1.0	7.0
Balancer shaft nut		50	5.0	36.0
Primary drive gear nut		140	14.0	101.5
Generator rotor nut		100	10.0	72.5
Clutch sleeve hub nut		70	7.0	50.5
Gearshift arm stopper		19	1.9	13.5
Gearshift cam driven gear bolt		24	2.4	17.5
Cam chain tension adjuster bolt		10	1.0	7.0
Cam chain tensioner mounting bolt		10	1.0	7.0
Cam chain tensioner spring holder bolt		30	3.0	21.5
Engine oil drain plug (on the crankcase)		21	2.1	15.0
Engine oil drain plug (on the frame)		18	1.8	13.0
Crankcase bolt		11	1.1	8.0
Oil strainer (on the frame)		23	2.3	16.5
Oil hose union bolt		23	2.3	16.5
Radiator air bleeder bolt		6	0.6	4.5
TDC plug		23	2.3	16.5
Engine mounting nut		66	6.6	47.5
Engine mounting bracket nut		40	4.0	29.0
Exhaust pipe bolt and nut		23	2.3	16.5
Muffler connection bolt		20	2.0	14.5
Muffler mounting bolt		23	2.3	16.5
Engine sprocket nut		145	14.5	105.0
Intake pipe union		8	0.8	6.0
Fuel valve mounting bolt		4.4	0.44	3.2
Spark arrester/muffler end pipe bolt		11	1.1	8.0
Engine coolant temperature thermostwitch		13	1.3	9.5
Cooling fan thermostwitch		13	1.3	9.5

CHASSIS

ITEM	N·m	kgf-m	lbf-ft
Handlebar clamp bolt	23	2.3	16.5
Front fork upper clamp bolt	30	3.0	21.5
Front fork lower clamp bolt	32	3.2	23.0
Steering stem nut	45 N·m (4.5 kgf-m, 32.5 lbf-ft) → 1/4 – 1/2 turn counterclockwise		
Steering stem head nut	90	9.0	65.0
Front fork cap bolt	23	2.3	16.5
Front fork damper rod bolt	80	8.0	58.0
Front brake master cylinder mounting bolt	10	1.0	7.0
Rear brake master cylinder mounting bolt	10	1.0	7.0
Brake hose union bolt (front & rear)	23	2.3	16.5
Front brake caliper mounting bolt	26	2.6	19.0
Brake pad mounting pin (front & rear)	18	1.8	13.0
Brake caliper plug (front & rear)	2.5	0.25	1.8
Brake air bleeder valve (front & rear)	7.5	0.75	5.5
Rear brake rod lock-nut	18	1.8	13.0
Rear brake pedal bolt	29	2.9	21.0
Brake disc mounting bolt (front & rear)	10	1.0	7.0
Front axle nut	42	4.2	30.5
Front axle pinch bolt	18	1.8	13.0
Seat rail mounting nut (upper)	35	3.5	25.5
Seat rail mounting bolt (lower)	35	3.5	25.5
Rear axle nut	100	10.0	72.5
Rear sprocket nut	30	3.0	21.5
Drive chain roller mounting bolt (upper & lower)	40	4.0	29.0
Spoke nipple (front & rear)	3	0.3	2.0
Swingarm pivot nut	77	7.7	55.5
Rear shock absorber spring adjuster lock ring	90	9.0	65.5
Rear shock absorber mounting nut (upper & lower)	55	5.5	40.0
Cushion lever mounting nut (center)	100	10.0	72.5
Cushion lever mounting nut (front)	100	10.0	72.5
Cushion lever mounting nut	100	10.0	72.5
Side stand bolt	50	5.0	36.0
Side stand nut	55	5.5	40.0