This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold or otherwise transferred to a new owner or operator. The manual contains important safety information and instructions which should be read carefully before operating the motorcycle.

IMPORTANT

BREAK-IN (RUNNING-IN) INFORMATION FOR YOUR MOTORCYCLE

The first 1600 km (1000 miles) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.

Motorcycle reliability and performance depend on special care and restraint exercised during the break-in period. It is especially important that you avoid operating the engine in a manner which could expose the engine parts to excessive heat.

Please refer to the BREAK-IN (RUNNING-IN) section for specific break-in recommendations.

⚠ WARNING/⚠ CAUTION/*NOTICE*/*NOTE*

Please read this manual and follow its instructions carefully. To emphasize special information, the symbol ⚠ and the words **WARNING**, **CAUTION**, ***NOTICE*** and *NOTE* have special meanings. Pay particular attention to messages highlighted by these signal words:

⚠ WARNING

Indicates a potential hazard that could result in death or serious injury.

⚠ CAUTION

Indicates a potential hazard that could result in minor or moderate injury.

NOTICE

Indicates a potential hazard that could result in motorcycle or equipment damage.

NOTE: Indicates special information to make maintenance easier or instructions clearer.

FOREWORD

Motorcycling is one of the most exhilarating sports and to ensure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will ensure a long trouble-free operating life for your motorcycle. Your Suzuki dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies between information in this manual and your motorcycle. Suzuki reserves the right to make changes at any time.

Please note that this manual applies to all specifications or all respective destinations and explains all equipment.
Therefore, your model may have different standard features than shown in this manual.

SUZUKI MOTOR CORPORATION

TABLE OF CONTENTS

CONSUMER INFORMATION

ACCESSORY USE AND MOTORCYCLE LOADING

ACCESSORY USE

The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for Suzuki to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly. Use extreme caution when selecting and installing the accessories on your motorcycle and consult your Suzuki dealer if you have any questions.

⚠ WARNING

Improper installation of accessories or modification of the motorcycle may cause changes in handling which could lead to an accident.

Never use improper accessories, and make sure that any accessories that are used are properly installed. All parts and accessories added to the motorcycle should be genuine Suzuki parts or their equivalent designed for use on this motorcycle. Install and use them according to their instructions. If you have any questions, contact your Suzuki dealer.

ACCESSORY INSTALLATION GUIDELINES

- Install aerodynamic-affecting accessories, such as a fairing, windshield, backrests, saddlebags, and travel trunks, as low as possible, as close to the motorcycle and as near the center of gravity as is feasible. Check that the mounting brackets and other attachment hardware are rigidly mounted.
- Inspect for proper ground clearance and bank angle. Inspect that the accessory does not interfere with the operation of the suspension, steering or other control operations.
- Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebars or front fork of the motorcycle should be as light as possible and kept to a minimum.
- Certain accessories displace the rider from his or her normal riding position. This limits the freedom of movement of the rider and may limit his or her control ability.
- Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.
- Do not pull a trailer or sidecar. This motorcycle is not designed to pull a trailer or sidecar.

LOADING LIMIT

⚠ WARNING

Overloading or improper loading can cause loss of motorcycle control and an accident.

Follow loading limits and loading guidelines in this manual.

Never exceed the G.V.W. (Gross Vehicle Weight) of this motorcycle. The G.V.W. is the combined weight of the machine, accessories, payload, rider and passenger. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the riding stability.

G.V.W.: 305 kg (672 lbs)
at the tire pressure (cold)
Front: 175 kPa (1.75 kgf/cm^2, 25 psi)
Rear: 200 kPa (2.00 kgf/cm^2, 29 psi)

LOADING GUIDELINES

This motorcycle is primarily intended to carry small items when you are not riding with a passenger. Follow the loading guidelines below:

- Balance the load between the left and right side of the motorcycle and fasten it securely.
- Keep cargo weight low and as close to the center of the motorcycle as possible.
- Do not attach large or heavy items to the handlebars, front forks or rear fender.
- Do not install a luggage carrier or a luggage box protruding over the tail end of the motorcycle.
- Do not carry any items that protrude over the tail end of the motorcycle.
- Check that both tires are properly inflated to the specified tire pressure for your loading conditions. Refer to page 6-51.

- Improperly loading your motorcycle can reduce your ability to balance and steer the motorcycle. You should ride at reduced speeds, less than 130 km/h (80 mph), when you are carrying cargo or have added accessories.

⚠ WARNING

Placing objects in the space behind the fairing (GSX-R125) can interfere with steering and can cause loss of control.

Do not carry any objects in the space behind the fairing.

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the motorcycle unsafe or illegal.

SAFE RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider and passenger. These precautions are:

WEAR A HELMET

Motorcycle safety equipment starts with a quality helmet. One of the most serious injuries that can happen is a head injury. ALWAYS wear a properly approved helmet. You should also wear suitable eye protection.

RIDING APPAREL

Loose, fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

INSPECTION BEFORE RIDING

Review thoroughly the instructions in the "INSPECTION BEFORE RIDING" section of this manual. Do not forget to perform an entire safety inspection to ensure the safety of the rider and its passenger.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Remember practice makes perfect.

KNOW YOUR LIMITS

Ride within the boundaries of your own skill at all times. Knowing these limits and staying within them will help you to avoid accidents.

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges. Whenever in doubt about road condition, slow down!

RIDE DEFENSIVELY

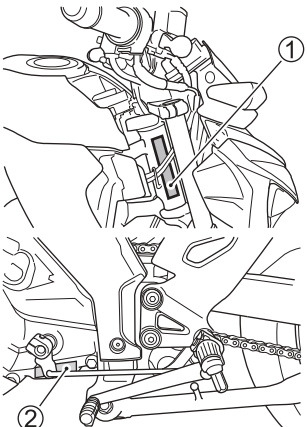
The most common type of motorcycle accident occurs when a car traveling towards a motorcycle turns round corner in front of the motorcyclist. Ride defensively. Wise motorcyclist uses a strategy of assuming they are invisible to other drivers, even in broad daylight. Wear bright, reflecting clothing. Turn on the headlight and taillight every time even on a bright, sunny day to attract driver's attention. Do not ride in another driver's blind spot.

LABELS

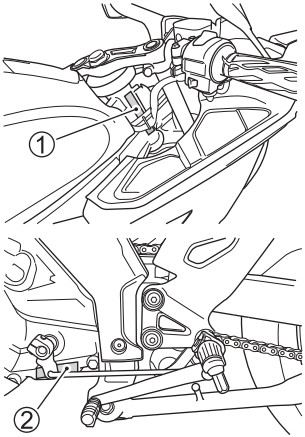
Read and follow all the labels on the motorcycle. Make sure you understand all of the labels. Do not remove any labels from the motorcycle.

SERIAL NUMBER LOCATION

The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.



GSX-S125



GSX-R125

The frame number ① is stamped on the steering head tube. The engine serial number ② is stamped on the crankcase assembly.

Please write down the numbers here for your reference.

Frame No.:

Engine No.:

NOISE CONTROL SYSTEM (AUSTRALIA ONLY)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

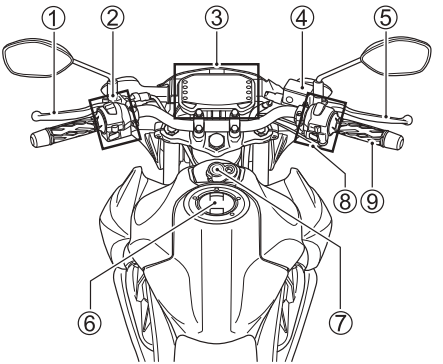
Owners are warned that the law may prohibit:

(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

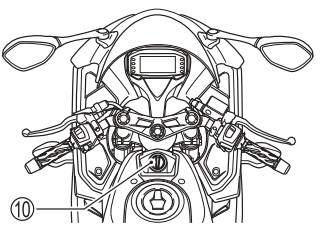
(b) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

CONTROLS

LOCATION OF PARTS

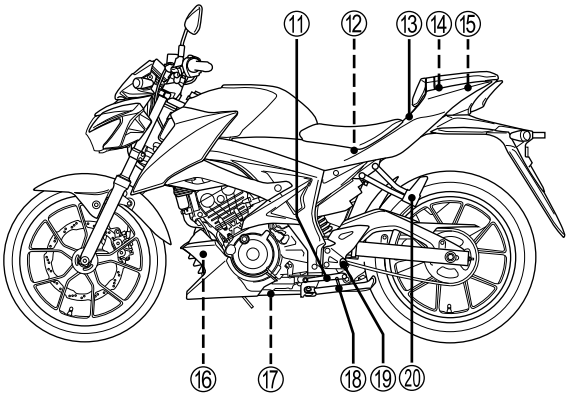


GSX-S125

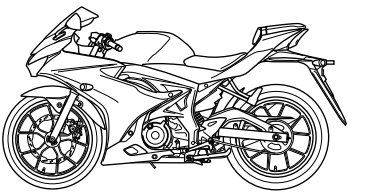


GSX-R125

① Clutch lever
② Left handlebar switches
③ Instrument panel
④ Front brake fluid reservoir
⑤ Front brake lever
⑥ Fuel tank cap
⑦ Ignition switch
(GSX-S125, GSX-R125 for Middle East)
⑧ Right handlebar switches
⑨ Throttle grip
⑩ Main switch
(GSX-R125 except Middle East)

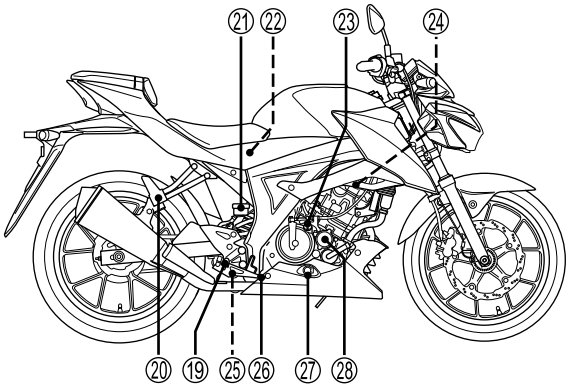


GSX-S125

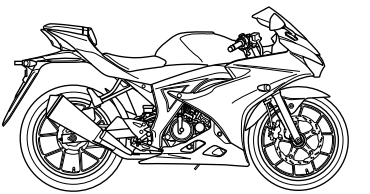


GSX-R125

⑪ Gearshift lever
⑫ Battery and fuses
⑬ Seat lock
⑭ Helmet holders
⑮ Tools
⑯ Engine coolant reservoir
⑰ Engine oil drain plug
⑱ Side stand
⑲ Footrests
⑳ Passenger footrests



GSX-S125

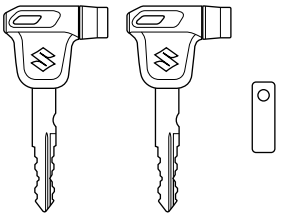


GSX-R125

㉑ Rear brake fluid reservoir
㉒ Air cleaner
㉓ Engine oil filler cap
㉔ Spark plug
㉕ Rear brake light switch
㉖ Rear brake pedal
㉗ Engine oil inspection window
㉘ Engine oil filter

KEY

(GSX-S125, GSX-R125 for Middle East)



This motorcycle comes equipped with a main ignition key and a spare one. Keep the spare key in a safe place.

The key number is stamped on a plate provided with the keys. This number is used when making replacement keys. Please write your key number in the box provided for your future reference.

Key No.:

⚠ WARNING

A long key chain could get caught between the ignition switch and upper bracket. This could interfere with steering and cause loss of control.

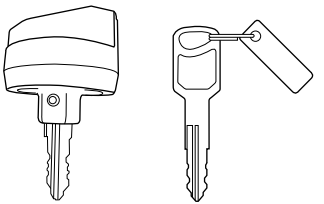
Use the ignition key without key chains or other keys attached.

NOTICE

Attaching key holder or some chain to the ignition key can damage plated parts and painted parts around the ignition switch.

Use only the ignition key or a soft key holder to avoid plating and painting damage.

(GSX-R125 except Middle East)

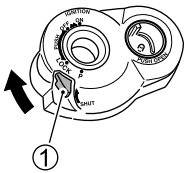


This motorcycle comes equipped with a main switch knob key and a spare one. Keep the spare key in a safe place.

NOTE: The main switch knob key is commonly used for main switch, fuel tank cap and rear seat lock. For the detail, refer to IGNITION SWITCH, FUEL TANK CAP, SEAT LOCK.

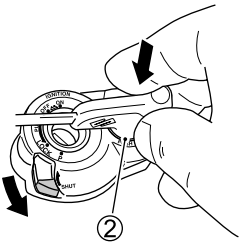
IGNITION SWITCH/MAIN SWITCH

(GSX-S125, GSX-R125 for Middle East)
To close the ignition key-hole shutter:



Push the key-hole shutter knob ① to close the key-hole shutter.

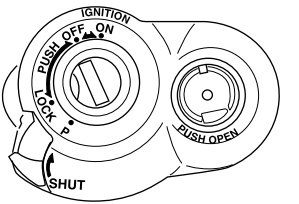
To open the ignition key-hole shutter:



1. Match the ignition key head to the hole at the right of the ignition switch.
2. Push the key to the bottom of the key-hole shutter opener ②.

NOTE:

- *Apply anti-freeze chemicals when atmospheric temperature becomes less than freezing point to avoid ignition key-hole shutter freezing.*
- *Spray anti-corrosion chemicals to the key-hole shutter to avoid shutter corrosion trouble.*



The ignition switch has 4 positions:

"OFF" Position
All electrical circuits are cut off. The engine will not start. The key can be removed.

“ON” Position

The ignition circuit is completed and the engine can now be started. The position light, license plate light and taillight will automatically be turned on when the key is in this position. The key cannot be removed from the ignition switch in this position.

NOTE: Start the engine promptly after turning the key to the “ON” position, or the battery will lose power due to consumption by the position light, license plate light and taillight.

“LOCK” Position

To lock the steering, turn the handlebar all the way to the left. Push the key in and turn it to the “LOCK” position and remove the key. All electrical circuits are cut off.

NOTE:

- *Move the handlebar to the right and left, to make sure that the steering has been locked securely.*
- *When it cannot be locked easily, turn the key to the “LOCK” position, moving the handlebar slightly to the right.*

“P”(Parking) Position

When parking the motorcycle, lock the steering and turn the key to the “P” position. The key can now be removed and the position light and taillight will remain lit and the steering will be locked. This position is for night time roadside parking to increase visibility.

⚠ WARNING

Turning the ignition switch to the "P" (PARKING) or "LOCK" position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

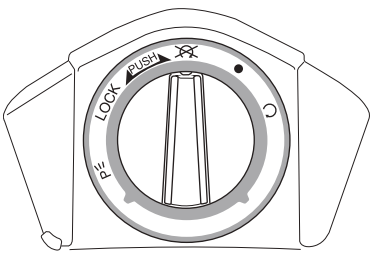
Stop the motorcycle and place it on the side stand before locking the steering. Never attempt to move the motorcycle when the steering is locked.

⚠ WARNING

If the motorcycle falls down due to a slip or collision, unexpected damage to the motorcycle could cause the engine to keep running, which could result in a fire, or could result in injury from moving parts such as the rear wheel.

If the motorcycle falls down, turn the ignition switch off immediately. Ask your authorized Suzuki dealer to inspect the motorcycle for unseen damage.

(GSX-R125 except Middle East)
Operation of the main switch knob becomes possible by operation of the keyless start system. For detail of the operation, refer to KEYLESS START SYSTEM selection.



The main switch has 5 position.

"⊗ (OFF)" Position
All electrical circuits are cut off. The engine will not start.

"○ (ON)" Position
The ignition circuit is completed and the engine can now be started. The taillight will automatically be turned on when the main switch knob is in this position.

NOTE: Start the engine promptly after turning the key to the "○(ON)" position, or the battery will lose power due to consumption by the taillight.

"• (ACC)" Position
All electrical circuits are cut off and the main switch knob can be pulled out. A key is attached to the main switch knob and the key is commonly used for fuel tank cap and rear seat lock. For the detail, refer to FUEL TANK CAP, SEAT LOCK.

“LOCK” Position

To lock the steering, turn the handlebar all the way to the left. Push down and turn the main switch knob to the “LOCK” position. All electrical circuits are cut off.

NOTE:

- *Move the handlebar to the right and left, to make sure that the steering has been locked securely.*
- *When it cannot be locked easily, turn the key to the “LOCK” position, moving the handlebar slightly to the right.*

“P” (Parking) Position

When parking the motorcycle, lock the steering and push down and turn the main switch knob to the “P” position. The position light and taillight will remain lit and the steering will be locked. This position is for night time roadside parking to increase visibility.

⚠ WARNING

Turning the main switch knob to the “P” (PARKING) or “LOCK” position while the motorcycle is moving can be hazardous. Moving the motorcycle while the steering is locked can be hazardous. You could lose your balance and fall, or you could drop the motorcycle.

Stop the motorcycle and place it on the side stand if equipped before locking the steering. Never attempt to move the motorcycle when the steering is locked.

⚠ WARNING

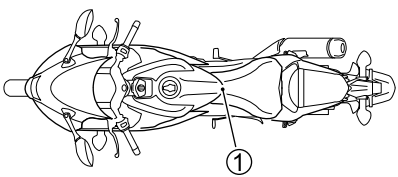
If the motorcycle falls down due to a slip or collision, unexpected damage to the motorcycle could cause the engine to keep running, which could result in a fire, or could result in injury from moving parts such as the rear wheel.

If the motorcycle falls down, turn the main switch off immediately. Ask your authorized Suzuki dealer to inspect the motorcycle for unseen damage.

KEYLESS START SYSTEM

With this keyless start system, a remote controller(s) communicates with the system unit in the motorcycle body to verify ID code. And, the following operations are possible without taking out the remote controller from your pocket or bag:

ON/OFF of main switch and steering lock by operation of main switch knob.



① Antenna

⚠ WARNING

The keyless start system transmits weak radio signal from an antenna installed in the motorcycle, medical equipment such as implanted pacemaker could receive some influence by the radio signal.

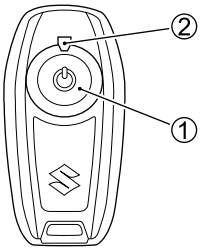
If you are equipped with such medical equipment, we recommend you to consult with a doctor or the medical equipment manufacturer before using the keyless start system.

ANSWER-BACK FUNCTION (Australia)

You may find your vehicle in a crowded parking making the hazard lights to blink two times by pushing the remote controller switch momentarily. This answer-back function can be used when the remote controller is in communication mode.

NOTE: If the motorcycle has left for more than 9 days without any operation or the battery of the motorcycle is reconnected, the answer-back function does not work. In such a case, push the main switch knob once and then the system recovers the answer-back function.

SWITCHING COMMUNICATION MODE IN REMOTE CONTROLLER



To change the communication mode, push the remote controller button ① for one second or more.

Communication mode:
You may use keyless start system. When you push the button ① for a moment, indication light ② turns on momentarily. When switching to the stop mode, the indication light ② stays on for a certain time.

Stop mode:
You cannot use keyless start system. When you push the button ① for a moment, the indication light ② stays on for a certain time. When switching to the communication mode, the indication ② light turns on momentarily.

NOTE: When the main switch knob is in the "(ON)" position and the remote controller is switched to stop mode, the system judges that a theft is taking place, the malfunction indicator light illuminates, and the engine will not start. Confirm that the remote controller is in communication mode when the malfunction indicator light has illuminated.

NOTICE

The remote controller is a precision device equipped with electronic parts to transmit radio signal. To avoid malfunction of the remote controller, observe the following points for the handling:

- **Do not bend or otherwise expose remote controller to large shock.**
- **Do not place remote controller where it will be exposed to direct sunlight, high temperatures and humidity.**
- **Do not shave or drill remote controller.**
- **Do not attach magnetized key holder etc.**
- **Do not put remote controller beside electrical appliances such as personal-computer, TV or medical equipment such as low frequency clinic device.**
- **Do not moisten remote controller.**
- **Do not heat remote controller over a fire.**
- **Do not wash remote controller in an ultrasonic cleaner etc.**
- **Adhesion of fuel, polishing agent, oils and fats to remote controller body may cause deformation or crack.**
- **Do not disassemble remote controller except for battery change. Only body cover is removable.**

NOTE:

- *Rider must carry remote controller.*
- *When a metal piece touches or covers the remote controller, communication could be interrupted.*
- *When the remote controller is within operating range of the motorcycle, a person who does not have the remote controller may operate the engine to start, main switch knob, seat lock or fuel lid lock to release. You are required some caution to this matter.*

- *Depending on the usage, however, the battery life is about 2 years. Continuous receiving of strong radio wave from electrical appliances such as personal-computer or TV may accelerate the battery consumption. Do not place the remote controller beside them.*
- *Preparing for loss of the remote controller, we recommend you to make a spare remote controller. Consult your Suzuki dealer for the making.*
- *ID code registration can be allowed up to 6 remote controllers in this keyless start system.*

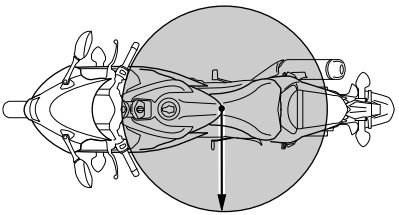
PERSONAL IDENTIFICATION NUMBER OF REMOTE CONTROLLER

Originally registered personal identification number is listed in the card of accessories at the time of the vehicle purchase. In case of loss or battery run down, you may input the identification number and then operation of the main switch knob becomes possible. Refer to OPERATING PROCEDURE WHEN REMOTE CONTROLLER CANNOT BE USED in this section.

NOTE:

- *Preparing for loss or battery run down, write down and preserve the personal identification number.*
- *If you have lost all of remote controllers including spare, up to 6 remote controllers can be registered using personal identification number.*

OPERATING RANGE OF REMOTE CONTROLLER



The remote controller activates in the following operating range.

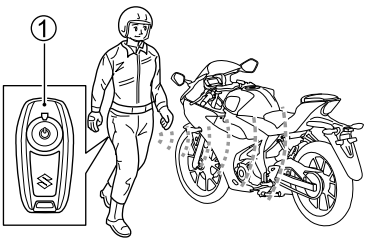
Keyless start: 0.5 – 1.0 m (1.6 – 3.3 ft)
Answer-back: About 20 m (65.6 ft) (Australia)

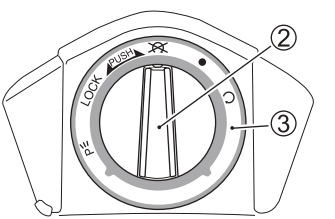
NOTE:

- *Since the remote controller uses weak radio signal, the operating range may expand or reduce depending on the surrounding conditions.*
- *When the battery is exhausted or a place where a strong radio wave and noise exist, reduction of the operating range or malfunction of the system may occur.*
- *If you carry two or more remote controllers at the same time, a remote controller of higher priority will respond. If you carry electronic equipment with ID code registration system for other motorcycle at the same time, the keyless start system may not work.*

OPERATING OF KEYLESS START SYSTEM

When Riding



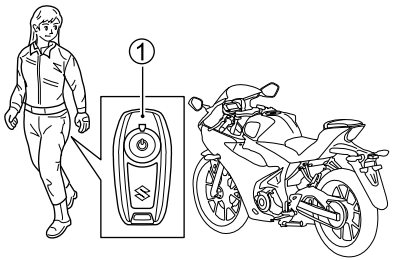


1. Ride the motorcycle carrying the remote controller ① in communication mode.
2. Check the main switch knob ② is in "⊗ (OFF)" or "LOCK" position, and push the knob and release it.
3. When the ID code is authenticated, the keyless indicator light ③ comes on. In "• (ACC)" position, the main switch knob key can be pulled out, and using the knob key, fuel lid and rear seat can be opened.
4. Turn the main switch knob to "↻ (ON)".

NOTE:

- *After the main switch knob is pushed and released, if the knob is not turned to "↻ (ON)" within 4 seconds, the keyless indicator light goes out, the main switch knob is locked.*
- *The main switch has a system so as to fail the engagement when the knob is turned purposing theft or mischief. If the main switch knob has been turned to a place other than "⊗ (OFF)" or "LOCK" by a mischief etc., you need to return the knob to "⊗ (OFF)" or "LOCK", and push the knob and release it.*
- *When the main switch knob turns to on position, the turn signal lamp blinks 2 times. If the hazard switch is ON position at the same time, the answer-back function makes the turn signal lamp blink irregularly. (except for EU, Taiwan and Korea) This is not a malfunction.*

When Getting Out



1. Get out the motorcycle carrying the remote controller ① in communication mode.
2. Turn the main switch knob to "⊗ (OFF)" or "LOCK".
3. When ID code of the remote controller is authenticated, the keyless indicator light comes on, hazard lights blink one time (Australia) and the main switch knob is locked.

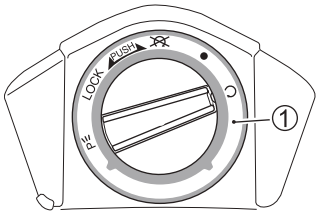
NOTE:

- *Do not leave the vehicle positioning the main switch knob between "⚷(ON)" and "⊗(OFF)". In this switch position, a person who does not have registered remote controller can operate the main switch to "⚷(ON)". In such a case, the keyless indicator light blinks 4 times but the engine cannot be started.*
- *When turning the main switch knob to "⊗ (OFF)", if the system fails to authenticate the remote controller due to malfunction or missing of the remote controller, the indicator blinks maximum for 30 seconds. During the 30 seconds, without carrying the remote controller, pushing the main switch knob releases the lock forcedly for 4 seconds and the knob can be operated. However, if the forced release is not necessary, the release is finished by turning the main switch knob to "⊗ (OFF)" and pushing it 4 times within 2 seconds. When getting out the motorcycle, confirm the keyless indicator light. If the keyless indicator*

light is blinking, check the remote controller location.

- *To protect the vehicle against theft, leave the motorcycle turning the main switch knob to "LOCK" and lock the switch.*
- *Within the operating range of the remote controller, parking the motorcycle through window glass or wall enables other person to release the main switch and start the engine. In these conditions, set the remote controller in stop mode. Refer to SWITCHING COMMUNICATION MODE IN REMOTE CONTROLLER in this section.*

Indication of Battery Consumption



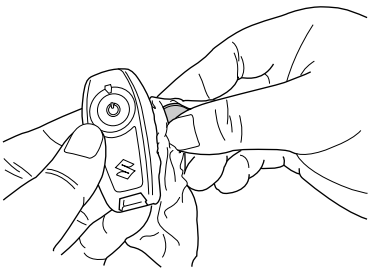
The remote controller transmits battery consumption signal to the keyless unit in the motorcycle body. If the battery is consumed to a certain extent, the keyless indicator light ① blinks for 20 seconds when the main switch knob is turned to "ON". In this case, replacement of the battery with new one is necessary.

Battery Replacement of Remote Controller

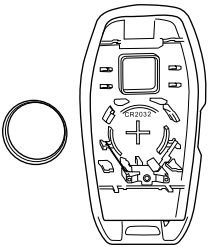
When the keyless indicator light blinks for 20 seconds or unstable function is found, earlier replacement of the battery is recommended.

Battery: Button type CR2032

Battery Replacement Procedure



1. Insert a flat-bladed screwdriver or coin covered with a soft cloth in the slot of the remote controller and pry it open.



2. Replace the battery so its + terminal faces the bottom of the case as shown in the illustration.
3. Close the remote controller firmly.

⚠ WARNING

This product contains a coin/button cell battery. If swallowed, the coin/button cell battery can cause severe internal burns in just 2 hours and may lead to death.

- **THE BATTERY IS A CHEMICAL BURN HAZARD. DO NOT INGEST THE BATTERY. If you think batteries might have been swallowed or placed inside any part of the body, seek immediate medical attention.**
- **Keep new and used batteries away from children. If the battery compartment cannot be closed securely, stop using this product and keep it away from children.**

⚠ CAUTION

There is a danger of explosion if the battery is replaced with an incorrect type.

Only replace the battery with the same or equivalent type.

⚠ CAUTION

Do not expose Hand Unit to excessive heat such as from sunlight or fire.

NOTICE

Improper disassemble can damage the remote controller.

- **Install the button battery correctly checking the polarity.**
- **To avoid malfunction, do not touch internal circuit of the remote controller.**

NOTE: When the battery of the motorcycle runs out, remove the seat and replace the battery with charged one. The keyless system will be recovered normally.

Operation when Remote Controller cannot be used

When the remote controller cannot be used due to missing or battery run down, input ID code and then the engine can be started.

1. About 5 seconds after the main switch knob is kept pushed, the keyless indicator light blinks one time. Checking the blink, release the knob.
2. Start repeating the same steps once more within 3 seconds after step1.
3. About 5 seconds after the main switch knob is kept pushed, the keyless indicator light comes on. Checking turning on of the indicator, release the knob.
4. The keyless indicator light comes on and stays for about 3 seconds.
5. The keyless indicator light blinks one time.
6. Push the main switch knob the number of times corresponding to figure of the 1st digit in ID code.
7. The keyless indicator light comes on and stays for about 2 seconds and then goes out.
8. The keyless indicator light blinks 2 times.
9. Push the main switch knob the number of times corresponding to figure of the 2nd digit in ID code.
10. The keyless indicator light comes on and stays for about 2 seconds and then goes out.
11. Repeat the above steps up to the figure of the 4th digit in ID code.
12. When ID code is authenticated, the keyless indicator light comes on and stay for about for 2 seconds and hazard lights blink 2 times (Australia).
13. Within about 10 seconds after hazard lights blink two times (Australia), push the main switch and release, turn the main switch knob to "❍ (ON)".

NOTE:

- *When ID code is not authenticated, the keyless indicator light blinks for 3 seconds.*
- *If the main switch knob is not pushed within 5 seconds while inputting ID code, the keyless indicator light blinks for 3 seconds and the input process is canceled. In such a case, start the input from the beginning.*
- *If the main switch knob is pushed 10 times or more, or continuously pushed for 5 seconds or more while inputting ID code, the keyless indicator light blinks for 3 seconds and the input process is canceled. In such a case, start the input from the beginning.*

Operation when Remote Controller cannot be used (In case of ID code 2341)

Keyless indicator light (Input instruction)	**Main switch knob**	**Keyless indicator light** (Input confirmation)	**Hazard lamp** (Australia)
—	1 ① About 5 seconds 2 ② About 5 seconds	① Once ② Once	—
—	3 ① About 5 seconds	4 About 3 seconds	—
5 1st of digit in ID code (Blink)	6 ① ②	7 About 2 seconds	—
8 2nd of digit in ID code (Blink)	9 ① ② ③	10 About 2 seconds	—
11 3rd of digit in ID code (Blink)	① ② ③ ④	About 2 seconds	—
4th of digit in ID code (Blink)	①	About 2 seconds	12 (Blink)
—	13 ① Push and release OFF ② ON	—	—

Check of ID Code

Counting the blinking number of the keyless indicator light, 4-digit number of ID code can be checked.

1. Check that the remote controller is in communication mode place within the operation range.
2. With the main switch knob positioned in "⊗(OFF)", push the knob for 5 seconds so that the keyless indicator light goes out once and comes on again.
3. The keyless indicator light blinks the number of times corresponding to figure of the 1st digit in ID code.
4. About 5 seconds after turning off of the keyless indicator light, the indicator blinks the number of times corresponding to figure of the 2nd digit in ID code.
5. The above indication is repeated up to the figure of the 4th digit in ID code.

NOTE:

- *After checking ID code, push the main switch knob for 3 seconds and release, ID code change mode is started. Without any action, the system returns to the normal mode.*
- *While checking ID code, pushing the main switch knob will cancel the checking and the system returns to the normal mode.*
- *If two or more remote controllers are registered, ID code of a remote controller in higher priority is indicated under the condition that the remote controller is within the operation range. This function is excluded if ID code has been changed.*

Check of ID Code (In case of ID code 2341)

Remote controller	Main switch knob	Keyless indicator light
1  Communication mode	—	—
—	2  About 5 seconds	 About 4 seconds (Blink)
—	—	3  1st of digit in ID code About 5 seconds 4  2nd of digit in ID code About 5 seconds 5  3rd of digit in ID code About 5 seconds  4th of digit in ID code About 5 seconds

Change of ID Code

ID code can be changed to optional figures (new ID code).

1. Immediately after checking ID code, push the main switch knob for 3 seconds and release. If the knob is not released within 5 seconds, the system does not enter in ID code change mode.
2. The keyless indicator light comes on and stays for 10 seconds and then goes out.
3. The keyless indicator light blinks one time.
4. Within 5 seconds after finishing blinking of the keyless indicator light, push the main switch knob the number of times corresponding to 1st digit of new ID code for registration.
5. To tell the input in the above step, the keyless indicator light blinks the registered times.
6. The keyless indicator light comes on and stays for about 3 seconds and then goes out.
7. The keyless indicator light blinks two times.
8. Within 5 seconds after finishing blinking of the keyless indicator light, push the main switch knob the number of times corresponding to 2nd digit of new ID code for registration.
9. Repeat the above steps up to the figure of the 4th digit of new ID code.
10. When renewal of ID code to optional figures (new ID code) is completed correctly, hazard lights blink 2 times (Australia) and the keyless indicator light comes on and stays for about 10 seconds.

NOTE:

- *If the main switch knob is not pushed within 5 seconds while inputting new ID code, the keyless indicator light blinks for 3 seconds and the input process is canceled. In such a case, start the input from the beginning.*
- *If the main switch knob is pushed 10 times or more, while inputting new ID code, the keyless indicator light blinks for 3 seconds and the input process is canceled. In such a case, start the input from the beginning.*
- *Once ID code is changed, affixed ID code in the remote controller already added or to be added becomes invalid.*

Change of ID Code (Change from ID code 2341 to ID code 3412)

Keyless indicator light (Input instruction)	**Main switch knob**	**Keyless indicator light** (Input confirmation)	**Hazard lamp** (Australia)
1 Checking the ID code	Immediately	2 About 10 seconds	—
3 1st of digit in ID code (Blink)	4 ① ② ③	5 → 6 About 3 seconds	—
7 2nd of digit in ID code (Blink)	8 ① ② ③ ④	About 3 seconds	—
9 3rd of digit in ID code (Blink)	①	About 3 seconds	—
4th of digit in ID code (Blink)	① ②	About 3 seconds	11 (Blink)
—	—	About 10 seconds	—

Registration of Additional Remote Controller

New remote controller can be registered to the system additionally. Total 6 remote controllers are possible.

1. Place all of the registered remote controllers out of the operation range.
2. Input ID code for remote controller in the same manner as in procedure "Operation when remote controller cannot be used". Refer to Operation when Remote Controller cannot be used in this section.
3. Within 10 seconds, push the main switch knob until the keyless indicator light comes on.

NOTE:

- *Immediately after ID code is authenticated push the knob for 5 seconds so that the keyless indicator light goes out once and comes on again.*
- *Immediately after hazard lights blink two times, with the main switch knob positioned in "(OFF)" push the knob for 5 seconds so that the keyless indicator light goes out once and comes on again. (Australia)*

4. The keyless indicator light blinks (maximum for 10 seconds) the number of times of present number of the remote controllers.
5. Place new remote controller within the operation range, push the remote controller switch momentarily, the keyless indicator light comes on and then additional registration is completed.

NOTE: Complete the above Step 4 and 5 within 10 seconds. If not, an error occurs and the additional registration is not completed.

Remote controller	Keyless indicator light (Input instruction)	Main switch knob	Keyless indicator light (Input confirmation)
1  Registered Place the remote controller out of the operation range.	• Immediately after hazard lights blink two times • Immediately after ID code is authenticated (Australia) 2 Input ID code	3 Push and hold (about 5 seconds)	(Blink)
—	—	—	4
5  Non-registration Place the remote controller within the operation range.	—	—	

NOTE: Complete the above Step 4 and 5 within 10 seconds. If not, an error occurs and the additional registration is not completed.

Disabling Remote Controller

When remote controller(s) is lost or stolen, the remote controller(s) can be disabled.

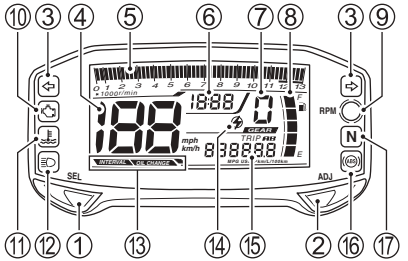
1. Place all of the remote controllers out of the operation range or set them in stop mode.
2. Input ID code for disabling remote controller in the same manner as in procedure “Operation when remote controller cannot be used”. Refer to Operation when Remote Controller cannot be used in this section.
3. While the keyless indicator light stays on, push the main switch knob 5 times.
4. Set all of the remote controllers in communication mode, place them within the operation range and push the main switch knob for a long time until the keyless indicator light blinks.
5. The keyless indicator light blinks the number of times corresponding to number of registered remote controllers that exist within operation range. Pushing the main switch knob for a long time (about 5 seconds) while the indicator is blinking, the remote controller(s) located out of the operating range is disabled.

NOTE:

- *Blink of keyless indicator light stops in about one minute.*
- *Registered remote controller is one in the initial state and, if disable operation is processed, error indication (blink of keyless indicator light) appears and the remote controller is not disabled.*

Remote controller	Keyless indicator light (Input instruction)	Main switch knob	Keyless indicator light (Input confirmation)
1  Registered Place the remote controller out of the operation range or set in stop mode.	2 ☼ Input ID code →	3 ① ② ③ ④ ⑤	—
4  Registered Set the remote controller in communication mode, place within the operation range.	—	Push and hold (about 5 seconds)	☼ (Blink)
—	—	5 About 5 seconds	—

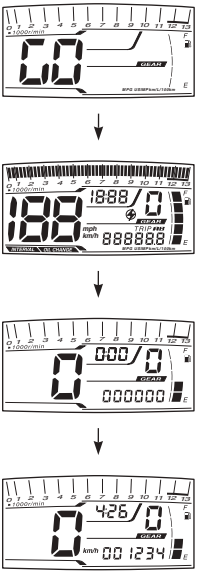
INSTRUMENT PANEL

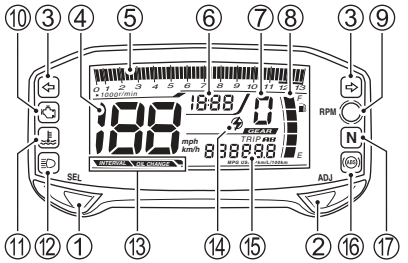


The engine rpm indicator light ⑨, malfunction indicator light ⑩, coolant temperature indicator light ⑪ ABS indicator light ⑯, and LCD's work as follows to confirm their function when the ignition switch or the main switch knob is turned to the "ↀ (ON)" position.

- The malfunction indicator light ⑩, engine rpm indicator light ⑨ and coolant temperature indicator light ⑪ come on for 3 seconds.
- All LCD segments appear and then show the normal display.

The display indicates the opening pattern shown below:





TURN SIGNAL INDICATOR LIGHT "⇦⇨" ③
When the turn signals are being operated either to the right or to the left, the indicator light will blink intermittently.

NOTE: If a turn signal light is not operating properly due to bulb filament or circuit failure, the indicator light blinks more quickly to notify the rider of the existence of a problem.

SPEEDOMETER ④
The speedometer indicates the road speed in kilometers per hour or mph.

NOTE:
- *Press and hold the ADJ button ② and turn on the ignition switch or the main switch. Hold the ADJ button ② for 2 seconds to switch between km/h and mph. At the same time, the odometer will be changed between km and mile.*
- *Select km/h or mph, as appropriate, to comply with traffic regulations.*
- *Check km/h and mph display after adjusting the instrument panel display.*

TACHOMETER ⑤
The tachometer indicates the engine speed in revolutions per minute (r/min).

CLOCK ⑥

Time is shown when the ignition switch is turned to the "ON" position or the main switch knob is in the "☊ (ON)" position. The clock has a 12-hour display. Follow the procedure below to adjust the clock.

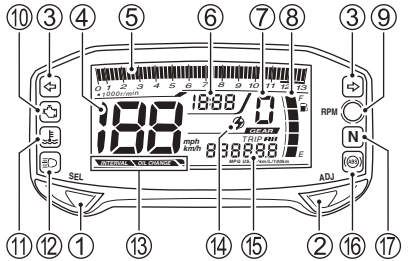
1. To adjust the clock, press and hold the SEL button ① and the ADJ button ② simultaneously for 2 seconds until the clock display blinks when adjusting clock.
2. Push the SEL button ① to adjust the hour display.
3. Push the ADJ button ② to adjust the minute display.
4. Press and hold the SEL button ① and the ADJ button ② simultaneously for 2 seconds to return to the clock mode.

NOTE:

- *When the SEL button ① or ADJ button ② is pressed and held, the display will increase continuously.*
- *The clock can be adjusted when the ignition switch is turned to the "ON" position or the main switch knob is in the "☊ (ON)" position.*
- *This clock is powered by the battery of the motorcycle. If your motorcycle is to be left unused more than two months, remove the battery from the motorcycle.*

GEAR POSITION INDICATOR ⑦

The gear position indicator indicates gear position. This indicator displays "0" when the transmission is in neutral.



FUEL METER "⛽" ⑧

The fuel meter indicates the amount of fuel remaining in the fuel tank. The fuel meter displays all 5 segments when the fuel tank is full. The mark blinks when the fuel level drops below 2.5 L (2.6/2.2 US/Imp.qt). The mark and segment blink when the fuel drops below 1.0 L (1.1/0.8 US/Imp.qt).

Fuel tank	Approximately 1.0 L	Approximately 2.5 L	Full
Fuel segment	Blink 		
⛽ mark	Blink 	Blink 	

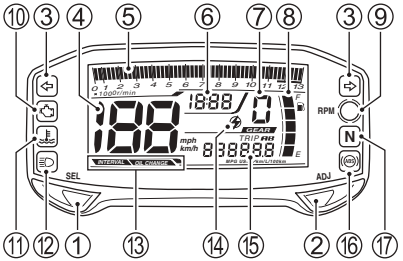
NOTE: The fuel meter will not indicate correctly when the motorcycle is placed on the side stand. Turn the ignition switch is turned to the "ON" position or the main switch knob to the "☊ (ON)" position when the motorcycle is held upright.

ENGINE RPM INDICATOR LIGHT ⑨

The engine rpm indicator light ⑨ will light or blink when the engine speed reaches a preset engine rpm.

LIGHT/BLINK/NO LIGHT Mode Selection

1. To enter the selection mode, turn on the ignition switch or the main switch knob and press and hold the SEL button ① for more than 2 seconds to change the mode.
2. Push the ADJ button ② to change the lighting mode. The mode changes as follows:
   LIGHT → BLINK → NO LIGHT → LIGHT.
   The engine rpm indicator light ⑨ comes on steady in the LIGHT mode and blinks in the BLINK mode. The engine rpm indicator mark "⚡" ⑭ comes on when the LIGHT or BLINK mode is selected.
3. After selecting the LIGHT mode or BLINK mode, push the SEL button ① to change preset engine rpm setting.
4. Push the ADJ button ② to set preset engine rpm. The engine rpm can be set in increments of 500 r/min. The tachometer indicates preset engine rpm. The available setting range is from 3000 r/min to 11500 r/min.



5. Push the SEL button ① to exit the engine rpm voluntariness mode.

⚠ WARNING

Changing the display while riding can be hazardous. Removing a hand from the handlebars can reduce your ability to control the motorcycle.

Never change the display while riding. Keep both hands on the handlebars.

NOTE: The mode selection can not be operated at the motorcycle speed of more than 10 km/h (6 mph).

MALFUNCTION INDICATOR LIGHT " ⟨engine⟩ " ⑩

If the fuel injection system fails, the malfunction indicator light ⑩ comes on and the following two modes;

A. The malfunction indicator light ⑩ comes on and remains lit.
B. The malfunction indicator light ⑩ blinks.

The engine may continue to run in mode A, but the engine will not run in mode B.

NOTICE

The malfunction indicator light comes on to indicate a problem with the fuel injection system.

If the display indicates "FI" and the malfunction indicator light comes on, have your authorized Suzuki dealer or a qualified mechanic inspect the fuel injection system as soon as possible.

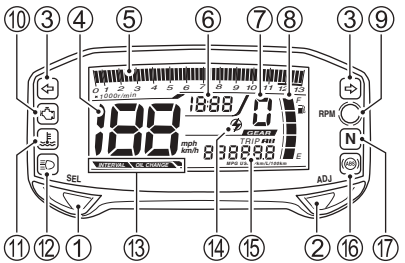
NOTE:

- *If the display indicates "FI" continuously and the malfunction indicator light blinks, the engine will not start.*
- *If the malfunction indicator light comes on and fast blinks 3 times, the battery voltage is lower. Ask your authorized Suzuki dealer to inspect the motorcycle.*

When the display indicates "CHEC" in the odometer display area, check the following items;

- Make sure that the engine stop switch is in the "⟳" position.
- Make sure that the transmission is in neutral or the side stand is fully up.

If the display still indicates "CHEC" after checking the above items, inspect the ignition fuse and the connection of the lead wire couplers.



COOLANT TEMPERATURE INDICATOR LIGHT "🌡" ⑪

This indicator light comes on when the coolant temperature indicates more than 120°C (248°F). When the coolant temperature indicator comes on, stop the engine and check the coolant level after engine cools.

NOTICE

Riding the motorcycle with the coolant temperature indicator lit can cause serious engine damage due to overheating.

If the engine coolant temperature indicator light comes on, stop the engine to let it cool. Do not run the engine until the coolant temperature indicator light goes off.

HIGH BEAM INDICATOR LIGHT "≡D" ⑫

The blue indicator light will flash when the headlight high beam is turned on.

OIL CHANGE INDICATOR ⑬

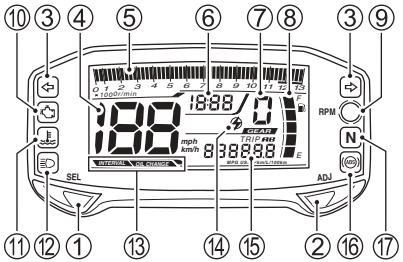
The oil change indicator comes on to remind you to change the engine oil. The indicator comes on at initial 1000 km (600 mile) and preset intervals thereafter. The preset interval is adjustable between 500 km (400 mile) and 4000 km (2500 mile) in 500 km (300 mile) steps. Reset the indicator after changing the engine oil to turn off the indicator.

To reset the oil change indicator:

1. Turn off the ignition switch or the main switch knob.
2. Press and hold the SEL button ① and turn the ignition switch is turned to the "ON" position or the main switch knob to the "⟳ (ON)" position and hold the SEL button ① for 3 seconds.
3. The oil change counter will reset and the OIL CHANGE indicator blinks 3 times and goes off.

To preset the oil change interval:

1. Set the meter to odometer, then press and hold the ADJ button ② for 2 seconds until the INTERVAL and OIL CHANGE indicators blink.
2. Push the SEL button ① to decrease the interval from 4000 km (2500 mile) to 500 km (400 mile) in 500 km (300 mile) steps. Push the ADJ button ② to increase the interval from 500 km (400 mile) to 4000 km (2500 mile) in 500 km (300 mile) steps.



3. Press and hold the SEL button ① and the ADJ button ② for 2 seconds to exit the preset.

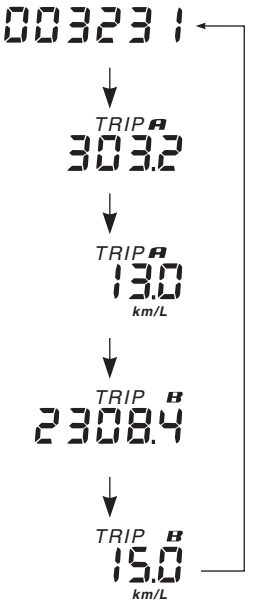
NOTE:

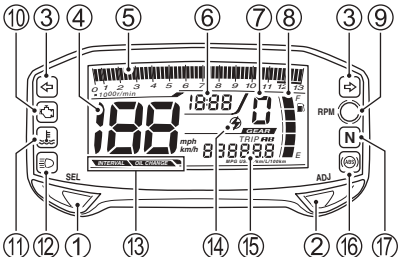
- *The preset interval can be adjusted after odometer reaches 1000 km (600 mile).*
- *Reset the indicator after initial engine oil replacement.*
- *Reset the indicator after oil replacement even if the indicator is not displayed.*
- *Preset interval change does not reset the indicator.*
- *The preset interval is factory adjusted to 4000 km (2500 mile).*

ODOMETER/TRIP METER/AVERAGE FUEL CONSUMPTION METER ⑮

The display has 5 functions; odometer, two trip meters and two average fuel consumption meters. When the ignition switch is turned to the "ON" position or the main switch knob is turned to the "☊ (ON)" position, the opening pattern shown below is displayed. After the opening pattern is displayed, the display will show the function that was displayed the last time that the main switch knob was turned off.

To change the display, push the SEL button ①. The display changes in the order below.





ODOMETER

The odometer registers the total distance that the motorcycle has been ridden. The odometer ranges from 0 to 999999.

The odometer display locks at 999999 when the total distance exceeds 999999.

TRIP METERS

The two trip meters are resettable odometers. They can register two kinds of distances at the same time. For instance, trip meter A can register the trip distance and trip meter B can register the distance between fuel stops.

To reset a meter to zero, press and hold the ADJ button ② for 2 seconds while the display indicates the trip meter A or B, you want to reset.

NOTE: When the trip meter exceeds 9999.9, the trip meter will return to 0.0 and start counting again.

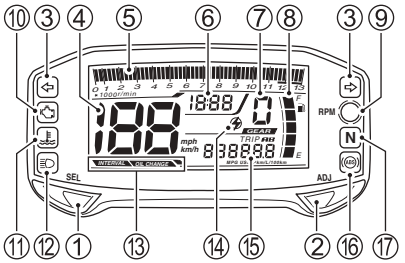
Average fuel consumption meter
To change between “km/L” and “L/100 km”, “MPG IMP” and “MPG US”, set the meter ⑮ to average fuel consumption and hold the ADJ button ② for 2 seconds.

The average fuel consumption displays the average fuel consumption ratio of trip A or trip B. The average fuel consumption ranges from 0.1 to 99.9 (km/L), from 2.0 to 99.9 (L/100 km) or from 0.1 to 199.9 (MPG US, MPG IMP). The average fuel consumption indicates “– – . –” when the trip meter indicates 0.0. To reset the fuel consumption, reset the trip meter.

NOTE: The display shows estimated values. Indications may not be the same as actual values.

ABS INDICATOR LIGHT “(ABS)”⑯
This indicator normally comes on when the ignition switch is turned “ON” or the main switch knob is turned to the “(ON)” and goes off after the motorcycle speed exceeds 5 km/h (3 mph).

If there is a problem with the ABS (Anti-lock Brake System), this indicator light blinks or comes on. The ABS does not operate when the ABS indicator light is on or blinking.



NOTE:

- *If the ABS indicator light goes off before starting the motorcycle, check the ABS indicator light function by turning off and on the ignition switch or the main switch. The ABS indicator light can go off if the engine is revved at high speed before starting the motorcycle. If the ABS indicator light does not come on when the ignition switch or the main switch is turned on, you should have the system checked by an authorized Suzuki dealer as soon as possible.*

⚠ WARNING

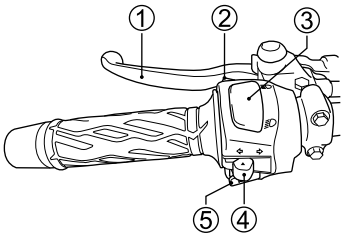
Riding the motorcycle with the ABS indicator light on can be hazardous.

If the ABS indicator light blinks or comes on while riding, stop the motorcycle in a safe place and turn off the main switch knob or the ignition switch. Turn the ignition switch "ON" or the main switch knob the "ON" after a while and check if the indicator light comes on.

- **If the indicator light goes off after starting to ride, the ABS will be functioning.**
- **If it does not go off after starting to ride, ABS is not functioning, and the brakes provide normal stopping ability. You should have the system checked by an authorized Suzuki dealer as soon as possible.**

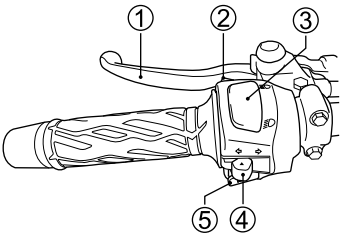
NEUTRAL INDICATOR LIGHT "N" ⑰
The green light will come on when the transmission is in neutral. The light will go out when you shift into any gear other than neutral.

LEFT HANDLEBAR



CLUTCH LEVER ①
The clutch lever is used for disengaging the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.

HEADLIGHT FLASHER SWITCH ②
Press the switch to flash the headlight high beam. The headlight high beam will be lit when the dimmer switch is in "≡D" position.



DIMMER SWITCH ③
"≡D" position
The headlight low beam and taillight turn on.

"≡D" position
The headlight high beam, low beam and taillight turn on. The high beam indicator light also turns on.

NOTICE

Sticking tape or placing objects in front of the headlight can obstruct headlight heat radiation. This can result in headlight damage.

Do not stick tape on the headlight or place objects in front of the headlight.

NOTICE

Do not put objects in front of the headlight or taillight when they are on, and do not cover with clothes when the motorcycle is stopped.

This may cause melting of the lens or damage to the object by the heat from the lens.

TURN SIGNAL LIGHT SWITCH "⇦⇨" ④
Moving the switch to the "⇦" position will flash the left turn signals. Moving the switch to the "⇨" position will flash the right turn signals. The indicator light will also flash intermittently. To cancel turn signal operation, push the switch in.

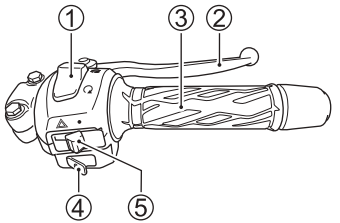
⚠ WARNING

Failure to use the turn signals, and failure to turn off the turn signals can be hazardous. Other drivers may misjudge your course and this may result in an accident.

Always use the turn signals when you intend to change lanes or make a turn. Be sure to turn off the turn signals after completing the turn or lane change.

HORN SWITCH "📯" ⑤
Press the switch to sound the horn.

RIGHT HANDLEBAR



ENGINE STOP SWITCH ①
"⊗" position
The ignition circuit is off. The engine cannot start or run.

"○" position
The ignition circuit is on and the engine can run.

NOTICE

Changing the engine stop switch from ○ to ⊗ or from ○ to ⊗ to ○ while riding may damage to the engine or the catalytic converter (if equipped).

Do not use the engine stop switch except for an emergency.

FRONT BRAKE LEVER ②
The front brake is applied by squeezing the brake lever gently toward the throttle grip. This motorcycle is equipped with a disk brake system and excessive pressure is not required to slow the machine down properly. The brake light will be lit when the lever is squeezed inward.

THROTTLE GRIP ③
Engine speed is controlled by the position of the throttle grip. Turn it towards you to increase engine speed. Turn it away from you to decrease engine speed.

ELECTRIC STARTER SWITCH "⟲" ④

Push in the electric starter switch to operate the starter motor. With the ignition switch in the "ON" position or the main switch knob in the "⟳(ON)" position, the transmission in neutral and push the electric starter switch to start the engine.

NOTE: This motorcycle is equipped with interlock switches for the ignition circuit and the starter circuit. The engine can only be started if:

- *The transmission is in neutral, or*
- *The transmission is in gear, the side stand is fully up and the clutch is disengaged.*

HAZARD WARNING SWITCH "⚠" ⑤

All four turn signal lights and indicators will flash simultaneously when the switch is turned on with the ignition switch in the "ON" or "P" position.

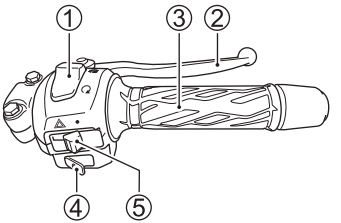
Use the hazard warning lights to warn other traffic during emergency parking or when your vehicle could otherwise become a traffic hazard.

NOTICE

If the neutral indicator light and the gear position indicator are not giving proper indications, starting the engine can cause serious engine damage.

Before starting the engine, make sure of the followings:

- **When the neutral indicator light comes on, the gear position indicator should indicate "0" (Neutral).**
- **When the neutral indicator light goes off, the gear position indicator should indicate either "1", "2", "3", "4", "5" or "6".**
- **If the neutral indicator light and the gear position indicator are not working properly, consult your Suzuki dealer.**



NOTICE

Engaging the starter motor for more than five seconds at a time can damage the starter motor and wiring harness from overheating.

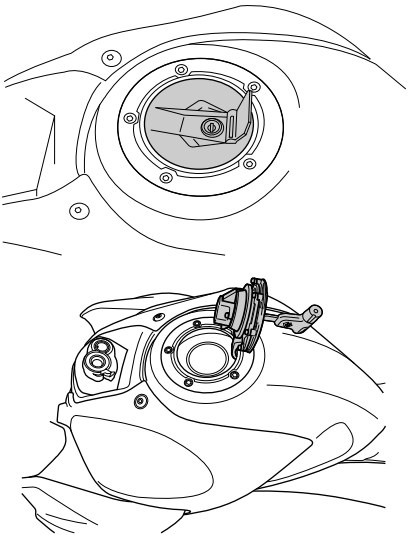
Do not engage the starter motor for more than five seconds at a time. If the engine does not start after several attempts, check the fuel supply and ignition system. Refer to the TROUBLESHOOTING section in this manual.

Suzuki Easy Start System

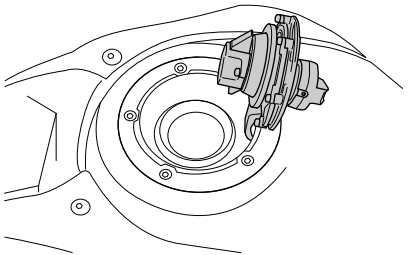
Suzuki Easy Start System permits engine start by simple one-push action on the electric starter switch. When the transmission is in neutral, the engine can be started without squeezing the clutch lever. When the transmission is in a position other than neutral, the engine can be started by squeezing the clutch lever.

NOTE: When the electric starter switch is pushed, the starter motor will continue turning for about few seconds even when you release your hand from the switch. After elapsing about few seconds, or when the engine is started, the starter motor will stop automatically.

FUEL TANK CAP



GSX-S125, GSX-R125 for Middle East

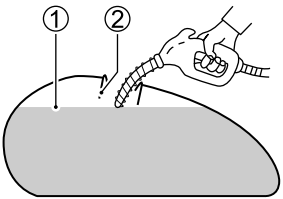


GSX-R125 except Middle East

To open the fuel tank cap, insert the ignition key or the main switch knob key into the lock and turn it clockwise. With the key inserted, lift up with the key and open the fuel tank cap. To close the fuel tank cap, push the cap down firmly with the key in the cap lock.

Use fresh gasoline when filling up the fuel tank. Do not use bad gasoline which is contaminated with dirt, dust, water or other liquid. Be careful that dirt, dust or water does not enter the fuel tank when refueling.

Fuel tank capacity: 11 L (2.9/3.2 US/Imp. gal)



① Fuel level
② Filler neck

⚠ WARNING

If you overfill the fuel tank, fuel may overflow when it expands due to engine heat or heating by the sun. Fuel that overflows can catch fire.

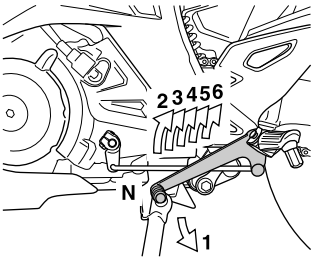
Stop adding fuel when the fuel level reaches the bottom of the filler neck.

⚠ WARNING

Failure to follow safety precautions when refueling could result in a fire or cause you to breathe toxic fumes.

Refuel in a well ventilated area. Make sure the engine is off and avoid spilling fuel on a hot engine. Do not smoke, and make sure there are no open flames or sparks in the area. Avoid breathing gasoline vapors. Keep children and pets away when you refuel the motorcycle.

GEARSHIFT LEVER

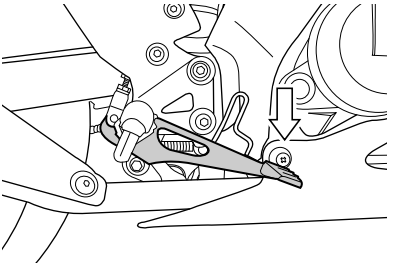


This motorcycle has 6-speed transmission which operates as shown. To shift properly, squeeze the clutch lever and close the throttle at the same time you operate the gearshift lever. Lift the gearshift lever to upshift and depress the lever to downshift. Neutral is located between 1st and 2nd gear. When neutral is desired, depress or lift the lever halfway between 1st and 2nd gear.

NOTE: When the transmission is in neutral, the green indicator light on the instrument panel will be lit. However, even though the light is illuminated, cautiously release the clutch lever slowly to confirm the transmission is in neutral.

Reduce the motorcycle speed before down-shifting. When down-shifting, the engine speed should be increased before the clutch is engaged. This will prevent unnecessary wear on the drive train components and the rear tire.

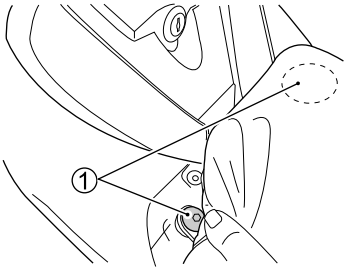
REAR BRAKE PEDAL



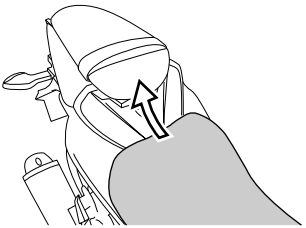
Depressing the rear brake pedal will apply the rear brake. The brake light will be lit when the rear brake is operated.

SEAT LOCK AND HELMET HOLDERS

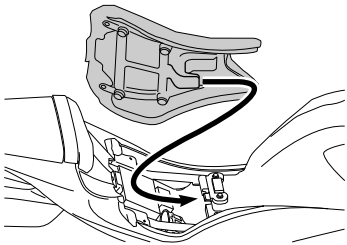
FRONT SEAT



1. Lift up the rear end of seat and remove the bolts ①.



2. Raise the rear end of seat and slide it backward.



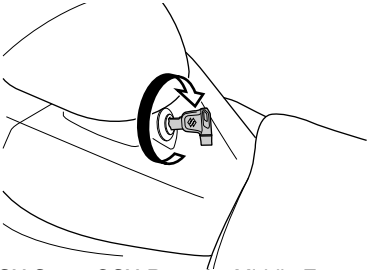
To reinstall the seat, slide the seat hook into the seat hook retainer on the frame and tighten the bolts securely.

⚠ WARNING

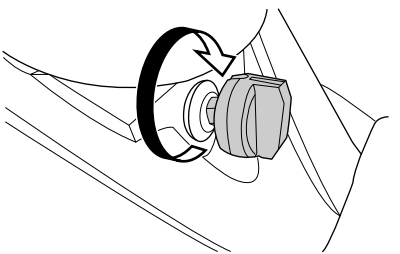
Failure to install the seat properly could allow the seat to move and cause loss of rider control.

Fasten the seat securely in its proper position.

REAR SEAT

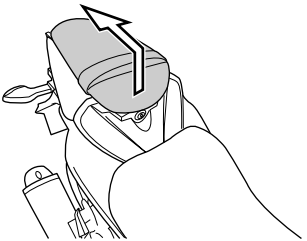


GSX-S125, GSX-R125 for Middle East

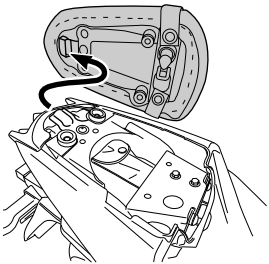


GSX-R125 except Middle East

1. To remove the rear seat, insert the ignition key or the main switch knob key into the lock and turn it clockwise.



2. Raise the front end of seat and slide its backward.



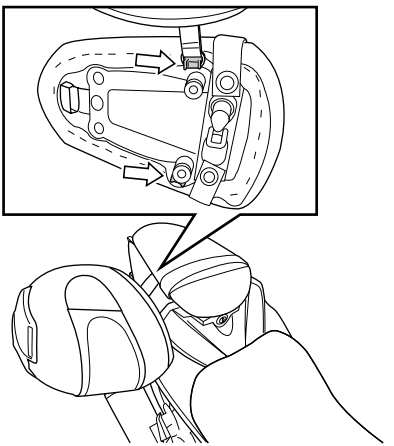
To reinstall the seat, slide the seat hook into the seat hook retainer and push down firmly until the seat snaps into the locked position.

⚠ WARNING

Failure to install the seat properly could allow the seat to move and cause loss of rider control.

Fasten the seat securely in its proper position.

HELMET HOLDERS



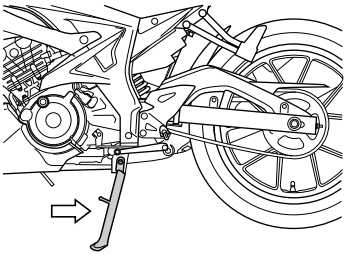
This motorcycle has helmet holders underneath the rear seat.
Hook your helmet on the helmet holder and lock the seat.

⚠ WARNING

Riding with a helmet fastened to the helmet holder can interfere with rider control.

Never carry a helmet fastened to the helmet holder. Fix the helmet securely atop the seat if you must carry it.

SIDE STAND



An interlock switch is provided to cut off the ignition circuit when the side stand is down and the transmission is in any gear other than neutral.

The side stand/ignition interlock switch works as follows:

- If the side stand is down and the transmission is in gear, the engine can not be started.
- If the engine is running and the transmission is shifted into gear with the side stand down, the engine will stop running.
- If the engine is running and the side stand is put down with the transmission in gear, the engine will stop running.

⚠ WARNING

Riding with the side stand incompletely retracted can result in an accident when you turn left.

Check operation of the side stand/ignition interlock system before riding. Always retract the side stand completely before starting off.

NOTICE

If you do not take proper precautions when parking, the motorcycle can fall over.

Park the motorcycle on firm, level ground whenever possible. If you must park on an incline, aim the front of the motorcycle uphill and put the transmission into 1st gear to reduce the possibility of rolling off the side stand.

FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS

FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS

FUEL

Use unleaded gasoline with an octane rating of 91 or higher (Research method). Unleaded gasoline can extend spark plug life and exhaust components life.

NOTE:

- *If the engine develops some trouble like lack of acceleration or insufficient power, the cause may be due to the fuel the motorcycle uses. In such case, try changing to a different gas station. If the situation is not improved by changing, consult your Suzuki dealer.*
- *If pinking or knocking is experienced, substitute higher octane grade gasoline or another brand, because there are differences between brands.*

OXYGENATED FUEL RECOMMENDATION (EU)

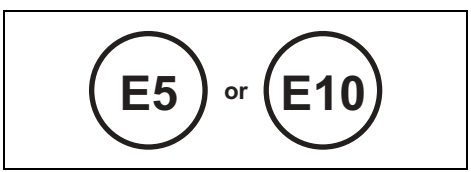
Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your motorcycle without jeopardizing the New Vehicle Limited Warranty or the Emission Control System Warranty.

NOTE: Oxygenated fuels are fuels which contain oxygen carrying additives such as alcohol.

Gasoline/Ethanol Blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as “GASOHOL”, are commercially available in some areas. Blends of this type may be used in your motorcycle if they are no more than 10% ethanol. Make sure this gasoline-ethanol blend has octane ratings no lower than those recommended for gasoline.

Use the recommended gasoline which conforms to the following labels. (EU)



NOTE:

- *To help minimize air pollution, Suzuki recommends that you use the oxygenated fuels.*
- *Be sure that any oxygenated fuel you use has recommended octane ratings.*
- *If you are not satisfied with the drivability or fuel economy of your motorcycle when you are using an oxygenated fuel, or if engine pinging is experienced, substitute another brand as there are differences between brands.*

NOTICE

Spilled gasoline containing alcohol can damage the painted surfaces of your motorcycle.

Be careful not to spill any fuel when filling the fuel tank. Wipe spilled gasoline up immediately.

NOTICE

Do not use leaded gasoline.

Use of leaded gasoline causes the catalytic converter to malfunction.

ENGINE OIL

Use Suzuki genuine engine oil or equivalent. If Suzuki genuine engine oil is not available, select a proper engine oil according to the following guideline.

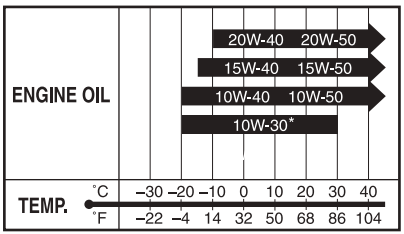
Oil quality is a major contributor to your engine's performance and life. Always select good quality engine oil. Use oil with an API (American Petroleum Institute) classification of SG, SH, SJ, SL, SM or SN with a JASO classification of MA (MA1, MA2).

SAE	API	JASO
10W-40	SG, SH, SJ, SL, SM or SN	MA(MA1, MA2)

API: American Petroleum Institute
JASO: Japanese Automobile Standards Organization

SAE Engine Oil Viscosity

Suzuki recommends the use of SAE 10W-40 engine oil. If SAE 10W-40 engine oil is not available, select an alternative according to the following chart.

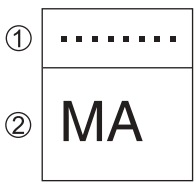


* USE ONLY SG, SH, SJ or SL.

JASO T903

The JASO T903 standard is an index to select engine oils for 4-stroke motorcycle and ATV engines. Motorcycle and ATV engines lubricate clutch and transmission gears with engine oil. JASO T903 specifies performance requirements for motorcycle and ATV clutches and transmissions.

There are two classes, MA (MA1, MA2) and MB. The oil container shows the classification as follows.



① Code number of oil sales company
② Oil classification

Energy Conserving

Suzuki does not recommend the use of "ENERGY CONSERVING" or "RESOURCE CONSERVING" oils. Some engine oils which have an API classification of SH, SJ, SL, SM or SN have an "ENERGY CONSERVING" or "RESOURCE CONSERVING" indication in the API classification donut mark. These oils can affect engine life and clutch performance.

API SG, SH, SJ, SL, SM or SN

Recommended

API SH, SJ, SL or SM

API SN

Not recommended

ENGINE COOLANT SOLUTION

Use "SUZUKI SUPER LONG LIFE COOLANT" or "SUZUKI LONG LIFE COOLANT". If "SUZUKI SUPER LONG LIFE COOLANT" and "SUZUKI LONG LIFE COOLANT" are not available, use a glycol-based antifreeze compatible with an aluminum radiator mixed with distilled water only at the ratio of 50:50.

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. Solution can be poisonous to animals.

Do not drink antifreeze or coolant solution. If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. Avoid inhaling mist or hot vapors; if inhaled, remove to fresh air. If coolant gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

NOTICE

Spilled engine coolant can damage the painted surfaces of your motorcycle.

Be careful not to spill any fluid when filling the radiator. Wipe spilled engine coolant up immediately.

NOTE: Using coolant not specified for aluminium engines or using ordinary tap water or mineral water can cause corrosion.

Engine coolant

Engine coolant performs as a rust inhibitor and water pump lubricant as well as an antifreeze solution. Therefore engine coolant should be used at all times even though the atmospheric temperature in your area does not go down to the freezing point.

SUZUKI SUPER LONG LIFE COOLANT (Blue)

"SUZUKI SUPER LONG LIFE COOLANT" is pre-mixed to the proper ratio. Add only "SUZUKI SUPER LONG LIFE COOLANT" if coolant level drops. It is not necessary to dilute "SUZUKI SUPER LONG LIFE COOLANT" when replacing coolant.

SUZUKI LONG LIFE COOLANT (Green)

Water for mixing

Use distilled water only. Water other than distilled water can corrode and clog the aluminium radiator.

Required amount of water/coolant

Solution capacity (total): 1050 ml (1.1/0.9 US/Imp. qt)

50%	Water	525 ml (0.6/0.5 US/Imp. qt)
	Coolant	525 ml (0.6/0.5 US/Imp. qt)

NOTE: This 50% mixture will protect the cooling system from freezing at temperatures above –31°C (–24°F). If the motorcycle is to be exposed to temperature below –31°C (–24°F), this mixing ratio should be increased up to 55% (–40°C/–40°F) or 60% (–55°C/–67°F) coolant. The mixing ratio should not exceed 60% coolant.

BREAK-IN (RUNNING-IN) AND INSPECTION BEFORE RIDING

BREAK-IN (RUNNING-IN) AND INSPECTION BEFORE RIDING

The foreword explains how important proper break-in is to achieve maximum life and performance from your new Suzuki. The following guidelines explain proper break-in procedures.

MAXIMUM ENGINE SPEED RECOMMENDATION

This table shows the maximum recommended engine speed during the break-in period.

Initial	800 km (500 miles)	Below 5500 r/min
Up to	1600 km (1000 miles)	Below 8500 r/min
Over	1600 km (1000 miles)	Below 11500 r/min

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be “loaded” with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts. It is essential that some stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine.

BREAKING IN THE NEW TIRES

New tires need proper break-in to assure maximum performance, just as the engine does. Wear in the tread surface by gradually increasing your cornering lean angles over the first 160 km (100 miles) before attempting maximum performance. Avoid hard acceleration, hard cornering, and hard braking for the first 160 km (100 miles).

⚠ WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control.

Use extra care when riding on new tires. Perform proper break-in of the tires as described in this section and avoid hard acceleration, hard cornering, and hard braking for the first 160 km (100 miles).

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1600 km (1000 miles).

OBSERVE YOUR FIRST AND MOST CRITICAL SERVICE

The initial service (1000 km maintenance) is the most important service your motorcycle will receive. During break-in operation, all of the engine components will have mated together and seated. Maintenance required as part of the initial service includes correction of all adjustments, tightening of all fasteners and replacement of dirty oil. Timely performance of this service will help make sure you get the best service life and performance from the engine.

NOTE: The 1000 km (600 miles) service should be performed as outlined in the INSPECTION AND MAINTENANCE section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING messages in that section.

INSPECTION BEFORE RIDING

⚠ WARNING

Failure to inspect your motorcycle before riding and to properly maintain your motorcycle increases the chances of an accident or equipment damage.

Always inspect your motorcycle each time you use it to make sure it is in safe operating condition. Refer to the INSPECTION AND MAINTENANCE section in this owner's manual.

⚠ WARNING

If you operate this motorcycle with improper tires or improper or uneven tire pressure, you may lose control of the motorcycle. This will increase your risk of an accident.

Always use tires of the size and type specified in this owner's manual. Always maintain proper tire pressure as described in the INSPECTION AND MAINTENANCE section.

Check the condition of the motorcycle to help make sure that you do not have mechanical problems or get stranded somewhere when you ride. Before riding the motorcycle, be sure to check the following items. Be sure your motorcycle is in good condition for the personal safety of the rider, passenger and protection of the motorcycle.

⚠ WARNING

Checking maintenance items when the engine is running can be hazardous. You could be severely injured if your hands or clothing get caught in moving engine parts.

Shut the engine off when performing maintenance checks, except when checking the lights and throttle.

WHAT TO CHECK	CHECK FOR:
Steering	• Smoothness • No restriction of movement • No play or looseness
Throttle (☞ 6-24)	• Correct play in the throttle cable • Smooth operation and positive return of the throttle grip to the closed position
Clutch (☞ 6-25)	• Correct lever play • Smooth and progressive action
Brakes (☞ 2-54, 2-60, 6-42)	• Proper pedal and lever operation • Fluid level in the reservoirs to be above “LOWER” line • Correct pedal and lever play • No “sponginess” • No fluid leakage • Brake pads not to be worn down to the limit line
Suspension	Smooth movement
Fuel (☞ 2-40)	Enough fuel for the planned distance of operation
Drive chain (☞ 6-37)	• Correct tension or slack • Adequate lubrication • No excessive wear or damage

Tires (☞ 6-49)	• Correct pressure • Adequate tread depth • No cracks or cuts
Engine oil (☞ 6-30)	Correct level
Cooling system (☞ 6-26)	• Proper coolant level • No coolant leakage
Lighting (☞ 2-6, 2-37, 2-51)	Operation of all lights and indicators
Engine stop switch (☞ 2-54)	Correct function
Horn (☞ 2-53)	Correct function
Windshield (GSX-R125) (☞ 8-7)	Good visibility

RIDING TIPS

STARTING THE ENGINE

Before attempting to start the engine, make sure:

- The transmission is in neutral.
- The engine stop switch is in the "○" position.

NOTE: This motorcycle is equipped with interlock system for the ignition circuit and the starter circuit.

The engine can only be started if:

- The transmission is in neutral, or
- The transmission is in gear, the side stand is fully up and the clutch is disengaged.

NOTE: The fuel supply system stops the engine when the motorcycle is overturned. Turn off the ignition switch or the main switch before restarting the engine.

NOTICE

If the neutral indicator light and the gear position indicator are not giving proper indications, starting the engine can cause serious engine damage.

Before starting the engine, make sure of the followings:

- **When the neutral indicator light comes on, the gear position indicator should indicate "0" (Neutral).**
- **When the neutral indicator light goes off, the gear position indicator should indicate either "1", "2", "3", "4", "5" or "6".**
- **If the neutral indicator light and the gear position indicator are not working properly, consult your Suzuki dealer.**

When the Engine is Cold or Warm:

Close the throttle grip and push the electric starter switch.

⚠ WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury.

Never start the engine or let it run indoors or where there is little or no ventilation.

NOTICE

Leaving the engine running for an extended period or keeping the throttle opened, without traveling, in order to charge the battery, etc., may cause the engine to overheat. Overheating may damage engine parts or motorcycle parts, and cause the exhaust pipe to change color.

Stop the engine if you do not intend to begin riding promptly.

Suzuki Easy Start System

Suzuki Easy Start System permits engine start by simple one-push action on the electric starter switch. When the transmission is in neutral, the engine can be started without squeezing the clutch lever. When the transmission is in a position other than neutral, the engine can be started by squeezing the clutch lever.

NOTE: When the electric starter switch is pushed, the starter motor will continue turning for about few seconds even when you release your hand from the switch. After elapsing about few seconds, or when the engine is started, the starter motor will stop automatically.

⚠ WARNING

Riding at excessive speeds increases your chances of losing control of the motorcycle, which can result in an accident.

Always ride at a speed that is proper for the terrain, visibility and operating conditions, and your skills and experience.

⚠ WARNING

If you remove even one hand or foot from the motorcycle, you can reduce your ability to control the motorcycle. This could cause you to lose your balance and fall off the motorcycle. If you remove a foot from a footrest, your foot or leg may come in contact with the rear wheel. This could injure you or cause an accident.

Always keep both hands on the handlebars and both feet on the footrests of your motorcycle during operation.

After moving the side stand to the fully up position, squeeze the clutch lever in and pause momentarily. Engage first gear by depressing the gear shift lever downward. Twist the throttle grip toward you and at the same time release the clutch lever gently and smoothly. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, accelerate gently, then close the throttle and squeeze the clutch lever in simultaneously. Lift the gear shift lever upward to select the next gear, release the clutch lever and open the throttle again. Select higher gears in this manner until top gear is reached.

NOTE: This motorcycle is equipped with a side stand/ignition interlock switch. If you shift the transmission into gear when the side stand is down, the engine will stop running.

⚠ WARNING

Sudden side winds, which can occur when being passed by larger vehicles, at tunnel exits or in hilly areas, can cause you to lose control of the motorcycle.

Reduce your speed and be alert to the possibility of sudden side winds.

USING THE TRANSMISSION

The transmission is provided to keep the engine operating smoothly in its normal operating speed range. The gear ratios have been carefully chosen to meet the characteristics of the engine. The rider should always select the most suitable gear for the prevailing conditions. Never slip the clutch to control road speed, but rather downshift to allow the engine to run within its normal operational range.

⚠ WARNING

Downshifting when engine speed is too high can;

- **cause the rear wheel to skid and lose traction due to increased engine braking, resulting in an accident; or**
- **force the engine to overrev in the lower gear, resulting in engine damage.**

Reduce speed before downshifting.

⚠ WARNING

Downshifting while the motorcycle is leaned over in a corner may cause rear wheel skid and loss of control.

Reduce your speed and downshift before entering the corner.

NOTICE

Revving the engine into the red zone can cause severe engine damage.

Never allow the engine to rev into the red zone in any gear.

NOTICE

Improper gearshift lever operation can damage the transmission.

- **Do not rest your foot on the gearshift lever.**
- **Do not use force to shift gears.**

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power. At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When riding down a steep hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to overrev.

STOPPING AND PARKING

Anti-lock Brake System (ABS)
This model is equipped with an Anti-lock Brake System (ABS) designed to help prevent wheel lock up during hard braking or during braking on slippery surfaces while riding in a straight line.

The ABS will operate whenever it senses that the wheels are locking up. You may feel the brake lever and/or the brake pedal pulsates lightly while the ABS is operating.

Even though ABS helps prevent wheel lock-up, you must still be careful when braking in curves. Hard braking while turning could cause wheel skidding and loss of control, whether or not your motorcycle is equipped with ABS. Having ABS does not mean you can take unnecessary risks. ABS will not compensate for poor judgment, incorrect braking techniques, not slowing down over bad roads or in poor weather conditions. You must still ride sensibly and alertly.

On regular paved roads, some riders may be able to obtain slightly shorter stopping distances with conventional brake systems than with ABS.

NOTE: In some situations, a motorcycle with ABS may require a longer stopping distance to stop on loose or uneven surfaces than an equivalent motorcycle without ABS.

⚠ WARNING

Inexperienced riders tend to underutilize the front brake. This can cause excessive stopping distance and lead to a collision. Using only the front or rear brake can cause skidding and loss of control.

Apply both brakes evenly and at the same time.

⚠ WARNING

Braking while turning the motorcycle can be hazardous, whether or not your motorcycle is equipped with ABS. ABS can not control wheel side-slips that occur when you brake hard while turning and the side-slips could cause loss of control.

Slow down sufficiently in a straight line before you begin to turn and avoid other than slight braking while turning.

⚠ WARNING

Failure to use good judgment with ABS can be hazardous. ABS cannot make up for bad road conditions, bad judgement, or improper operation of the brakes.

Remember that ABS will not compensate for poor judgment, incorrect braking techniques, or the need to slow down over bad roads or in poor weather conditions. Use good judgment and do not ride faster than conditions will safely allow.

How the ABS Works

ABS works by electronically controlling braking pressure. A computer monitors wheel rotation speed. If the computer detects that a braked wheel has slowed suddenly, indicating a skidding situation, the computer will reduce braking pressure to prevent that wheel from locking up. ABS works automatically, so you do not need any special braking technique. Just apply the front and rear brakes, as forcefully as necessary for the situation, without pumping either one. It is normal for the brake lever/pedal to pulsate while the ABS is operating.

Non-recommended tires can affect wheel speed and may confuse the computer.

ABS does not work at very low speed, less than about 8 km/h (5 mph), and does not work with a discharged battery.

STOPPING AND PARKING

1. Twist the throttle grip away from yourself to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time.
3. Downshift through the gears as road speed decreases.
4. Select neutral with the clutch lever squeezed towards the grip (disengaged position) when the motorcycle is almost completely stopped. The neutral position can be confirmed by observing the neutral indicator light.

⚠ WARNING

Inexperienced riders tend to underutilize the front brake. This can cause excessive stopping distance and lead to a collision. Using only the front or rear brake can cause skidding and loss of control.

Apply both brakes evenly and at the same time.

⚠ WARNING

Hard braking while turning may cause wheel skid and loss of control.

Brake before you begin to turn.

⚠ WARNING

Hard braking on wet, loose, rough, or other slippery surfaces can cause wheel skid and loss of control.

Brake lightly and with care on slippery or irregular surfaces.

⚠ WARNING

Following another vehicle too closely can lead to a collision. As vehicle speeds increase, stopping distance increases progressively.

Always maintain a safe stopping distance between you and the vehicle in front of you.

NOTICE

Holding the motorcycle stopped with throttle and clutch lever operation on inclines can damage the motorcycle's clutch.

Use the brakes when stopping the motorcycle on inclines.

5. Park the motorcycle on a firm, flat surface where it will not fall over.

NOTE: If the motorcycle is to be parked on the side stand on a slight slope, the front end of the motorcycle should face "up" the incline to avoid rolling forward off the side stand. You may leave the motorcycle in 1st gear to help prevent it from rolling off the side stand. Shift to neutral before starting the engine.

6. Turn the ignition switch to the "OFF" position or the main switch knob to the "(OFF)" position to stop the engine.
7. Turn the ignition switch or the main switch to the "LOCK" position to lock the steering.

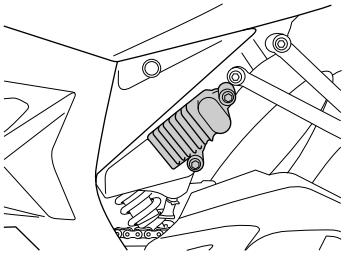
8. Remove the ignition key (GSX-S125, GSX-R125 for Middle East) from the switch.

NOTE: If an optional anti-theft lock such as a U-shape lock, brake disk lock or chain is used to avoid theft, be sure to remove the anti-theft lock before moving the motorcycle.

⚠ CAUTION

A hot muffler can cause severe burns. The muffler will be hot enough to cause burns for some time after stopping the engine.

Park the motorcycle where pedestrians or children are not likely to touch the muffler.



⚠ CAUTION

After the motorcycle running, the rectifier is still hot and may cause a burn.

Park the motorcycle out of reach of pedestrians and children.

INSPECTION AND MAINTENANCE

INSPECTION AND MAINTENANCE

MAINTENANCE SCHEDULE

The chart indicates the intervals between periodic services in miles, kilometers and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to ensure reliability of the machine as explained in the maintenance section. Your Suzuki dealer can provide you with further guidelines. Steering components, suspension and wheel components are key items and require very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorized Suzuki dealer or a qualified service mechanic.

⚠ WARNING

Improper maintenance or failure to perform recommended maintenance can lead to an accident.

Keep your motorcycle in good condition. Ask your Suzuki dealer or a qualified mechanic to perform the maintenance items marked with an asterisk (*). You may perform the unmarked maintenance items by referring to the instructions in this section, if you have mechanical experience. If you are not sure how to do any of the jobs, ask your Suzuki dealer to do the maintenance.

⚠ WARNING

Exhaust gas contains carbon monoxide, a dangerous gas that is difficult to detect because it is colorless and odorless. Breathing carbon monoxide can cause death or severe injury.

Never start the engine or let it run indoors or where there is little or no ventilation.

NOTICE

Poorly-made replacement parts can cause your motorcycle to wear more quickly and may shorten its useful life.

When replacing parts on your vehicle, use only genuine Suzuki replacement parts or their equivalent.

NOTICE

Servicing electric parts with the ignition switch in the "ON" position or the main switch knob in the "Ω(ON)" position can damage the electric parts when the electric circuit is shorted.

Turn off the ignition switch or the main switch before servicing the electric parts to avoid short-circuit damage.

NOTE: The MAINTENANCE CHART specified the minimum requirements for maintenance. If you use your motorcycle under severe conditions, perform maintenance more often than shown in the chart. If you have any questions regarding maintenance intervals, consult your Suzuki dealer or a qualified mechanic.

MAINTENANCE CHART

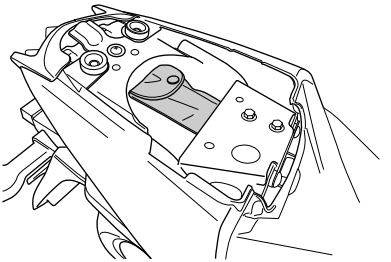
Interval: This interval should be judged by odometer reading or number of months, whichever comes first.

Item \ Interval		months	2	12	24
		km	1000	4000	8000
		miles	600	2500	5000
Air cleaner (☞ 6-18)			–	I	I
			Replace every 12000 km (7500 miles)		
* Exhaust pipe bolt and muffler bolt			T	–	T
* Valve clearance			–	–	I
Spark plug (☞ 6-14)			–	I	R
Fuel hose (☞ 6-24)			–	I	I
			* Replace every 4 years		
Engine oil (☞ 6-30)			R	R	R
Engine oil filter (☞ 6-30)			R	–	R
Throttle cable play (☞ 6-24)			I	I	I
* PAIR (air) supply system			–	I	I
* Engine coolant (☞ 6-26)	"SUZUKI SUPER LONG LIFE COOLANT" (Blue)		Replace every 4 years or 16000 km (10000 miles)		
	"SUZUKI LONG LIFE COOLANT" (Green) or an engine coolant other than "SUZUKI SUPER LONG LIFE COOLANT" (Blue)		Replace every 2 years or 8000 km (5000 miles)		
Radiator hose (☞ 6-29)			–	I	I
Clutch cable play (☞ 6-25)			I	I	I

Item \ Interval	months	2	12	24
	km	1000	4000	8000
	miles	600	2500	5000
Drive chain (☞ 6-37)		I	I	I
		Clean and lubricate every 1000 km (600 miles)		
Brakes (☞ 6-42)		I	I	I
Brake hose (☞ 6-43)		–	I	I
		* Replace every 4 years		
Brake fluid (☞ 6-43)		–	I	I
		* Replace every 2 years		
Tires (☞ 6-49)		–	I	I
* Steering		I	–	I
* Front forks		–	–	I
* Rear suspension		–	–	I
* Chassis bolts and nuts		T	T	T
Lubrication (☞ 6-8)		Lubricate every 1000 km (600 miles)		

NOTE: I= Inspect and clean, adjust, replace or lubricate as necessary; R= Replace; T= Tighten

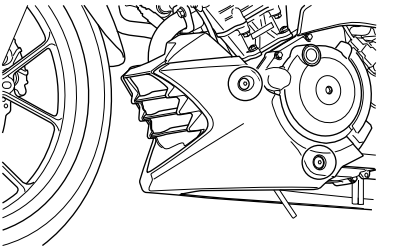
TOOLS

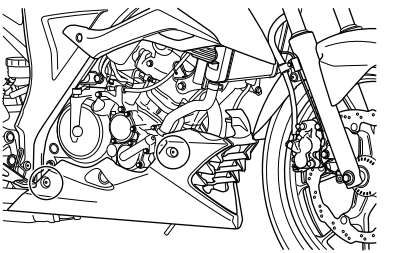


The tool kit is provided with your motorcycle. It is located under the rear seat.

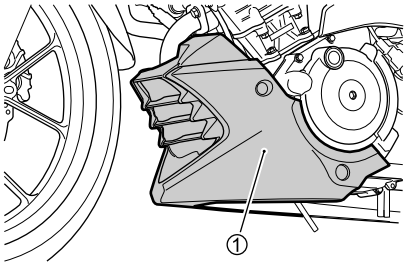
UNDER COWLING REMOVAL (GSX-S125)

1. Place the motorcycle on the side stand.





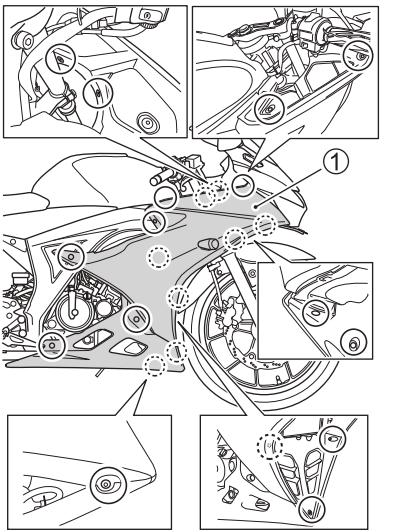
2. Remove the right and left screws.



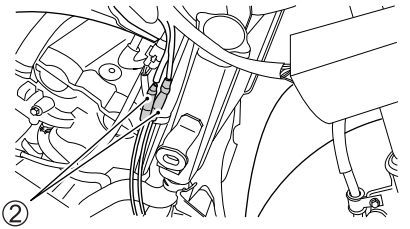
3. Remove the under cowling ①.

RIGHT SIDE FAIRING REMOVAL (GSX-R125)

To remove the right side fairing, follow the procedure below:



1. Place the motorcycle on the side stand.
2. Remove the screws, bolt and fasteners.
3. Unhook the hooks and remove the right side fairing ①.



4. Disconnect the front turn signal connectors ②.
5. Reinstall the right side fairing ① in the reverse order of removal.

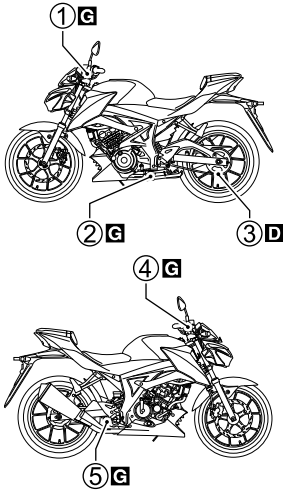
LUBRICATION POINTS

Proper lubrication is important for smooth and long life of each working part of your motorcycle and also for safe riding. It is a good practice to lubricate the motorcycle after a long rough ride and after getting it wet in the rain or after washing it. Major lubrication points are indicated below.

NOTICE

Lubricating electrical switches can damage the switches.

Do not apply grease or oil to electrical switches.



G .....Grease
D .....Drive chain lubricant

①....Clutch lever pivot
②....Side stand pivot and spring hook
③....Drive chain
④....Front brake lever pivot
⑤....Rear brake pedal pivot and front footrest bar pivot

BATTERY

The battery is a sealed type battery and requires no maintenance. Have your dealer check the charging condition of the battery periodically.

NOTE:

- *For charging a sealed type battery, use a battery charger applicable to a sealed type battery.*
- *If you cannot charge the battery, consult your authorized Suzuki dealer.*

⚠ WARNING

Battery posts, terminals, and related accessories contain lead and lead compounds. Lead is harmful to your health if it gets into your blood stream.

Wash hands after handling any parts containing lead.

⚠ WARNING

Diluted sulfuric acid from the battery can cause blindness or severe burns.

When working near the battery, use proper eye protection and gloves. Flush eyes or body with ample water and get medical care immediately if you suffer injury. Keep batteries out of reach of children.

⚠ WARNING

Batteries produce flammable hydrogen gas which can explode if exposed to flames or sparks.

Keep flames and sparks away from the battery. Never smoke when working near the battery.

⚠ WARNING

Wiping the battery with a dry cloth can cause a static electricity spark, which can start a fire.

Wipe the battery with a damp cloth to avoid static electricity build up.

NOTICE

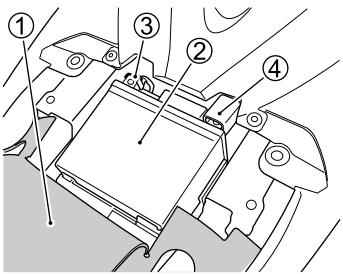
Exceeding the maximum charging rate for the battery can shorten its life.

Never exceed the maximum charging rate for the battery.

BATTERY REMOVAL

To remove the battery, follow the procedure below:

1. Place the motorcycle on the side stand.
2. Open the seat by referring to the SEAT LOCK AND HELMET HOLDERS section.



3. Turn over the rubber sheet ①.
4. Pull the battery ②.
5. Disconnect the negative (–) terminal ③.
6. Remove the cap. Disconnect the positive (+) terminal ④.
7. Remove the battery ②.

To install the battery:

1. Install the battery in the reverse order of removal.
2. Connect the battery terminals securely.

NOTICE

Reversing the battery lead wires can damage the charging system and the battery.

Always attach the red lead to the (+) positive terminal and the black (or black with white tracer) lead to the (–) negative terminal.

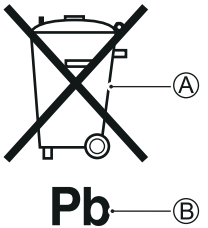
⚠ WARNING

Batteries contain toxic substances including sulfuric acid and lead. They could cause injury to humans or could damage the environment.

A used battery must be disposed of or recycled according to local law and must not be discarded with ordinary household waste. Make sure not to tip over the battery when you remove it from the motorcycle. Otherwise, sulfuric acid could run out and you might be injured.

NOTE:

- *Select the same type MF battery when replacing the battery.*
- *Recharge the battery once a month if the motorcycle is not used for a long time.*



The crossed-out wheeled bin symbol Ⓐ located on the battery label indicates that a used battery should be collected separately from ordinary household waste.
The chemical symbol of “Pb” Ⓑ indicates the battery contains more than 0.004% lead.

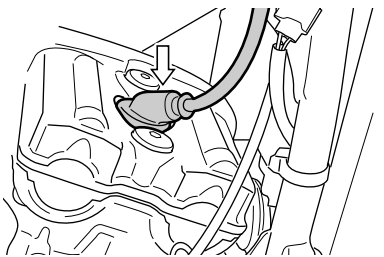
By ensuring the used battery is disposed of or recycled correctly, you will help prevent potential negative consequences for the environment and human health, which could otherwise be caused by inappropriate waste handling of the battery. The recycling of materials will help to conserve natural resources. For more detailed information about disposing or recycling of the used battery, consult your Suzuki dealer.

SPARK PLUG

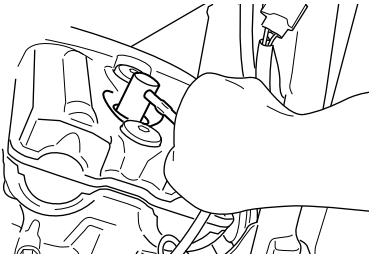
SPARK PLUG REMOVAL

To remove the spark plug, follow the procedure below:

1. Remove the right side fairing by referring to the RIGHT SIDE FAIRING REMOVAL section. (For GSX-R125 only)

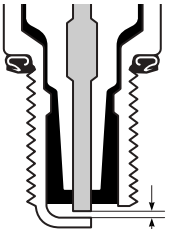


2. Pull off the spark plug cap.



3. Remove the spark plug with a spark plug wrench.

SPARK PLUG INSPECTION



Adjust the spark plug gap to 0.8 – 0.9 mm (0.028 – 0.031 in) by using a spark plug gap thickness gauge. The spark plug should be replaced periodically.

Whenever removing the carbon deposits, be sure to observe the operational color of each spark plug's porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. A normally-operating spark plug should be very light brown in color. If the spark plug is very white or glazed appearing, it has been operating much too hot. This spark plug should be replaced with a colder plug.

Consult your Suzuki dealer or a qualified mechanic if your plug insulator is not a light brown color.

NOTICE

An improper spark plug may have an incorrect fit or inappropriate heat range for your engine. This may cause severe engine damage which may not be covered under warranty.

Use one of the spark plugs listed or their equivalent. Consult your Suzuki dealer if you are not sure which spark plug is correct for your type of usage.

Plug Replacement Guide

NGK	DENSO	REMARKS
MR8E-9	U24EPR-N9	Standard

NOTE: This motorcycle uses a resistor-type spark plug to avoid jamming electronic parts. Improper spark plug selection may cause electronic interference with your motorcycle's ignition system, resulting in motorcycle performance problems. Use only the recommended spark plugs.

NOTE: If the above-named plugs are not available, consult your Suzuki dealer.

NOTICE

Improper installation of the spark plug can damage your motorcycle. An overly-tight or cross-threaded spark plug will damage the aluminum threads of the cylinder head.

Carefully turn the spark plug by hand into the threads. If the spark plug is new, tighten it with a wrench about 1/2 turn past finger tight. If you are reusing the old spark plug, tighten it with a wrench about 1/8 turn past finger tight.

NOTICE

Dirt can damage the moving engine parts of your motorcycle if it enters an open spark plug hole.

Cover the spark plug hole while the spark plug is out of the hole.

To install the spark plug:

1. Install a spark plug, tighten it with a wrench.
2. Connect the spark plug caps securely.
3. Reinstall the right side fairing. (For GSX-R125 only)

AIR CLEANER

If the elements have become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. If you use your motorcycle under normal low-stress conditions, you should service the air cleaner at the intervals specified. If you ride in dusty, wet or muddy conditions, you will need to inspect the air cleaner element much more frequently. Use the following procedure to remove the element and inspect it.

⚠ WARNING

Operating the engine without the air cleaner element in place can be hazardous. A flame can spit back from the engine to the air intake box without the air cleaner element to stop it. Severe engine damage can also occur if dirt enters the engine due to running the engine without the air cleaner element.

Never run the engine without the air cleaner element in place.

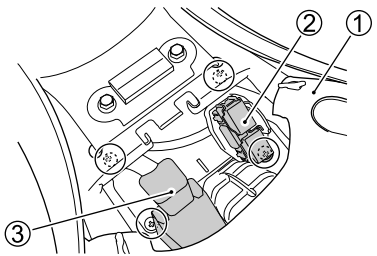
NOTICE

Failure to inspect the air cleaner element frequently if the motorcycle is used in dusty, wet, or muddy conditions can damage your motorcycle. The air cleaner element can become clogged under these conditions, and engine damage may result.

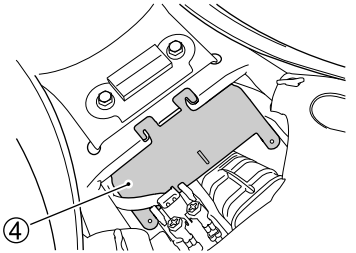
Always inspect the air cleaner element after riding in severe conditions. Replace the element as necessary. If water gets in the air cleaner case, immediately clean the element and the inside of the case.

Follow the procedure below to remove the air cleaner element.

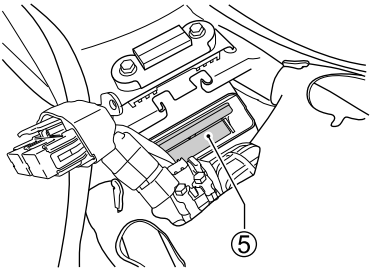
1. Place the motorcycle on the side stand.
2. Remove the front seat by referring to the SEAT LOCK AND HELMET HOLDER section.



3. Turn over the rubber sheet ①.
4. Remove the screws and the relay box ②. Disconnect the coupler ③.



5. Remove the air cleaner cap ④.

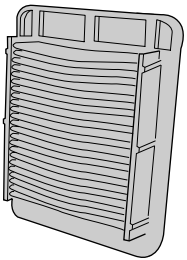


6. Remove the air cleaner element ⑤.

NOTICE

Gripping paper part of the filter with a tool or hitting the element to periphery may damage the filter.

If it is difficult to remove the filter, consult your Suzuki dealer.



7. Inspect the air cleaner element condition. Replace the air cleaner element periodically.

NOTICE

Compressed air can damage the air cleaner element.

Do not blow the air cleaner element with compressed air.

8. Reinstall the checked element or new air cleaner element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

NOTICE

A torn air cleaner element will allow dirt to enter the engine and can damage the engine.

Replace the air cleaner element with a new one if it is torn. Carefully examine the air cleaner element for tears during cleaning.

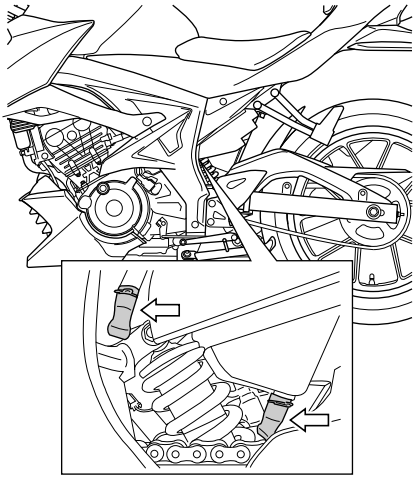
NOTICE

Failure to position the air cleaner element properly can allow dirt to bypass the air cleaner element. This will cause engine damage.

Be sure to properly install the air cleaner element.

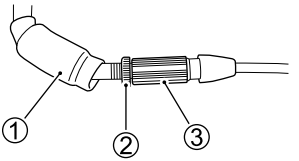
NOTE: Be careful not to spray water on the air cleaner box when cleaning the motorcycle.

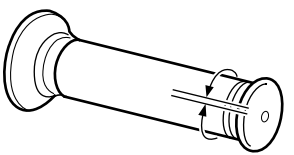
Air Cleaner Drain Plug



Remove the plugs and drain water and oil at the periodic maintenance interval. The air cleaner drain plugs are located beneath the air cleaner box.

THROTTLE CABLE ADJUSTMENT





2.0 – 4.0 mm
(0.08 – 0.16 in)

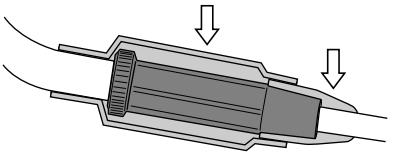
To adjust the cable play:
1. Remove the boot ①.
2. Loosen the lock nut ②.
3. Turn the adjuster ③ so that the throttle grip has 2.0 – 4.0 mm (0.08 – 0.16 in) play.
4. Tighten the lock nut ②.
5. Replace the boot ①.

⚠ WARNING

Inadequate throttle cable play can cause engine speed to rise suddenly when you turn the handlebars. This can lead to loss of control and an accident.

Adjust the throttle cable play so that engine idle speed does not rise due to handlebar movement.

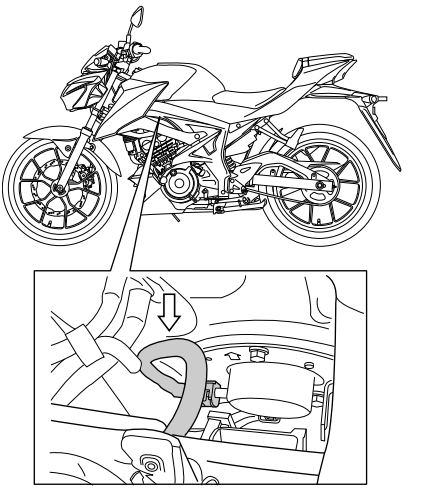
THROTTLE CABLE BOOTS



The throttle cable have a boots. Check that the boots are fit securely. Do not apply water directly to the boots when washing. Wipe off dirt from the boots with a wet cloth when the boots are dirty.

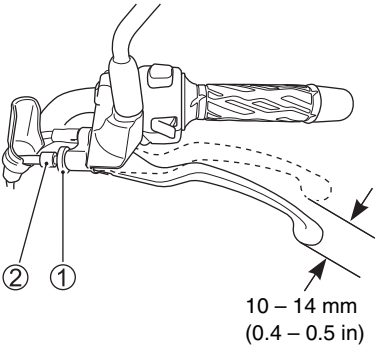
FUEL HOSE

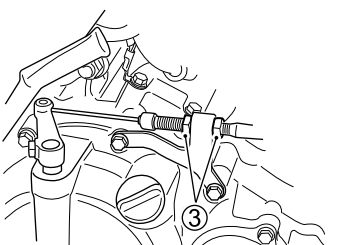
1. Remove the right side fairing by referring to the RIGHT SIDE FAIRING REMOVAL section. (For GSX-R125 only)



2. Inspect the fuel hose for damage and fuel leakage. If any defects are found, the fuel hose must be replaced.

CLUTCH





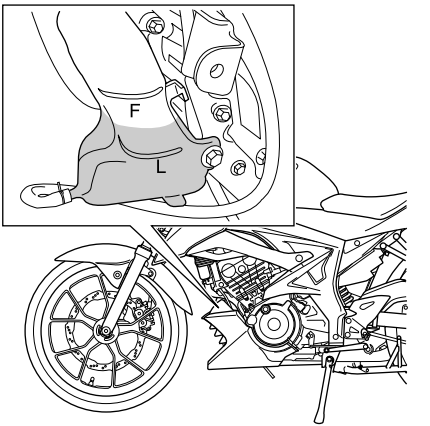
At each maintenance interval, adjust the clutch cable play with the clutch cable adjuster. The cable play should be 10 – 14 mm (0.4 – 0.5 in) as measured at the clutch lever end before the clutch begins to disengage. If you find that the amount of clutch cable play is incorrect, adjust it in the following way:

1. Loosen the lock nut ①.
2. Turn the clutch lever adjuster ② clockwise as far as it will go.
3. Loosen the cable adjuster lock nuts ③ to obtain approximately 10 – 14 mm (0.4 – 0.5 in) of free play at the clutch lever end as indicated.
4. Minor adjustment can now be made with the adjuster ②.
5. Tighten the lock nuts, ① and ③, after finishing adjustment.

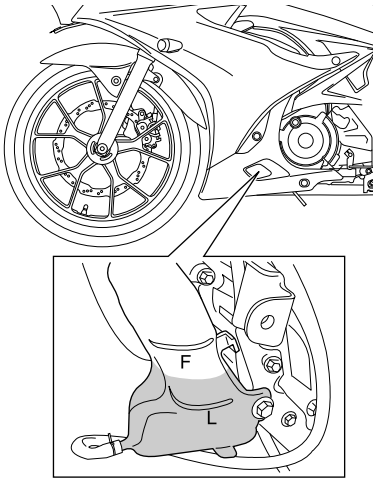
NOTE: Any maintenance of the clutch other than the clutch cable play should be performed by your Suzuki dealer.

COOLANT

COOLANT LEVEL



GSX-S125



GSX-R125

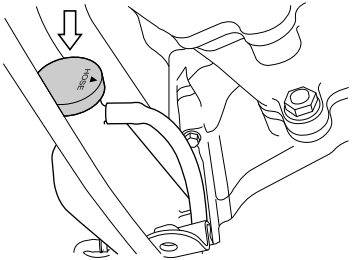
The coolant should be kept between the “F” (FULL) and “L” (LOW) level lines in the reservoir tank at all times. Inspect the level every time before riding with the motorcycle held vertically. If the coolant is found lower than the “L” level line, add specified engine coolant in the following way:

NOTE:

- *Check the coolant level when the engine is cold.*
- *If the engine coolant reservoir is empty, check the radiator coolant level.*

1. Place the motorcycle on the side stand.
2. Remove the under cowlings by referring to the UNDER COWLING REMOVAL section. (For GSX-S125 only)

   Remove the right side fairing by referring to the RIGHT SIDE FAIRING REMOVAL section. (For GSX-R125 only)



3. Remove the filler cap and add specified engine coolant through the filler hole until it reaches the “F” line. Refer to the FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS section.

NOTE:
- *Add coolant only from the reservoir tank cap, and never open radiator cap.*
- *When installing the filler cap, face the triangle mark to the reservoir tank hose side.*

4. Reinstall the under cowlings. (For GSX-S125 only)

   Reinstall the right side fairing. (For GSX-R125 only)

⚠ WARNING

Engine coolant is harmful or fatal if swallowed or inhaled. Solution can be poisonous to animals.

Do not drink antifreeze or coolant solution. If swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. Avoid inhaling mist or hot vapors; if inhaled, remove to fresh air. If coolant gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

NOTE: Adding only water will dilute the engine coolant and reduce its effectiveness. Add specified engine coolant.

CHANGING THE COOLANT

Change the coolant periodically.

NOTE: About 1050 ml (1.1/0.9 US/Imp. qt) of coolant will required when filling the radiator and reservoir tank.

RADIATOR HOSE INSPECTION

Inspect the radiator hoses for cracks, damage or engine coolant leakage. If any defects are found, ask your Suzuki dealer to replace the radiator hose with a new one.

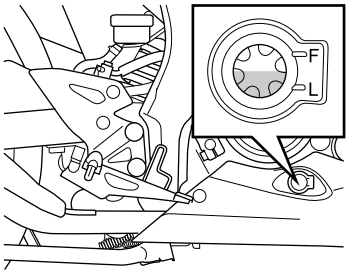
ENGINE OIL

Long engine life depends much on the selection of a quality oil and the periodic changing of the oil. Daily oil level checks and periodic changes are two of the most important maintenance items to be performed.

ENGINE OIL LEVEL CHECK

Follow the procedure below to inspect the engine oil level.

1. Place the motorcycle on level ground on the side stand.
2. Start the engine and run it for three minutes.
3. Stop the engine and wait three minutes.



4. Retract the side stand. Hold the motorcycle vertically and inspect the engine oil level through the engine oil level inspection window on the right side of the engine. The engine oil level should be between the “L” (low) and the “F” (full) lines.

NOTICE

Operating the motorcycle with too little or too much oil can damage the engine.

Place the motorcycle on level ground. Check the oil level with the engine oil inspection window before each use of the motorcycle. Be sure the engine oil level is always above the "L" (low) line and not higher than the "F" (full) line.

ENGINE OIL AND FILTER CHANGE

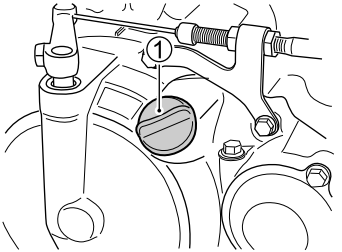
Change the engine oil and oil filter at the scheduled time. The oil should be changed when the engine is warm so that the oil will drain thoroughly from the engine. The procedure is as follows:

NOTICE

Turning the engine while draining the engine oil will cause oil film shortage and adversely affect the engine.

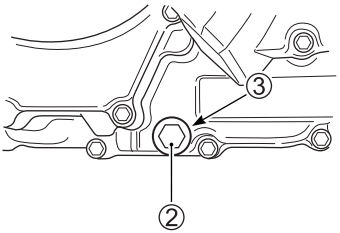
Do not use the electric starter switch during engine oil replacement work.

1. Place the motorcycle on the side stand.



2. Remove the under cowling by referring to the UNDER COWLING REMOVAL section. (For GSX-S125 only)

   Remove the right side fairing by referring to the RIGHT SIDE FAIRING REMOVAL section. (For GSX-R125 only)
3. Remove the oil filler cap ①.
4. Place a drain pan under the drain plug.



5. Remove the drain plug ② and gasket ③ with a wrench and drain out the engine oil while holding the motorcycle vertically.

⚠ CAUTION

Hot engine oil and exhaust pipes can burn you.

Wait until the oil drain plug and exhaust pipes are cool enough to touch with bare hands before draining oil.

⚠ WARNING

Children and pets may be harmed by swallowing new or used oil. Repeated, prolonged contact with used engine oil may cause skin cancer. Brief contact with oil may irritate skin.

Keep new and used oil and used oil filters away from children and pets. To minimize your exposure to used oil, wear a long-sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil. Recycle or properly dispose of used oil and filters.

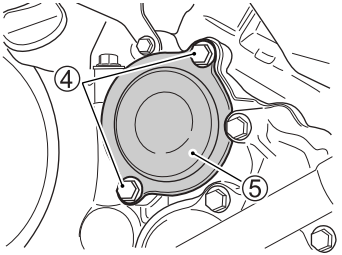
NOTICE

Turning the engine while draining the engine oil will cause oil film shortage and adversely affect the engine.

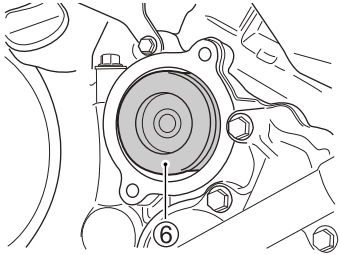
Do not use the electric starter switch during engine oil replacement work.

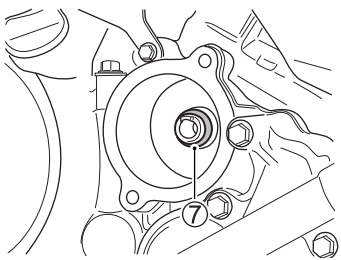
NOTE:

- *Recycle or properly dispose of used oil.*
- *Before starting the work, check that there is not any dust, mud, or foreign object inside the oil jug or on the oil filter mounting surface.*



6. Remove the bolts ④ holding the filter cap ⑤ in place.





7. Replace the oil filter ⑥ and the “O” ring ⑦ with a new one.

NOTICE

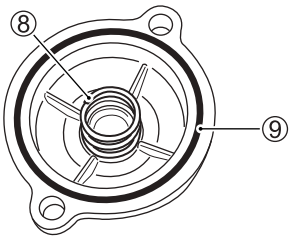
Failure to use an oil filter with the correct design can damage your motorcycle's engine.

Be sure to use a genuine Suzuki oil filter or an equivalent one designed for your motorcycle.

NOTICE

Failure to insert the new oil filter correctly can damage the engine. No oil flow will result if the oil filter is inserted backwards.

Insert the open end of the new oil filter into the engine.



8. Before reinstalling the oil filter cap, be sure to check that the filter spring ⑧ and the "O" ring ⑨ are installed correctly.

NOTE: Insert a new "O" ring each time the filter element is replaced.

9. Replace the oil filter cap and tighten the bolts securely but do not overtighten them.
10. Replace the drain plug gasket ③ with a new one. Reinstall the drain plug ② and gasket ③. Tighten the plug securely with a torque wrench. Pour fresh oil through the filler hole. Approximately 1400 ml (1.5/1.2 US/Imp. qt) will be required.

Drain plug tightening torque:
18 N·m (1.8 kgf-m, 13 lbf-ft)

NOTE: About 1300 ml (1.4/1.1 US/Imp. qt) of oil will be required when changing oil only.

NOTICE

Engine damage may occur if you use oil that does not meet Suzuki's specifications.

Be sure to use the oil specified in the FUEL, ENGINE OIL AND COOLANT RECOMMENDATIONS section.

11. Reinstall the oil filler cap.
12. Start the engine (while the motorcycle is outside on level ground) and allow it to idle for three minutes.
13. Turn the engine off and wait approximately three minutes. Recheck the oil level on the engine oil inspection window while holding the motorcycle vertically. If it is lower than the "L" line, add oil until the oil level is between "L" line and "F" line. Inspect the area around the drain plug and oil filter for leaks.

DRIVE CHAIN

This motorcycle has a master link type drive chain. We recommend that you take your motorcycle to an authorized Suzuki dealer or a qualified mechanic if the drive chain needs to be replaced.

The condition and adjustment of the drive chain should be checked each day before you ride. Always follow the guidelines for inspecting and servicing the chain.

⚠ WARNING

Riding with the chain in poor condition or improperly adjusted can lead to an accident.

Inspect, adjust, and maintain the chain properly before each ride, according to the instructions in this section.

INSPECTING THE DRIVE CHAIN

When inspecting the chain, look for the following:

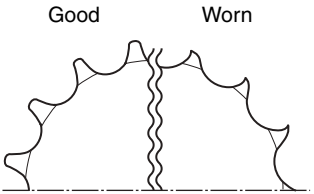
- Loose pins
- Damaged rollers
- Dry or rusted links
- Kinked or binding links
- Excessive wear
- Improper chain adjustment

If you find anything wrong with the drive chain condition or adjustment, correct the problem if you know how. If necessary, consult your authorized Suzuki dealer or a qualified mechanic.

Damage to the drive chain means that the sprockets may also be damaged. Inspect the sprockets for the following:

- Excessively worn teeth
- Broken or damaged teeth
- Loose sprocket mounting nuts

If you find any of these problems with your sprocket, consult your Suzuki dealer or a qualified mechanic.



NOTE: The two sprockets should be inspected for wear when a new chain is installed and replace them if necessary.

⚠ WARNING

Improperly installing a replacement chain, or using a joint-clip type chain, can be hazardous. An incompletely riveted master link, or a joint-clip type master link, may come apart and cause an accident or severe engine damage.

Do not use a joint-clip type chain. Chain replacement requires a special riveting tool and a high-quality, non-joint-clip type chain. Ask an authorized Suzuki dealer or a qualified mechanic to perform this work.

DRIVE CHAIN CLEANING AND OILING

1. Remove dirt and dust from the drive chain. Be careful not to damage the seal ring.
2. Clean the drive chain with a sealed drive chain cleaner, or water and neutral detergent.

NOTICE

Cleaning the drive chain improperly can damage seal rings and ruin the drive chain.

- **Do not use a volatile solvent such as paint thinner, kerosene and gasoline.**
- **Do not use a high pressure cleaner to clean the drive chain.**
- **Do not use a wire brush to clean the drive chain.**

3. Use a soft brush to clean the drive chain. Be careful not to damage the seal ring even though using a soft brush.
4. Wipe off water and neutral detergent.
5. Lubricate with a motorcycle sealed drive chain lubricant or high viscosity oil (#80 – 90).

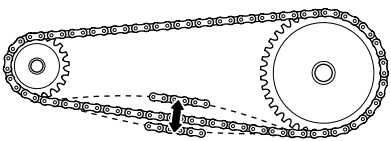
NOTICE

Some drive chain lubricant contains solvents and additives which could damage the seal rings in the drive chain.

Use sealed drive chain lubricant which is specifically intended for use with sealed drive chains.

6. Lubricate both front and back plates of the drive chain.
7. Wipe off excess lubricant after lubricating all around the drive chain.

DRIVE CHAIN ADJUSTMENT



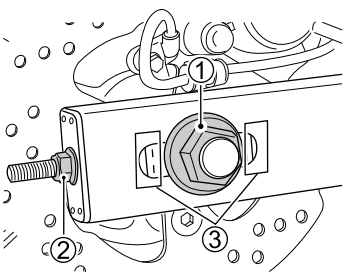
20 – 30 mm
(0.8 – 1.2 in)

Check the drive chain slack at the middle between the two sprockets. The chain may require more frequent adjustment than indicated in the periodic maintenance schedule depending on your riding conditions.

⚠ WARNING

Too much chain slack can cause the chain to come off the sprockets, resulting in an accident or serious damage to the motorcycle.

Inspect and adjust the drive chain slack before each use.



To adjust the drive chain, follow these directions:

⚠ CAUTION

A hot muffler can burn you. The muffler will be hot enough to burn you for some time after stopping the engine.

Wait until the muffler cools before adjusting the drive chain.

1. Place the motorcycle on the side stand.
2. Loosen the axle nut ①.

3. Adjust the drive chain slack by turning the right and left chain adjuster nuts ②. At the same time that the chain is being adjusted, the rear sprocket must be kept in perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks ③ on both sides of the chain adjuster and the edge of each swingarm hole (rear side or front side) must be aligned to ensure that the front and rear wheels are correctly aligned.
4. Tighten the axle nut ① securely after aligning and adjusting the slack in the drive chain to 20 – 30 mm (0.8 – 1.2 in).
5. Recheck the chain slack after tightening and readjust if necessary.
6. Tighten the chain adjuster nuts ② securely.

Rear axle nut tightening torque:
65 N·m (6.5 kgf-m, 47.0 lbf-ft)

BRAKES

This motorcycle utilizes front and rear disk brakes. Proper operation of brake systems are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled.

BRAKE SYSTEM

⚠ WARNING

Failure to properly inspect and maintain your motorcycle's brake systems can increase your chance of having an accident.

Be sure to inspect the brakes before each use according to the INSPECTION BEFORE RIDING section. Always maintain your brakes according to the MAINTENANCE SCHEDULE.

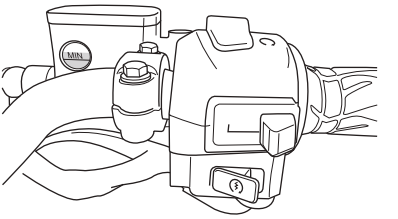
Inspect your brake system for the following items daily:

- Inspect the fluid level in the reservoirs.
- Inspect the front and rear brake system for signs of fluid leakage.
- Inspect the brake hose for leakage or a cracked appearance.
- The brake lever and pedal should have the proper stroke and be firm at all times.
- Check the wear of the disk brake pads.

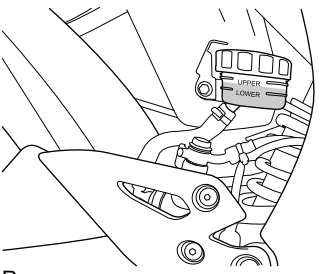
BRAKE HOSE INSPECTION

Inspect the brake hoses and hose joints for cracks, damage or brake fluid leakage. If any defects are found, ask your Suzuki dealer to replace the brake hose with a new one.

BRAKE FLUID



FRONT



REAR

Check the brake fluid level in both the front and rear brake fluid reservoirs. If the level in either reservoir is below the lower mark, inspect for brake pad wear and leaks.

⚠ WARNING

Brake fluid will gradually absorb moisture through the brake hoses. Brake fluid with high water content lowers the boiling point and can cause brake system (including ABS) malfunction due to corrosion of brake components. Boiling brake fluid or brake system (including ABS) malfunction could result in an accident.

Replace the brake fluid every two years to maintain braking performance.

⚠ WARNING

The use of any fluid except DOT4 brake fluid from a sealed container can damage the brake system and lead to an accident.

Clean filler cap before removing. Use only DOT4 brake fluid from a sealed container. Never use or mix with different types of brake fluid.

⚠ WARNING

Brake fluid is harmful or fatal if swallowed, and harmful if it comes in contact with skin or eyes. Solution can be poisonous to animals.

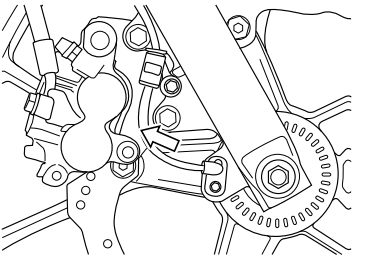
If brake fluid is swallowed, do not induce vomiting. Immediately contact a poison control center or a physician. If brake fluid gets in eyes, flush eyes with water and seek medical attention. Wash thoroughly after handling. Keep out of the reach of children and animals.

NOTICE

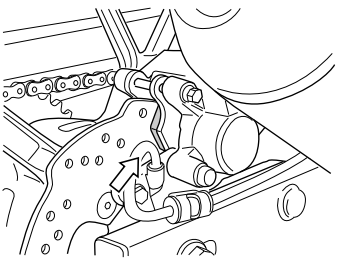
Spilled brake fluid can damage painted surfaces and plastic parts.

Be careful not to spill any fluid when filling the brake fluid reservoir. Wipe spilled fluid up immediately.

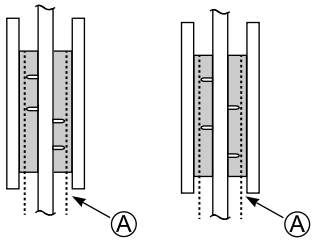
BRAKE PADS



FRONT



REAR



Inspect the front and rear brake pads by noting whether or not the friction pads are worn down to the grooved wear limit line Ⓐ. If a front or rear pad is worn to the grooved wear limit line, it must be replaced with a new one by your authorized Suzuki dealer or a qualified service mechanic.

⚠ WARNING

Failure to inspect and maintain the brake pads and replace them when recommended can increase your chance of having an accident.

If you need to replace brake pads, have your Suzuki dealer do this work. Inspect and maintain the brake pads as recommended.

⚠ WARNING

If you ride this motorcycle after brake system repair or brake pad replacement without pumping the brake lever/pedal, you may get poor braking performance which could result in an accident.

After brake system repair or brake pad replacement, pump the brake lever/pedal several times until brake pads are pressed against the brake disks and proper lever stroke and firm feel are restored.

NOTE: Do not squeeze/depress the brake lever/pedal when the pads are not in their positions. It is difficult to push the pistons back and brake fluid leakage may result.

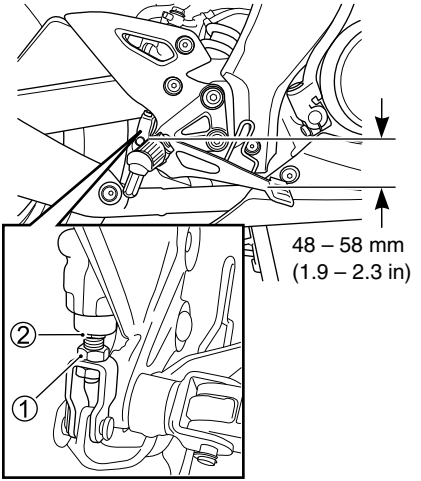
⚠ WARNING

Replacing only one of the two brake pads can result in uneven braking action and can increase your chance of having an accident.

Always replace both pads together.

REAR BRAKE PEDAL ADJUSTMENT

The rear brake pedal position must be properly adjusted at all times or the disk brake pads will rub against the disk causing damage to the pads and to the disk surface. Adjust the brake pedal position in the following manner:



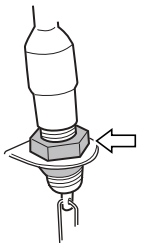
1. Loosen the lock nut ①, and rotate the push rod ② to locate the pedal 48 – 58 mm (1.9 – 2.3 in) below the top face of the footrest.
2. Retighten the lock nut ① to secure the push rod ② in the proper position.

NOTICE

An incorrectly adjusted brake pedal may force brake pads to continuously rub against the disk, causing damage to the pads and disk.

Follow the steps in this section to adjust the brake pedal properly.

REAR BRAKE LIGHT SWITCH



To adjust the brake light switch, hold the switch body and turn the adjuster so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

TIRES

⚠ WARNING

The tires on your motorcycle form the crucial link between your motorcycle and the road. Failure to take the precautions below may result in an accident due to tire failure.

- **Check tire condition and pressure before each ride, and adjust pressure if necessary.**
- **Avoid overloading your motorcycle.**
- **Replace a tire when worn to the specified limit, or if you find damage such as cuts or cracks.**
- **Always use the size and type of tires specified in this owner's manual.**
- **Balance the wheel after tire installation.**
- **Read this section of the owner's manual carefully.**

⚠ WARNING

Failure to perform break-in of the tires could cause tire slip and loss of control, which could result in an accident.

Use extra care when riding on new tires. Perform proper break-in of the tires referring to the BREAK-IN section of this manual and avoid hard acceleration, hard cornering, and hard braking for the first 160 km (100 miles).

TIRE PRESSURE AND LOADING

Proper tire pressure and proper tire loading are important factors. Overloading your tires can lead to tire failure and loss of motorcycle control.

Check tire pressure each day before you ride, and adjust tire pressure and be sure the pressure is correct for the motorcycle load according to the table as follows. Tire pressure should only be checked and adjusted before riding, since riding will heat up the tires and lead to higher inflation pressure readings.

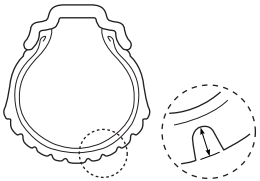
Under-inflated tires make smooth cornering difficult, and can result in rapid tire wear. Over-inflated tires cause a smaller amount of tire to be in contact with the road, which can contribute to skidding and loss of control.

Cold Tire Inflation Pressure

	SOLO RIDING	DUAL RIDING
FRONT	175 kPa 1.75 kgf/cm^2 25 psi	175 kPa 1.75 kgf/cm^2 25 psi
REAR	200 kPa 2.00 kgf/cm^2 29 psi	200 kPa 2.00 kgf/cm^2 29 psi

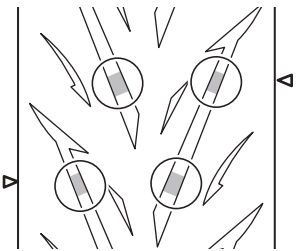
NOTE: When you detect drops in tire pressure, check the tire for nails or other punctures, or a damaged wheel rim. Tubeless tires sometimes lose pressure gradually when punctured.

TIRE CONDITION AND TYPE



Proper the condition of your tires and proper tire type affect motorcycle performance. Cuts or cracks in the tires can lead to tire failure and loss of motorcycle control. Worn tires are susceptible to puncture failures and subsequent loss of motorcycle control. Tire wear also affects the tire profile, changing motorcycle handling characteristics.

Check the condition of your tires each day before you ride. Replace tires if tires show visual evidence of damage, such as cracks or cuts, or if tread depth is less than 1.6 mm (0.06 in) front, 1.6 mm (0.06 in) rear.



NOTE: The "Triangle" mark indicates the place where the wear bars are molded into the tire. When the wear bars contact the road, it indicates that the tire wear limit has been reached.

Whenever you replace a tire, use a tire of the size and type listed below. If you use a different size or type of tire, motorcycle handling may be adversely affected, possibly resulting in loss of motorcycle control.

	FRONT	REAR
SIZE	90/80-17M/C 46S	130/70-17M/C 62S
TYPE	DUNLOP D102FA J	DUNLOP D102A J

Be sure to balance the wheel after repairing a puncture or replacing the tire. Proper wheel balance is important to avoid variable wheel-to-road contact, and to avoid uneven tire wear.

⚠ WARNING

An improperly repaired or installed tire can cause loss of control and an accident, or can wear out sooner.

- **Ask your Suzuki dealer or a qualified mechanic to perform tire repair and replacement because proper tools and experience are required.**
- **Install tires according to the rotation direction shown by arrows on the sidewall of each tire.**

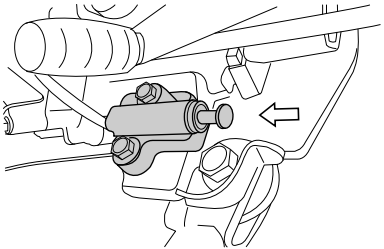
⚠ WARNING

Failure to follow the instructions below for tubeless tires may result in an accident due to tire failure. Tubeless tires require different service procedures than tube tires.

- **Tubeless tires require an air-tight seal between the tire bead and wheel rim. Special tire irons and rim protectors or a specialized tire mounting machine must be used for removing and installing tires to prevent tire or rim damage which could result in an air leak.**
- **Repair punctures in tubeless tires by removing the tire and applying an internal patch.**

- **Do not use an external repair plug to repair a puncture since the plug may work loose as a result of the cornering forces experienced by a motorcycle tire.**
- **After repairing a tire, do not exceed 80 km/h (50 mph) for the first 24 hours, and do not exceed 130 km/h (80 mph) thereafter. This is to avoid excessive heat build-up which could result in a tire repair failure and tire deflation.**
- **Replace the tire if it is punctured in the sidewall area, or if a puncture in the tread area is larger than 6 mm (3/16 in). These punctures cannot be repaired adequately.**

SIDE STAND/IGNITION INTERLOCK SWITCH



Check the side stand/ignition interlock switch for proper operation as follows:

1. Sit on the motorcycle in the normal riding position, with the side stand up.
2. Shift into first gear, hold the clutch in, and start the engine.
3. While continuing to hold the clutch in, move the side stand to the down position.

If the engine stops running when the side stand is moved to the down position, then the side stand/ignition interlock switch is working properly. If the engine continues to run with the side stand down and the transmission in gear, then the side stand/ignition interlock switch is not working properly. Have your motorcycle inspected by an authorized Suzuki dealer or a qualified service mechanic.

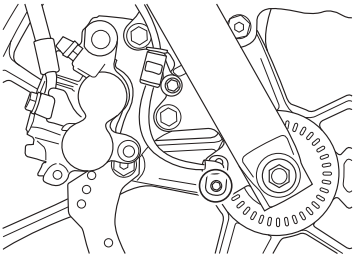
⚠ WARNING

If the side stand/ignition interlock system is not working properly, it is possible to ride the motorcycle with the side stand in the down position. This may interfere with rider control during a left turn and could cause an accident.

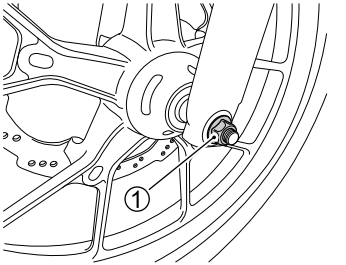
Check the side stand/ignition interlock system for proper operation before riding. Check that the side stand is returned to its full up position before starting off.

FRONT WHEEL REMOVAL

1. Place the motorcycle on the side stand.



2. Remove the front wheel speed sensor by removing the mounting bolt.

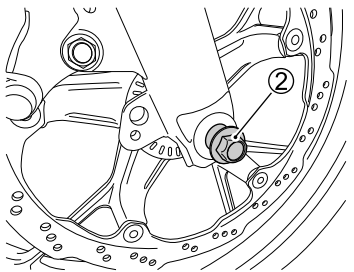


3. Remove the axle nut ①.
4. Carefully position a jack under the engine and raise until the front wheel is slightly off the ground.

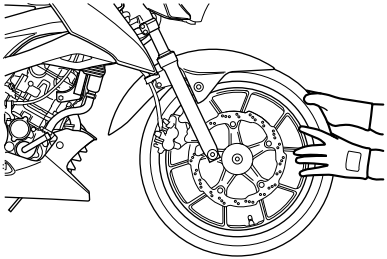
NOTICE

Improper jacking may cause damage to the fairing.

Do not place the jack under the lower part of the fairing when jacking up the motorcycle.



5. Draw out the axle shaft ②.



6. Slide the front wheel forward.

NOTE: Never squeeze the front brake lever with the caliper removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result.

7. To reinstall the wheel assembly, reverse the sequence described above.
8. After installing the wheel, apply the brake several times to restore the proper lever stroke.

⚠ WARNING

Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident.

Before riding, "pump" the brake lever repeatedly until the brake pads are pressed against the brake disks and proper lever stroke and firm feel are restored. Also check that the wheel rotates freely.

⚠ WARNING

Installing the front wheel in the reverse direction can be hazardous. The tire for this motorcycle is directional. Therefore, the motorcycle may have unusual handling if the wheel is installed incorrectly.

Install the front wheel so that the tire rotates in the specified direction, as indicated by the arrow on the sidewall of the tire.

⚠ WARNING

If the bolts and nuts are not properly tightened, the wheel can come off, causing an accident.

Be sure to tighten the bolts and nuts to the specified torque. If you do not have a torque wrench or do not know how to use one, ask your authorized Suzuki dealer to check the bolts and nuts.

Front axle nut tightening torque:
44 N·m (4.4 kgf-m, 32.0 lbf-ft)

REAR WHEEL REMOVAL

⚠ CAUTION

A hot muffler can burn you.

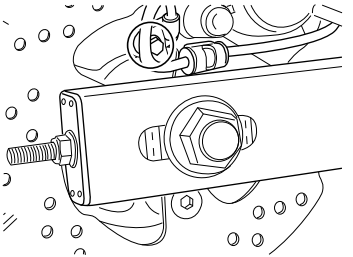
Wait until the muffler cools before removing the axle nut.

NOTICE

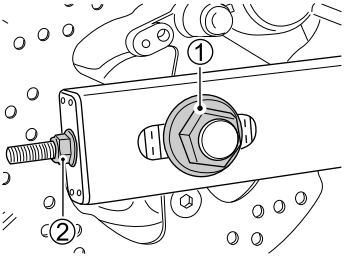
Removing the rear wheel without use of an accessory stand can result in your motorcycle falling over and being damaged.

Do not attempt roadside removal of the rear wheel. Only remove the rear wheel at a properly equipped servicing facility using an accessory service stand.

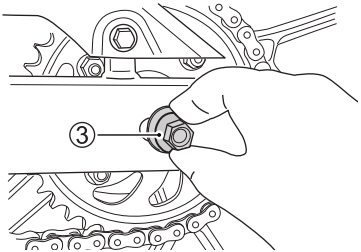
1. Place the motorcycle on the side stand.



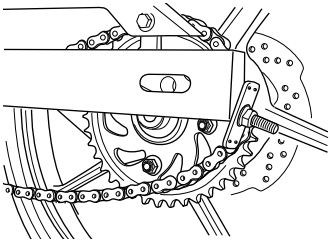
2. Remove the rear wheel speed sensor by removing the mounting bolt.



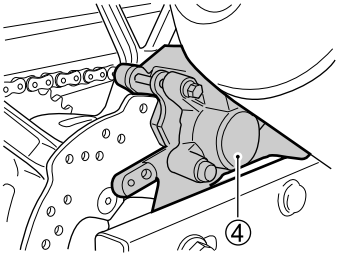
3. Remove the axle nut ①.
4. Place an accessory service stand or an equivalent stand under the swingarm to lift the rear wheel slightly off the ground.
5. Loosen the right and left chain adjuster nuts ②.



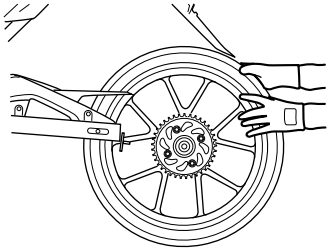
6. Draw out the axle shaft ③.



7. With the wheel moved forward, remove the chain from the sprocket.



8. Remove the rear brake caliper assembly ④.



9. Pull the rear wheel assembly rearward.

NOTE: Never depress the rear brake pedal with the rear wheel removed. It is very difficult to force the pads back into the caliper assembly.

10. To reinstall the wheel assembly, reverse the sequence described above.
11. Adjust the drive chain slack.
12. After installing the wheel, apply the brake several times and then check that the wheel rotates freely.

⚠ WARNING

Failure to adjust the drive chain and failure to torque bolts and nuts properly could lead to an accident.

- **After installing the rear wheel, adjust the drive chain as described in the DRIVE CHAIN ADJUSTMENT section.**
- **Torque bolts and nuts to the proper specifications. If you are not sure of the proper procedure, have your authorized Suzuki dealer or a qualified mechanic do this.**

Rear axle nut tightening torque:
65 N·m (6.5 kgf-m, 47.0 lbf-ft)

⚠ WARNING

Failure to extend brake pads after installing the wheel can cause poor braking performance and may result in an accident.

Before riding, "pump" the brake pedal repeatedly until brake pads are pressed against the brake disks and proper pedal stroke and firm feel are restored. Also check that the wheel rotates freely.

LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown on the chart below. When replacing a burned out bulb, always use the exact same wattage rating. Using other than the specified rating can result in overloading the electrical system or premature failure of a bulb.

NOTICE

Failure to use a light bulb with the correct wattage rating can overload the electrical system of your motorcycle or cause the bulb to burn out sooner.

Use only the light bulbs shown in the chart as replacement bulbs.

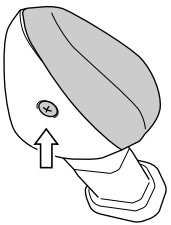
Headlight	LED
Position light	LED
Front turn signal light	12V 10W × 2
Rear turn signal light	12V 10W × 2
Brake light/Taillight	12V 21/5W
License plate light	LED

LED LIGHTING

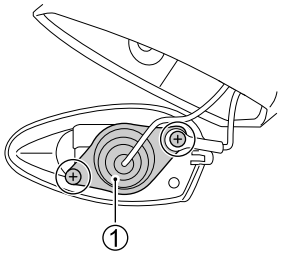
This motorcycle is equipped with LED lighting. Because LED light have been attached in the integrated units, the replacement of LED light only is not available. If the LED light cannot be turned on, consult with your Suzuki dealer.

TURN SIGNAL LIGHT

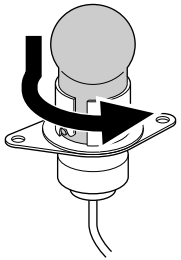
To replace the turn signal light bulb, follow the procedure below:



1. Remove the screw and lens.



2. Remove the screws and take off the socket ①.



3. Push in on the bulb, twisting it to the left, and pull it out.
4. To fit the replacement bulb, push it in and twist it to the right while pushing.

NOTICE

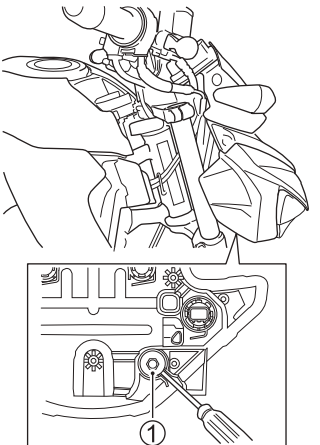
Overtightening the screws when reinstalling the lens may cause the lens to crack.

Tighten the screws only until they are snug.

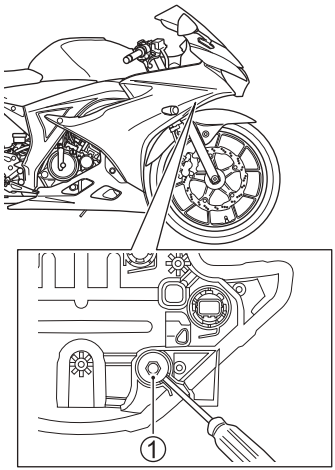
HEADLIGHT BEAM ADJUSTMENT

The headlight beam can be adjusted up and down if necessary.

To adjust the beam up and down:



GSX-S125



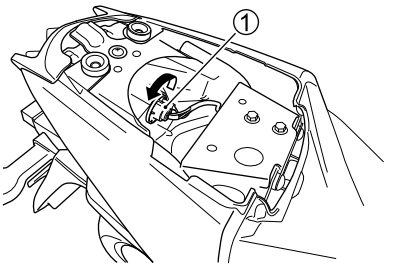
GSX-R125

Turn the adjuster ① clockwise or counter-clockwise.

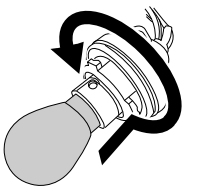
BRAKE LIGHT/TAILLIGHT

To replace the brake light/taillight bulb, follow the procedure below:

1. Open the rear seat by referring to the SEAT LOCK AND HELMET HOLDERS section.



2. Turn the socket ① counterclockwise and remove it.



3. Push in on the bulb, twisting it to the left, and pull it out.
4. To fit the replacement bulb, push it in and twist it to the right while pushing.

FUSE

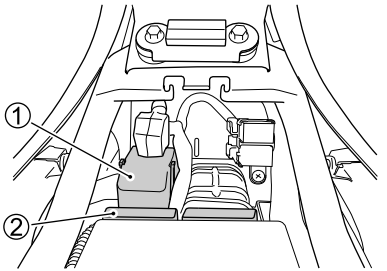
If something electrical on your motorcycle stops working, the first thing you should check for is a blown fuse. The electrical circuits on the motorcycle are protected from overload by fuses in the circuits.

If a blown fuse is found, then the electrical problem must be inspected and repaired before replacing the blown fuse with a new fuse. Consult your Suzuki dealer for the electrical system check and repair.

⚠ WARNING

Replacing a fuse with a fuse that has an incorrect amperage rating or substitute, e.g. aluminum foil or wire, may cause serious damage to the electrical system and possibly fire. Always replace a blown fuse with a fuse of the same amperage rating.

If the new fuse blows in a short time, the electrical problem may not be fixed. Have your motorcycle inspected immediately by your Suzuki dealer.



The main fuse is located under the front seat. One 20A spare fuse is located in the starter relay box ①.

The fuses are located under the front seat. Two spare fuses (one 10A and one 15A) are located in the fuse box ②.

FUSE LIST

- 20A MAIN fuse protects all electrical circuits.
- 10A SUB fuse protects the horn, cooling fan relay, turn signal lights, taillight, brake light, position light, license plate light and speedometer.
- 10A FAN fuse protects the cooling fan motor.
- 15A ABS MOTOR fuse protects ABS system.
- 10A ABS VALVE fuse protects ABS system.

CATALYTIC CONVERTER

The purpose of the catalytic converter is to minimize the amount of harmful pollutants in your motorcycle's exhaust. Use of leaded fuel in motorcycles equipped with catalytic converters is prohibited because lead deactivates the pollutant-reducing components of the catalyst system.

The converter is designed to last the life of the motorcycle under normal usage and when unleaded fuel is used. Not special maintenance is required on the converter. However, it is very important to keep the engine properly tuned. Engine misfiring, which can result from an improperly tuned engine, may cause overheating of the catalyst. This may result in permanent heat damage to the catalyst and other motorcycle components.

⚠ WARNING

If you park or operate the motorcycle in areas where there are combustible materials such as dry grass or leaves, these materials may come in contact with the catalytic converter or other hot exhaust components. This can cause a fire.

Avoid parking or operating your motorcycle in areas with any combustible materials.

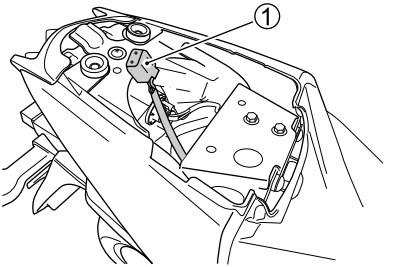
NOTICE

Improper motorcycle operation can cause catalyst or other motorcycle damage.

To avoid damage to the catalyst or other related components, you should take the following precautions:

- **Maintain the engine in the proper operating condition.**
- **In the event of an engine malfunction, particularly one involving engine misfire or other apparent performance loss, stop riding the motorcycle and turn off the engine and have the motorcycle serviced promptly.**
- **Do not shut off the engine or interrupt the ignition when the transmission is in gear and the motorcycle is in motion.**
- **Do not try to start the engine by pushing the motorcycle or by coasting down a hill.**
- **Do not idle the engine with any spark plug wires disconnected or removed, such as during diagnostic testing.**
- **Do not idle the motorcycle for prolonged periods if idling seems rough or there are other malfunctions.**
- **Do not allow the fuel tank to get near the empty level.**

DIAGNOSTIC CONNECTOR



Diagnostic connector ① is located under the rear seat.

NOTE: Diagnostic connector is used by Suzuki dealer or a qualified service mechanic.

TROUBLESHOOTING

TROUBLESHOOTING

This troubleshooting guide is provided to help you find the cause of some common complaints.

NOTICE

Improper repairs or adjustments may damage the motorcycle instead of fixing it. Such damage may not be covered under warranty.

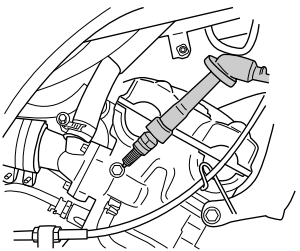
If you are not sure about the proper action, consult your Suzuki dealer about the problem.

If the engine refuses to start, perform the following inspections to determine the cause.

FUEL SUPPLY CHECK

If the malfunction indicator light comes on, trouble in the fuel injection system, take your machine to an authorized Suzuki dealer. Refer to the “INSTRUMENT PANEL” section for an explanation of the malfunction indicator light.

IGNITION SYSTEM CHECK



1. Remove the spark plug and reattach it to the spark plug cap.
2. While holding the spark plug firmly against the crank case of the engine, push the starter switch with the ignition switch in the “ON” position or the main switch knob in the “(ON)” position, the engine stop switch in “” position, and the transmission in neutral. If the ignition system is operating properly, a blue spark should jump across the spark plug gap.
3. If there is no spark, clean the spark plug. Replace it if necessary. Retry the above procedure with the cleaned spark plug or a new one.
4. If there is still no spark, consult your Suzuki dealer for repairs.

⚠ WARNING

Performing the spark test improperly can be hazardous. You could get a high voltage electrical shock if you are not familiar with this procedure.

Do not perform this check if you are not familiar with the procedure. Do not point the spark plug near the spark plug hole during this test. Do not perform this test if you have a heart condition or wear a pacemaker.

ENGINE STALLING

1. Make sure there is enough fuel in the fuel tank.
2. If the malfunction indicator light comes on, trouble in the fuel injection system, take your machine to an authorized Suzuki dealer. Refer to the “INSTRUMENT PANEL” section for an explanation of the malfunction indicator light.
3. Check the ignition system for intermittent spark.
4. Check the idle speed. If necessary, adjust it using a tachometer. The correct idle speed is 1600 – 1800 r/min.

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE AND MOTORCYCLE CLEANING

STORAGE PROCEDURE

If your motorcycle is to be left unused for an extended period of time, it needs special servicing requiring appropriate materials, equipment and skill. For this reason, Suzuki recommends that you trust this maintenance work to your Suzuki dealer. If you wish to service the machine for storage yourself, follow the general guidelines below:

MOTORCYCLE

Clean the entire motorcycle. Place the motorcycle on the side stand on a firm, flat surface where it will not fall over. Turn the handlebars all the way to the left and lock the steering, and remove the ignition key (GSX-S125, GSX-R125 for Middle East).

FUEL

1. Fill the fuel tank to the top with fuel mixed with the amount of gasoline stabilizer recommended by the stabilizer manufacturer.
2. Run the engine for a few minutes until the stabilized gasoline fills the fuel injection system.

ENGINE

1. Pour one tablespoon of motor oil into each spark plug hole. Reinstall the spark plug and crank the engine a few times.
2. Drain the engine oil thoroughly and refill the crankcase with fresh engine oil all the way up to the filler hole.
3. Cover the air cleaner intake and the muffler outlet with oily rags to prevent humidity from entering.

BATTERY

1. Remove the battery from the motorcycle by referring to the BATTERY section.

2. Clean the outside of the battery with a mild soap and remove corrosion from the terminals and wiring harness.
3. Store the battery in a room above freezing.

TIRES

Inflate tires to the normal pressure.

EXTERNAL

- Spray all vinyl and rubber parts with rubber protectant.
- Spray unpainted surfaces with rust preventative.
- Coat painted surfaces with car wax.

MAINTENANCE DURING STORAGE

Once a month, recharge the battery by referring to the BATTERY section. If you cannot charge the battery, consult your authorized Suzuki dealer.

PROCEDURE FOR RETURNING TO SERVICE

1. Clean the entire motorcycle.
2. Remove the oily rags from the air cleaner intake and muffler outlet.
3. Drain all the engine oil. Install a new oil filter and fill the engine with fresh oil as outlined in this manual.
4. Remove the spark plug. Turn the engine a few times. Reinstall the spark plug.
5. Reinstall the battery by referring to the BATTERY section.
6. Make sure that the motorcycle is properly lubricated.
7. Perform the INSPECTION BEFORE RIDING as listed in this manual.
8. Start the motorcycle as outlined in this manual.

CORROSION PREVENTION

It is important to take good care of your motorcycle to protect it from corrosion and keep it looking new for years to come.

Important Information About Corrosion

Common causes of corrosion

- Accumulation of road salt, dirt, moisture, or chemicals in hard-to-reach areas.
- Chipping, scratches, and any damage to treated or painted metal surfaces resulting from minor accidents or impacts from stones and gravel.

Road salt, sea air, industrial pollution, and high humidity will all contribute to corrosion.

How to Help Prevent Corrosion

- Wash your motorcycle frequently, at least once a month. Keep your motorcycle as clean and dry as possible.
- Remove foreign material deposits. Foreign material such as road salt, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage your motorcycle's finish. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Follow the manufacturer's directions when using these special cleaners.
- Repair finish damage as soon as possible. Carefully examine your motorcycle for damage to the painted surfaces. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a Suzuki dealer make the repair.

- Store your motorcycle in a dry, well-ventilated area. If you often wash your motorcycle in the garage or if you frequently park it inside when wet, your garage may be damp. The high humidity may cause or accelerate corrosion. A wet motorcycle may corrode even in a heated garage if the ventilation is poor.
- Cover your motorcycle. Exposure to midday sun can cause the colors in paint, plastic parts, and instrument faces to fade. Covering your motorcycle with a high-quality, "breathable" motorcycle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your Suzuki dealer can help you select the right cover for your motorcycle.

MOTORCYCLE CLEANING

WASHING THE MOTORCYCLE

When washing the motorcycle, follow the instructions below:

1. Remove dirt and mud from the motorcycle with cool running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
2. Wash the entire motorcycle with a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

NOTE: Clean the motorcycle with cool water immediately after riding on road salt or riding along the coast. Be sure to use cool water because warm water can hasten corrosion.

NOTE: Avoid spraying or allowing water to flow over the following places:

- *Ignition switch / main switch*
- *Spark plug*
- *Fuel tank cap*
- *Fuel injection system*
- *Brake master cylinders*
- *Throttle cable boots*

NOTICE

High pressure washers such as those found at coin-operated car washes have enough pressure to damage the parts of your motorcycle. It may cause rust, corrosion and increase wear. Parts cleaner can also damage motorcycle parts.

Do not use high pressure washers to clean your motorcycle. Do not use parts cleaner on throttle body and fuel injection sensors.

3. Once the dirt has been completely removed, rinse off the detergent with running water.
4. After rinsing, wipe off the motorcycle with a wet chamois or cloth and allow it to dry in the shade.
5. Check carefully for damage to painted surfaces. If there is any damage, obtain "touch-up" paint and "touch-up" the damage following the procedure below:
   a. Clean all damaged spots and allow them to dry.
   b. Stir the paint and "touch-up" the damaged spots lightly with a small brush.
   c. Allow the paint to dry completely.

NOTE: The headlight lens can be fogged after washing the motorcycle or riding in the rain. Headlight fogging will be cleared gradually when the headlight is turned on. When clearing the headlight lens fogging, run the engine to avoid battery discharge.

NOTICE

Cleaning your motorcycle with any alkaline or strong acid cleaner, gasoline, brake fluid, or any other solvent will damage the motorcycle parts.

Clean only with soft cloth and warm water with mild detergent.

PLASTIC PARTS

Plastic parts such as headlight lens, speedometer display, windshield (if equipped) and fairing (if equipped), are easy to be damaged. When such part is cleaned, wash it using water after cleaning it using neutral detergent or soapy water, and wipe it with a soft cloth.

⚠ WARNING

Do not put anything between the fairing and steering.

If so, it will negatively affect the steering operation.

NOTICE

When any of the following substances is attached to the plastic part such as headlight lens, speedometer display or windshield (if equipped), it might cause a scratch or damage to the part.

- **Wax compound**
- **Chemical supplies such as oil film removing agent or repellents**
- **Acidic or alkaline detergent**
- **Brake fluid, gasoline or organic solvent, etc.**

WAXING THE MOTORCYCLE

After washing the motorcycle, waxing and polishing are recommended to further protect and beautify the paint.

- Only use waxes and polishes of good quality.
- When using waxes and polishes, observe the precautions specified by the manufacturers.

SPECIAL CARE FOR MATTE FINISH PAINT

Do not use polishing compounds or waxes that contain polishing compounds on surfaces which have a matte finish. The use of polishing compounds will change the appearance of the matte finish.

Solid type waxes may be difficult to remove from surfaces with a matte finish.

Friction while riding, excessive rubbing or polishing of a surface with a matte finish will change its appearance.

FRONT FOOTREST BRACKET CLEANING

Front footrest bracket surface could become darkish due to rubbing while riding. If the darkening appears, you may clean the surface using polishing compound containing particles of 3 micron or less in diameter.

INSPECTION AFTER CLEANING

For extended life of your motorcycle, lubricate it according to the “LUBRICATION POINTS” section.

⚠ WARNING

Operating the motorcycle with wet brakes can be hazardous. Wet brakes may not provide as much stopping power as dry brakes. This could lead to an accident.

Test your brakes after washing the motorcycle, while riding at slow speed. If necessary, apply the brakes several times to let friction dry out the linings.

Follow the procedures in the “INSPECTION BEFORE RIDING” section to check your motorcycle for any problems that may have arisen during your last ride.

SPECIFICATIONS

DIMENSIONS AND CURB MASS

Overall length	2000 mm (78.7 in)	
Overall width	745 mm (29.3 in)	GSX-S125
	700 mm (27.6 in)	GSX-R125
Overall height	1035 mm (40.7 in)	GSX-S125
	1070 mm (42.1 in)	GSX-R125
Wheelbase	1300 mm (51.2 in)	
Ground clearance	165 mm (6.5 in)	GSX-S125
	155 mm (6.1 in)	GSX-R125
Curb mass	133 kg (293 lbs)	GSX-S125
	134 kg (295 lbs)	GSX-R125

ENGINE

Type	4-stroke, liquid-cooled, DOHC
Number of cylinders	1
Bore	62.0 mm (2.441 in)
Stroke	41.2 mm (1.622 in)
Displacement	124 cm^3 (7.6 CU. in)
Corrected compression ratio	11 : 1
Fuel system	Fuel injection
Air cleaner	Paper filter
Starter system	Electric and kick
Lubrication system	Wet sump

DRIVE TRAIN

Clutch		Wet multi-plate type
Transmission		6-speed constant mesh
Gearshift pattern		1-down, 5-up
Primary reduction ratio		3.285 (69/21)
Gear ratios,	Low	2.923 (38/13)
	2nd	1.933 (29/15)
	3rd	1.476 (31/21)
	4th	1.217 (28/23)
	5th	1.045 (23/22)
	Top	0.925 (25/27)
Final reduction ratio		3.214 (45/14)
Drive chain		RK 428KLO, 122 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Swingarm type, coil spring, oil damped
Front suspension stroke	110 mm (4.3 in)
Rear wheel travel	115 mm (4.5 in)
Caster	25.5°
Trail	93.3 mm (3.7 in)
Steering angle	40° (right and left) GSX-S125
	35° (right and left) GSX-R125
Turning radius	2.3 m (7.5 ft)
Front brake	Disk brake
Rear brake	Disk brake
Front tire size	90/80-17M/C 46S
Rear tire size	130/70-17M/C 62S

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Spark plug	NGK MR8E-9 or DENSO U24EPR-N9
Battery	12V 18.0 kC(5.0 Ah)/10HR
Generator	Single-phase A.C.generator
Main fuse	20A
Fuse	10/10A
ABS fuse	15/10A
Headlight	LED
Position light	LED
Brake light/Taillight	12V 21/5W
Front turn signal light	12V 10W × 2
Rear turn signal light	12V 10W × 2
License plate light	LED
High beam indicator light	LED
Turn signal indicator light	LED
Oil pressure/Coolant temperature indicator light	LED
Neutral indicator light	LED
Malfunction indicator light	LED
Engine RPM indicator light	LED
ABS indicator light	LED

CAPACITIES

Fuel tank	11 L (2.9/2.4 US/Imp. gal)
Engine oil, oil change	1300 ml (1.4/1.1 US/Imp. qt)
With filter change	1400 ml (1.5/1.2 US/Imp. qt)
Overhaul	1500 ml (1.6/1.3 US/Imp. qt)
Coolant	1050 ml (1.1/0.9 US/Imp. qt)

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