

# Features & Specifications

## 2019 TU250X



### TU250XL9

AGT: Pearl Glacier White/Glass Sparkle Black

## Overview

Tradition comes alive in the 2019 Suzuki TU250X. Its classic single cylinder, air-cooled engine pushes a pleasant exhaust note out of a sweptback muffler that's layered with plenty of chrome. The peanut gas tank, spoked wheels, round headlight, and oval tail light are designed to remind everyone about an era when motorcycle design was simple, elegant, and all about fun. The fun continues every time you ride, thanks to its light, agile handling and smooth performance. Best of all, complement the TU250X's classic sports appeal with the new Glass Sparkle Black or Glass Sparkle Black/Pearl Glacier White color schemes and combine it with an eye on economical ownership.

## Key Features

- The single cylinder engine, with prominent cooling fins and chrome megaphone exhaust system, is matched perfectly to the bike's classic styling.
- The engine's richly polished crank case covers produce a beautiful, high-quality look.
- The conventional front fork and dual rear shocks look just right with the spoke wheels fitted with chrome-plated rims.
- Chrome plating sets off the headlight case, speedometer cover, and tail light housing.
- The round headlight, oval tail light, and chrome turn signals look old school but light the road in a modern way when the ride slips into night.
- Two new color schemes complement the bike's classic sports appeal – Glass Sparkle Black paint with graduated blue stripes and Glass Sparkle Black/Pearl Glacier White paint with yellow, orange, and red stripes.

## Engine Features

- Air-cooled, 249cc four-stroke, single cylinder, SOHC engine with Suzuki's industry-leading fuel injection system is tuned for strong low-end torque that's well-suited for city riding.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinder for improved durability, light weight, and cool running.
- Suzuki Dual Throttle Valve (SDTV) fuel injection system, featuring a 32mm throttle body, provides excellent throttle response, smooth power delivery, and reduced emissions.



## TU250XL9

YVB: Glass Sparkle Black

### Engine Features (continued)

- Pulsed Secondary Air Injection (PAIR) system injects fresh air into the exhaust port to ignite unburned hydrocarbons, further reducing emissions.
- Digital ignition provides optimum spark timing for increased efficiency and crisp throttle response.
- The chrome exhaust system has a discreet catalytic converter and oxygen sensor feedback system that contributes to precise fueling and reduced exhaust emissions.
- Easy-pull clutch makes gear shifting precise and takeoffs smooth.
- Smooth-shifting five-speed transmission has gear ratios appropriate for a wide variety of riding.

### Chassis Features

- Diamond-style steel tube frame is lightweight and strong, producing confident and agile handling.
- The 3.2-gallon fuel tank and fuel-efficient engine provide excellent riding range.
- Front disc brake with dual-piston caliper and rear drum brakes offer strong braking performance.
- Low, 30.3-inch seat height and compact chassis provide confidence-inspiring performance for beginning or smaller riders.
- Two-piece rider and passenger seat further emphasizes the bike's classic look.

### Additional Features

- Full lighting system and easy-to-read instrumentation include a trip meter.
- A variety of Genuine Suzuki Accessories for TU250X owners are available including a large selection of Suzuki logo apparel.
- 12-month limited warranty.
- For more details, please visit [www.suzukicycles.com](http://www.suzukicycles.com).

*\*The TU250X is not available in California*

# Specifications TU250XL9

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## DIMENSIONS AND CURB MASS

Overall length.....	2070 mm (81.5 in)
Overall width.....	750 mm (29.5 in)
Overall height.....	1075 mm (42.3 in)
Wheelbase.....	1375 mm (54.1 in)
Ground clearance.....	165 mm (6.5 in)
Seat height.....	770 mm (30.3 in)
Curb mass.....	148 kg (326 lbs)

## ENGINE

Type.....	4-stroke, air-cooled, OHC
Number of cylinders.....	1
Bore.....	72.0 mm (2.835 in)
Stroke.....	61.2 mm (2.409 in)
Displacement.....	249 cm <sup>3</sup> (15.19 cu. in)
Compression ratio.....	9.2 : 1
Fuel system.....	Fuel injection
Air cleaner.....	Polyurethane foam element
Starter system.....	Electric
Lubrication system.....	Wet sump
Idle speed.....	1300 ± 100 r/min

## DRIVE TRAIN

Clutch.....	Wet multi-plate type
Transmission.....	5-speed constant mesh
Gearshift pattern.....	1-down, 4-up
Primary reduction ratio.....	3.238 (68/21)
Gear ratios, Low.....	2.636 (29/11)
2nd.....	1.687 (27/16)
3rd.....	1.200 (24/20)
4th.....	0.952 (20/21)
Top.....	0.818 (18/22)
Final reduction ratio.....	2.866 (43/15)
Drive chain.....	DID520V, 108 links

## CHASSIS

Front suspension.....	Telescopic, coil spring, oil damped
Rear suspension.....	Swingarm type, coil spring, oil damped
Front suspension stroke.....	120 mm (4.7 in)
Rear wheel travel.....	95 mm (3.7 in)
Caster.....	25° 55'
Trail.....	92 mm (3.62 in)
Steering angle.....	40° (right & left)
Turning radius.....	2.4 m (7.9 ft)
Front brake.....	Disc brake
Rear brake.....	Drum brake
Front tire.....	90/90-18M/C 51S, tube type
Rear tire.....	110/90-18M/C 61S, tube type

# Specifications TU250XL9

(2019 TU250X is not available in California)

## ELECTRICAL

Ignition type .....	Electronic ignition (Transistorized)
Ignition timing.....	5° B.T.D.C. at 1300 r/min
Spark plug.....	NGK DR8EA or DENSO X24ESR-U
Battery .....	12V 21.6 kC (6 Ah)/10 HR
Generator.....	Three-phase A.C. generator
Main fuse .....	30A
Fuse.....	10/10/10/10/10A
Headlight.....	12V 60/55W (H4)
Brake/Tail light.....	12V 21/5W
Turn signal light .....	12V 21W
License plate light.....	12V 5W
Speedometer light.....	12V 1.7W
Neutral indicator light.....	12V 3.4W
High beam indicator light .....	12V 1.7W
Turn signal indicator light.....	12V 1.7W
Fuel level indicator light .....	12V 3.4W
Fuel injection indicator light.....	12V 3W

## CAPACITIES

Fuel tank, including reserve .....	12.0 L (3.2/2.6 US/Imp gal)
Engine oil, oil change.....	1400 ml (1.5/1.2 US/Imp qt)
with filter change .....	1500 ml (1.6/1.3 US/Imp qt)
overhaul .....	1900 ml (2.0/1.7 US/Imp qt)

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# Service Data TU250XL9

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## VALVE + VALVE GUIDE

Unit: mm (in)

ITEM		STANDARD	LIMIT
Valve diam.	IN.	34 (1.3)	—
	EX.	29 (1.1)	—
Valve clearance (when cold)	IN.	0.03 – 0.08 (0.001 – 0.003)	—
	EX.	0.08 – 0.13 (0.003 – 0.005)	—
Valve guide to valve stem clearance	IN.	0.025 – 0.052 (0.0010 – 0.0020)	—
	EX.	0.040 – 0.067 (0.0016 – 0.0026)	—
Valve guide I.D.	IN. & EX.	5.500 – 5.512 (0.2165 – 0.2170)	—
Valve stem O.D.	IN.	5.460 – 5.475 (0.2150 – 0.2156)	—
	EX.	5.445 – 5.460 (0.2144 – 0.2150)	—
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.	—	2.1 (0.08)
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.	—	39.3 (1.55)
Valve spring tension	IN. & EX.	185 – 219 N (18.9 – 22.3 kgf, 41.7 – 49.2 lbs) at length 36.0 mm (1.42 in)	—

## CAMSHAFT + CYLINDER HEAD

Unit: mm (in)

ITEM	STANDARD		LIMIT
Cam height	IN.	33.84 – 33.89 (1.332 – 1.334)	33.54 (1.320)
	EX.	33.30 – 33.35 (1.311 – 1.313)	33.00 (1.299)
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.	11.983 – 11.994 (0.4718 – 0.4722)	—
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	1 200 – 1 400 kPa (12 – 14 kgf/cm <sup>2</sup> , 171 – 199 psi)		850 kPa (8.5 kgf/cm <sup>2</sup> , 121 psi)
Piston to cylinder clearance	0.020 – 0.030 (0.0008 – 0.0012)		0.120 (0.0047)
Cylinder bore	72.000 – 72.015 (2.8346 – 2.8352)		Nicks or Scratches
Piston diam.	71.975 – 71.990 (2.8337 – 2.8342) Measure at 10 mm (0.4 in) from the skirt end.		71.880 (2.8299)
Cylinder distortion	—		0.05 (0.002)
Piston ring free end gap	1st	N	Approx. 10.0 (0.39)
	2nd	N	Approx. 11.0 (0.31)
Piston ring end gap	1st	N	0.10 – 0.22 (0.004 – 0.009)
	2nd	N	0.22 – 0.34 (0.009 – 0.013)
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	1.21 – 1.23 (0.0476 – 0.0484)	—
	Oil	2.51 – 2.53 (0.0988 – 0.0996)	—



ITEM	STANDARD		LIMIT
Piston ring thickness	1st	0.975 – 0.990 (0.0384 – 0.0390)	—
	2nd	1.170 – 1.190 (0.0461 – 0.0469)	—
Piston pin bore I.D.	18.002 – 18.008 (0.7087 – 0.7090)		18.030 (0.7098)
Piston pin O.D.	17.992 – 18.000 (0.7083 – 0.7087)		17.980 (0.7079)

## CONROD + CRANKSHAFT

Unit: mm (in)

ITEM	STANDARD		LIMIT
Conrod small end I.D.	18.006 – 18.016 (0.7089 – 0.7093)		18.040 (0.7102)
Conrod deflection	—		3.0 (0.12)
Conrod big end side clearance	0.10 – 0.65 (0.004 – 0.026)		1.0 (0.04)
Conrod big end width	20.95 – 21.00 (0.825 – 0.827)		—
Crank 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)	30 – 70 kPa (0.3 – 0.7 kgf/cm <sup>2</sup> , 4.3 – 10.0 psi) at 3 000 r/min		—

## CLUTCH

Unit: mm (in)

ITEM	STANDARD		LIMIT
Clutch lever play	10 – 15 (0.4 – 0.6)		—
Clutch release screw	1/4 turn back		—
Drive plate thickness	No. 1	2.92 – 3.08 (0.115 – 0.121)	2.62 (0.103)
	No. 2	3.42 – 3.58 (0.135 – 0.141)	3.12 (0.123)
Drive plate claw width	No. 1 and 2	15.9 – 16.0 (0.626 – 0.630)	15.1 (0.59)
Driven plate distortion	—		0.10 (0.004)
Clutch spring free length	43.0 (1.69)		40.9 (1.61)

## TRANSMISSION + DRIVE CHAIN

Unit: mm (in) Except ratio

ITEM		STANDARD	LIMIT
Primary reduction ratio		3.238 (68/21)	—
Final reduction ratio		2.866 (43/15)	—
Gear ratios	Low	2.636 (29/11)	—
	2nd	1.687 (27/16)	—
	3rd	1.200 (24/20)	—
	4th	0.952 (20/21)	—
	Top	0.818 (18/22)	—
Shift fork to groove clearance	No. 1, 2 and 3	0.20 – 0.40 (0.008 – 0.016)	0.60 (0.024)
Shift fork groove width	No. 1, 2 and 3	4.25 – 4.35 (0.167 – 0.171)	—
Shift fork thickness	No. 1, 2 and 3	3.95 – 4.05 (0.156 – 0.159)	—
Drive chain	Type	DID520V	—
	Links	108 links	—
	20-pitch length	—	323.8 (12.75)
Drive chain slack (on side-stand)		10 – 20 (0.4 – 0.8)	—

## INJECTOR + FUEL PUMP + FUEL PRESSURE REGULATOR

ITEM	SPECIFICATION	NOTE
Injector resistance	Approx. 10.5 $\Omega$ at 20 °C (68 °F)	
Fuel pump discharge amount	Approx. 33.3 ml (1.13 US oz) and more/10 sec.	
Fuel pressure regulator operating set pressure	Approx. 294 kPa (2.94 kgf/cm <sup>2</sup> , 41.8 psi)	



## FI SENSORS

ITEM	SPECIFICATION		NOTE
CKP sensor resistance	420 – 620 $\Omega$		Bl – G
CKP sensor peak voltage	2.0 V and more (When cranking)		⊕: G – ⊖: Bl
IAP sensor input voltage	4.5 – 5.5 V		
IAP sensor output voltage	1.5 – 3.5 V at idle speed		⊕: W/Bl – ⊖: B/Br
TP sensor input voltage	4.5 – 5.5 V		
TP sensor output voltage	Closed	Approx. 0.6 V	⊕: V – ⊖: B/Br
	Opened	Approx. 3.8 V	
ET sensor input voltage	4.5 – 5.5 V		
ET sensor output voltage	0.1 – 4.6 V		⊕: B/Bl – ⊖: Ground
ET sensor resistance	1.95 – 4.18 k $\Omega$ at 20 – 40 °C (68 – 104 °F)		
IAT sensor input voltage	4.5 – 5.5 V		
IAT sensor output voltage	0.15 – 4.84 V		⊕: Y/R – ⊖: Ground
IAT sensor resistance	Approx. 2.45 k $\Omega$ at 20 °C (68 °F)		
TO sensor resistance	16.5 – 22.3 k $\Omega$		
TO sensor voltage	Normal	0.4 – 1.4 V	⊕: Br – ⊖: B/Br
	Leaning 65°	3.7 – 4.4 V	
Fuel injector voltage	Battery voltage		
Ignition coil primary peak voltage	200 V and more (When cranking)		⊕: B – ⊖: Ground
STP sensor input voltage	4.5 – 5.5 V		
STP sensor output voltage	Closed	Approx. 0.5 V	⊕: Y – ⊖: B
	Opened	Approx. 3.9 V	
STV actuator resistance	Approx. 6.5 $\Omega$		
PAIR control solenoid valve resistance	Approx. 22 $\Omega$ at 20 °C (68 °F)		
HO2 sensor output voltage	0.3 V and less at idle speed		⊕: B – ⊖: Gr
	0.6 V and more at 5 000 r/min		
HO2 sensor resistance	Approx. 8.0 $\Omega$ at 23 °C (73 °F)		W – W

## THROTTLE BODY

ITEM	SPECIFICATION
Bore size	32 mm
I.D. No.	26GA
Fast idle r/min	1 800 – 2 300 r/min
Idle r/min	1 300 ± 100 r/min
Throttle cable play	2.0 – 4.0 mm (0.08 – 0.16 in)

## ELECTRICAL

Unit: mm (in)

ITEM		SPECIFICATION	NOTE
Spark plug	Type	NGK: DR8EA DENSO: X24ESR-U	
	Gap	0.6 – 0.7 (0.024 – 0.028)	
Spark performance	Over 8 (0.3) at 1 atm.		
CKP sensor resistance	420 – 620 Ω		BI – G
CKP sensor peak voltage	2.0 V and more (When cranking)		⊕: G – ⊖: BI
Ignition coil resistance	Primary	2.9 – 4.1 Ω	⊕ Terminal – ⊖ Terminal
	Secondary	24.0 – 36.2 kΩ	⊕ Terminal – Plug cap
Ignition coil primary peak voltage	200 V and more		⊕: B – ⊖: Ground
Generator coil resistance	0.1 – 1.5 Ω		B – B
Generator no-load voltage (When engine is cold)	60 V (AC) and more at 5 000 r/min		
Starter motor brush length	Standard	12 (0.47)	
	Limit	8.5 (0.33)	
Regulated voltage	13.5 – 15.5 V at 5 000 r/min		
Starter relay resistance	2 – 6 Ω		
Battery	Type designation	YTX7L-BS	
	Capacity	12 V 21.6 kC (6 Ah)/10 HR	
Fuse size	Headlight	10 A	
	Horn	10 A	
	Ignition	10 A	
	Signal	10 A	
	ECM	10 A	
	Main	30 A	

## WATTAGE

Unit: W

ITEM		STANDARD/SPECIFICATION
Headlight	HI	60
	LO	55
Brake light/Taillight		21/5
Turn signal light		21
Speedometer light		1.7
High beam indicator light		1.7
Neutral indicator light		3.4
Turn signal indicator light		1.7
Fuel injection indicator light		3
Fuel level indicator light		3.4

## BRAKE + WHEEL

Unit: mm (in)

ITEM		STANDARD	LIMIT
Rear brake pedal free travel		20 – 30 (0.8 – 1.2)	—
Rear brake pedal height		20 – 30 (0.8 – 1.2)	—
Brake disc thickness	Front	4.8 – 5.2 (0.19 – 0.20)	4.5 (0.18)
Brake disc runout	Front	—	0.30 (0.012)
Brake drum I.D.	Rear	—	130.7 (5.15)
Brake master cylinder bore	Front	12.700 – 12.743 (0.5000 – 0.5017)	—
Brake master cylinder piston diam.	Front	12.657 – 12.684 (0.4983 – 0.4994)	—
Brake caliper cylinder bore	Front	30.230 – 30.306 (1.1902 – 1.1931)	—
Brake caliper piston diam.	Front	30.150 – 30.200 (1.1870 – 1.1890)	—
Wheel rim runout	Axial	—	2.0 (0.08)
	Radial	—	2.0 (0.08)
Wheel rim size	Front	18 × 1.85	—
	Rear	18 M/C × MT 2.50	—
Wheel axle runout	Front	—	0.25 (0.010)
	Rear	—	0.25 (0.010)

## TIRE

Unit: mm (in)

ITEM	STANDARD		LIMIT
Cold inflation tire pressure (Solo riding)	Front	175 kPa (1.75 kgf/cm <sup>2</sup> , 25 psi)	—
	Rear	200 kPa (2.00 kgf/cm <sup>2</sup> , 29 psi)	—
Cold inflation tire pressure (Dual riding)	Front	175 kPa (1.75 kgf/cm <sup>2</sup> , 25 psi)	—
	Rear	225 kPa (2.25 kgf/cm <sup>2</sup> , 33 psi)	—
Tire size	Front	90/90-18 M/C 51S	—
	Rear	110/90-18 M/C 61S	—
Tire type	Front	CHENG SHIN C-6009	—
	Rear	CHENG SHIN C-822	—
Tire tread depth (Recommended depth)	Front	—	1.6 (0.06)
	Rear	—	2.0 (0.08)

## SUSPENSION

Unit: mm (in)

ITEM	STANDARD	LIMIT
Front fork stroke	120 (4.7)	—
Front fork spring free length	345.2 (13.59)	338 (13.3)
Front fork oil level (without spring, outer tube fully compressed)	72 (2.8)	—
Front fork oil type	SUZUKI FORK OIL SS-08 or an equivalent fork oil	—
Front fork oil capacity (each leg)	411 ml (13.9 US oz)	—
Front fork inner tube O.D.	37 (1.5)	—
Rear shock absorber spring adjuster	3/5 position	—
Rear wheel travel	95 (3.7)	—
Swingarm pivot shaft runout	—	0.6 (0.02)

## FUEL + OIL

ITEM	SPECIFICATION		NOTE
Fuel type	Use only unleaded gasoline of at least 87 pump octane (R/2 + M/2). 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	12.0 L (3.2 US gal)	
	Fuel level indicator light lighting	Approx. 2.5 L (0.7 US gal)	
Engine oil type	SAE 10W-40, API SF/SG or SH/SJ with JASO MA		
Engine oil capacity	Change	1 400 ml (1.5 US qt)	
	Filter change	1 500 ml (1.6 US qt)	
	Overhaul	1 900 ml (2.0 US qt)	

# TIGHTENING TORQUE

## ENGINE

ITEM		N-m	kgf-m	lbf-ft
Engine mounting bolt		41	4.1	29.5
Engine mounting upper plate nut		40	4.0	29.0
Engine mounting lower plate nut		28	2.8	20.0
Exhaust pipe bolt		23	2.3	16.5
Muffler mounting bolt	Front	23	2.3	16.5
	Rear	50	5.0	36.0
Muffler connecting bolt		23	2.3	16.5
Exhaust pipe cover screw		4	0.4	3.0
Cylinder head cover bolt/nut		11	1.1	8.0
Cylinder head nut		37	3.7	27.0
Camshaft sprocket bolt		10	1.0	7.0
Primary drive gear nut		100	10.0	72.5
Crank balancer bolt		40	4.0	29.0
Cam chain tension adjuster bolt		10	1.0	7.0
Cam chain tensioner bolt		10	1.0	7.0
Generator rotor nut		160	16.0	115.5
Starter clutch bolt		26	2.6	19.0
TDC plug		21	2.1	15.0
Generator cover plug		15	1.5	11.0
Valve clearance adjusting screw lock-nut		15	1.5	11.0
Oil gallery plug		23	2.3	16.5
Oil drain plug		23	2.3	16.5
Engine sprocket nut		90	9.0	65.0
Clutch sleeve hub nut		55	5.5	40.0
Clutch spring set bolt		10	1.0	7.0
Clutch cover bolt		11	1.1	8.0
Crankcase bolt		11	1.1	8.0
Generator cover bolt	(M6)	11	1.1	8.0
	(M5)	6	0.6	4.5
PAIR pipe bolt/nut		10	1.0	7.0
Oil pump mounting bolt		10	1.0	7.0
Spark plug		18	1.8	13.0
Gearshift cam stopper plug		23	2.3	16.5
Gearshift arm stopper		19	1.9	13.5
Gearshift lever mounting bolt		10	1.0	7.0



## FI SYSTEM AND INTAKE AIR SYSTEM

ITEM	N-m	kgf-m	lbf-ft
Air cleaner box mounting bolt	10	1.0	7.0
Air cleaner box lower mounting bolt	6	0.6	4.5
Fuel pump mounting bolt	10	1.0	7.0
TP sensor mounting screw	3.5	0.35	2.5
STP sensor mounting screw	3.5	0.35	2.5
ET sensor	18	1.8	13.0
HO2 sensor	25	2.5	18.0

## CHASSIS

ITEM	N-m	kgf-m	lbf-ft
Steering stem head bolt	65	6.5	47.0
Steering stem nut	45 N-m (4.5 kgf-m, 32.5 lbf-ft) then turn back 1/4 – 1/2		
Front fork cap bolt	23	2.3	16.5
Front fork upper clamp bolt	23	2.3	16.5
Front fork lower clamp bolt	33	3.3	24.0
Front axle	65	6.5	47.0
Front axle pinch bolt	23	2.3	16.5
Handlebar clamp bolt	16	1.6	11.5
Front brake hose union bolt	23	2.3	16.5
Front brake caliper air bleeder valve	7.5	0.75	5.5
Front brake caliper mounting bolt	39	3.9	28.0
Front brake disc bolt	23	2.3	16.5
Front brake master cylinder holder bolt	10	1.0	7.0
Front brake lever pivot bolt	6	0.6	4.5
Front brake lever pivot bolt lock-nut	6	0.6	4.5
Rear brake cam lever nut	10	1.0	7.0
Clutch lever holder bolt	10	1.0	7.0
Rear sprocket nut	60	6.0	43.5
Rear axle nut	65	6.5	47.0
Swingarm pivot nut	65	6.5	47.0
Torque link nut (Front & Rear)	16	1.6	11.5
Damper rod bolt	20	2.0	14.5
Rear shock absorber nut (Upper and Lower)	29	2.9	21.0
Front footrest bolt	39	3.9	28.0
Side-stand nut	55	5.5	40.0
Side-stand bolt	50	5.0	36.0
Side-stand switch mounting bolt	8	0.8	6.0
Seat rail bolt	(M8)	26	19.0
	(M12)	85	61.5
Spoke nipple	3	0.3	2.0
Regulator/rectifier mounting bolt	10	1.0	7.0
Turn signal light mounting nut (Front & Rear)	13	1.3	9.5
Rear turn signal bracket mounting bolt	15	1.5	11.0