

Features & Specifications

2019 DR-Z400SM



DR-Z400SML9

PGV: Solid White No. 2 with Red

Key Features

- Suzuki's Super Moto is based on proven DR-Z400S - combining Supermotard style and features in a narrow, lightweight street-legal package.
- Versatile and strong 398cc, DOHC, liquid-cooled, dry-sump engine with push-button starting.
- Fully adjustable suspension, strong spoke wheels featuring high-grip sportbike tires on wide aluminum rims.
- New white bodywork with red or blue accent graphics complement the motorcycle's styling.
- The white and red DR-Z400SM features bright, gold anodized EXCEL wheel rims while the white and blue bike features blue anodized rims that stylishly exude performance.

Overview

Suzuki's Super Moto DR-Z400SM is based on the proven DR-Z400S so it combines Supermotard style and features in a narrow, lightweight street-legal package. This bike brings off-road soul and fun to paved roads. It's not uncommon to take the SuperMoto down a twisty forest road, around tight canyon corners, or glide through commuter traffic.

Its 398cc liquid-cooled, four-stroke engine provides strong low-rpm torque and crisp throttle response for any of these occasions. Key difference between the DR-Z400SM and the DR-Z400S are the inverted front fork, wide, spoke-style wheels, and 300mm diameter floating front brake rotor. The inverted fork contributes to less unsprung weight and improved overall handling, while the large brake and wider rims with high-grip tires offer an exhilarating sportbike experience.



DR-Z400SML9

T7G: Solid White No. 2 with Blue

Engine Features

- Lightweight 398cc, DOHC, liquid-cooled, dry-sump engine produces strong, tractable power.
- Compact 4-valve cylinder head with 36mm intake valves, 29mm exhaust valves, narrow 28-degree included valve angle and shim-under-bucket valve adjustment system.
- Simple electric starting via a lightweight starter motor with an automatic mechanical decompression system.
- SCEM-plated cylinder (nickel-silicon-phosphorous) is lighter and more durable than an iron liner with excellent heat transfer properties.
- 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.
- Thermostatically controlled cooling fan mounted to the left radiator helps maintain consistent operating temperature in traffic.
- Additional weight savings with magnesium valve cover, clutch cover, and magneto cover.

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

- Wide, blue- or gold-anodized RK Excel aluminum rims with stainless steel spokes are fitted with sporty radial tires: 120/70-R17 front & 140/70-R17 rear.
- Strong braking performance is supplied by a front disc brake with a large 300mm floating-type rotor and dual-piston caliper, plus a 240mm rear disc brake with single-piston caliper
- Long travel, SHOWA inverted front fork is derived from a RM250 and features adjustable compression/rebound damping and alumite coating on inner tube surfaces for smooth action.

Chassis Features (continued)

- A fully adjustable rear shock absorber with high/low speed compression damping adjuster and a tapered RM-inspired aluminum swingarm combine for precise rear wheel control.
- Renthal tapered aluminum handlebar has an aggressive look, reduces vibration and has a great bend for spirited riding.
- Chrome-moly steel frame tuned for Supermotard style riding is torsionally strong 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, simplify maintenance and contributes to the trim rear fender appearance.
- Front and rear axle sliders help protect against damage in the case of a tip-over.

Electrical Features

- Compact digital instrument cluster with speedometer, odometer, and twin-trip meters with addition/subtraction capability, clock and stopwatch functions.
- On-road legal lighting with bright 60/55 watt halogen headlight, compact tail/stoplight, lightweight, rubber-mounted turn signals and horn.
- Electrical systems, including the easy push button starter, powered by a compact 6.5 amp maintenance-free battery.

Additional Features

- A pouch on the rear fender carries the tool kit and owner's manual.
- 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories for DR-Z400SM owners are available including a low profile seat, cargo rack, hand guard set and a large selection of Suzuki logo apparel.
- For more details, please visit www.suzukicycles.com.

Suzuki Motor of America, Inc. makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Take an MSF skills course. For the street course nearest you call 1-800-446-9227. Preserve your future riding opportunities by showing respect for the environment, local laws and the rights of others when you ride. Limited Warranty: The 2019 Suzuki DR-Z400SM's limited warranty covers a period of 12 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories and the Suzuki Retail Finance Plan and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan it's easy to afford and equip the machine that's perfect for you. VISIT SUZUKICYCLES.COM FOR MORE INFORMATION. Suzuki Motor of America, Inc., 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100, Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or ®. ©2018 Suzuki Motor of America, Inc.

Specifications DR-Z400SML9

E-03: USA, E-33: California

DIMENSIONS AND CURB MASS

Overall length.....	2225 mm (87.6 in)
Overall width	855 mm (33.7 in)
Overall height.....	1200 mm (47.2 in)
Wheelbase.....	1460 mm (57.5 in)
Ground clearance.....	260 mm (10.2 in)
Seat height.....	890 mm (35.0 in)
Curb mass.....	146 kg (321 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, 110 links

Specifications DR-Z400SML8

E-03: USA, E-33: California

CHASSIS

Front suspension.....	Inverted telescopic, coil spring, oil damped
Rear suspension.....	Link type, coil spring, oil damped
Front suspension.....	260 mm (10.2 in)
Rear wheel travel.....	276 mm (10.9 in)
Caster.....	26° 15'
Trail.....	94 mm (3.70 in)
Steering angle.....	38° (right & left)
Turning radius.....	2.6 m (8.5 ft)
Front brake.....	Disc brake
Rear brake.....	Disc brake
Front tire size.....	120/70R17M/C 58H, tube type
Rear tire size.....	140/70R17M/C 66H, tube type

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)	

Service Data DR-Z400SML9

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) (0.020)
Piston ring to groove clearance	1st		— (0.007)
	2nd		— (0.006)
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		2.733 (41/15)		—
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	110		—
	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	3.8 – 4.2 (0.150 – 0.165)	3.5 (0.138)
	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	17M/C × MT 3.50	—
	Rear	17M/C × MT 4.50	—

TIRE

ITEM	STANDARD		LIMIT
Cold inflation tire pressure (Solo riding)	Front	175 kPa (1.75 kgf/cm ² , 25 psi)	—
	Rear	200 kPa (2.00 kgf/cm ² , 29 psi)	—
Cold inflation tire pressure (Dual riding)	Front	175 kPa (1.75 kgf/cm ² , 25 psi)	—
	Rear	225 kPa (2.25 kgf/cm ² , 33 psi)	—
Tire size	Front	120/70R17M/C 58H	—
	Rear	140/70R17M/C 66H	—
Tire type	Front	DUNLOP D208F SM	
	Rear	DUNLOP D208 SM	
Tire tread depth	Front	—	1.6 mm (0.06 in)
	Rear	—	2.0 mm (0.08 in)

SUSPENSION

Unit: mm (in)

ITEM	STANDARD		LIMIT	
Front fork stroke	260 (10.2)		—	
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)	Outer	350 ml (11.830/12.324 US/Imp oz)	—	
	Inner	182 ml (6.152/6.408 US/Imp oz)	—	
Front fork damping force adjuster	Rebound	17 clicks counterclockwise from full hard	—	
	Compression	13 clicks counterclockwise from full hard	—	
Rear shock absorber gas pressure	981 kPa (9.81 kgf/cm ² , 139 psi)		—	
Rear shock absorber spring pre-set length	Rebound	16 clicks counterclockwise from full hard	—	
	Compression	High speed	1½ turns counterclockwise from full hard	—
		Low speed	9 clicks counterclockwise from full hard	—
Rear wheel travel	276 (10.9)		—	
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.	E-03, 33
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 thermoswitch		13	1.3	9.5
Cooling fan thermoswitch		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	110	11.0	79.5
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