

Every 2 years

22 Brake fluid - change



1 The brake fluid should be replaced at the

prescribed interval or whenever a master cylinder or caliper overhaul is carried out. Refer to the brake bleeding section in Chapter 6, noting that all old fluid must be pumped from the fluid reservoir and hydraulic line before filling with new DOT 4 fluid.

Every 4 years

23 Brake hoses - replacement



1 The hoses should be replaced regardless of their condition.

2 Refer to Chapter 6 and disconnect the brake hoses from the master cylinders and calipers. Always replace the banjo union sealing washers with new ones.

work on any part of the fuel system. Don't smoke or allow open flames or bare light bulbs near the work area, and don't work in a garage where a natural gas-type appliance is present. If you spill any fuel on your skin, rinse it off immediately with soap and water. When you perform any kind of work on the fuel system, wear safety glasses. It is also advisable to have a fire extinguisher suitable for a Class B type fire (flammable liquids) on hand - be sure you know how to use it.

fuel tap and from the carburetors, noting the routing of each hose and where it connects (see Chapter 3 if required). It is advisable to make a sketch of the various hoses before removing them to ensure they are correctly installed.

3 Secure each new hose to its unions using new clamps. Run the engine and check that there are no fuel leaks before taking the machine out on the road.

24 Fuel hoses - replacement



Warning: Petrol (gasoline) is extremely flammable, so take extra precautions when you

All models

1 All fuel hoses should be replaced regardless of their condition.

2 Remove the fuel tank (see Chapter 3). Disconnect the fuel hoses from the fuel cock,

California models

4 The emission control system hoses should be replaced regardless of their condition. In addition to the fuel hoses mentioned above, replace the surge hose from the fuel tank to the charcoal canister, and the purge hose from the charcoal canister to the carburetors (see illustration 14.1 in Chapter 3).

Non-scheduled maintenance

25 Throttle and choke cable - check



Note: The throttle cable and choke cable will stretch over a period of time necessitating adjustment.

Throttle cable

1 Make sure the throttle grip rotates easily

from fully closed to fully open with the front wheel turned at various angles. The grip should return automatically from fully open to fully closed when released.

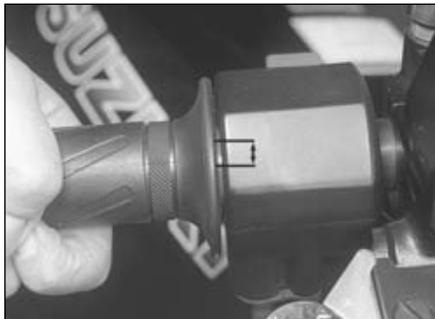
2 If the throttle sticks, this is probably due to a cable fault. Remove the cable (see Chapter 3) and lubricate it (see Section 28). Install the cable, making sure it is correctly routed. If this fails to improve the operation of the throttle, the cable must be replaced. Note that in very rare cases the fault could lie in the

carburetors rather than the cable, necessitating the removal of the carburetors and inspection of the throttle linkage (see Chapter 3).

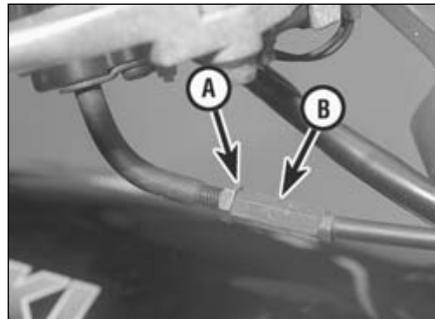
3 With the throttle operating smoothly, check for a small amount of freeplay in the throttle twistgrip (see illustration). The amount of freeplay in the cable, measured in terms of twistgrip rotation, should be as specified at the beginning of the Chapter. If adjustment is necessary, adjust the idle speed first (see Section 9).

4 The cable is adjustable at either the twistgrip end or the carburettor end. Minor adjustments should be made at the twistgrip end. To adjust the cable freeplay on EK to EY models, slacken the locknut on the cable adjuster and rotate the adjuster until the correct amount of freeplay is obtained, then tighten the locknut against the adjuster (see illustration).

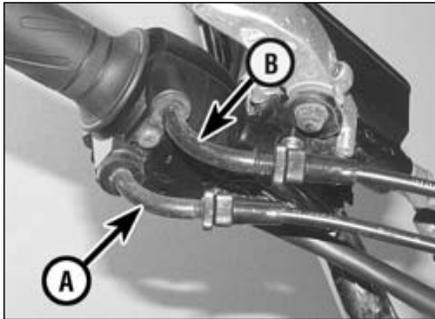
5 To adjust the cable freeplay on K1 models onward, slacken the locknut on the decelerator cable adjuster and set the adjuster to give maximum freeplay, then slacken the locknut on the accelerator cable adjuster and rotate the adjuster until the



25.3 Throttle cable freeplay is measured in terms of twistgrip rotation



25.4 Throttle cable adjuster locknut (A) and adjuster (B) - twistgrip end, EK to EY models



25.5 Decelerator cable (A) and accelerator cable (B) – twistgrip end, K1 models onwards

correct amount of freeplay is obtained (see illustration). Tighten the locknut against the adjuster. Hold the twistgrip in the closed position and rotate the decelerator cable adjuster until resistance is felt in the cable, then tighten the locknut against the adjuster.

6 If all the adjustment has been taken up at the twistgrip on EK to EY models, re-set the adjuster to give maximum freeplay, then set the correct amount of freeplay at the carburettors by slackening the locknut and turning the adjuster as required (see illustration). Tighten the locknut on completion, and make sure the lower nut is still captive in the bottom of the adjuster. Subsequent adjustments can now be made at the twistgrip end.

7 If all the adjustment has been taken up at the twistgrip on K1 models onward, reset the accelerator and decelerator cable adjusters to give maximum freeplay, then set the correct amount of freeplay at the carburettors. Slacken the accelerator cable locknut and turn the adjuster as required (see illustration). Tighten the locknut on completion and make sure the lower nut is still captive in the bottom of the adjuster. Hold the twistgrip in the closed position and rotate the decelerator cable adjuster until resistance is felt in the cable, then tighten the locknut and make sure the lower nut is still captive in the bottom of the adjuster.

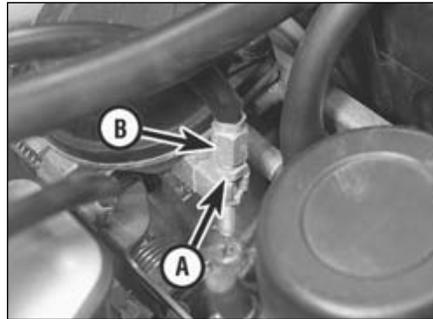
8 Check that the throttle twistgrip operates smoothly and snaps shut quickly when released.

9 With the engine idling, turn the handlebars through the full extent of their travel. The idle speed should not change. If it does, the cable may be incorrectly routed - correct this condition before riding the bike (see Chapter 3).

Choke cable

10 If the choke does not operate smoothly this is probably due to a cable fault. Remove the cable (see Chapter 3) and lubricate it (see Section 28). Install the cable, routing it so it takes the smoothest route possible.

11 Check for a small amount of freeplay in the cable and adjust it if necessary using the adjuster at the lever end of the cable, using the method described in Step 4 above for the



25.6 Throttle cable adjuster locknut (A) and adjuster (B) – carburettor end, EK to EY models

throttle cable (throttle end). If this fails to improve the operation of the choke, the cable must be replaced. Note that in very rare cases the fault could lie in the carburettors rather than the cable, necessitating the removal of the carburettors and inspection of the choke valves (see Chapter 3).

26 Carburettors - synchronisation



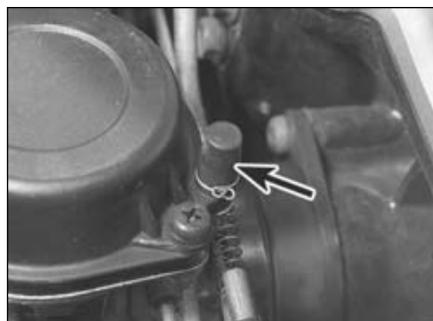
Note: *The carburettors will go out of synchronisation over a period of time, resulting in decreased fuel mileage, increased engine temperature, less than ideal throttle response and higher vibration levels.*



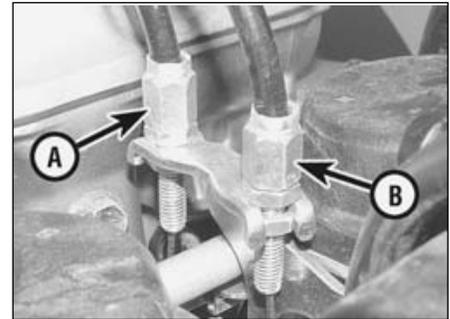
Warning: *Petrol (gasoline) is extremely flammable, so take extra precautions when you work on any part of the fuel system. Don't smoke or allow open flames or bare light bulbs near the work area, and don't work in a garage where a natural gas-type appliance is present. If you spill any fuel on your skin, rinse it off immediately with soap and water. When you perform any kind of work on the fuel system, wear safety glasses and have a fire extinguisher suitable for a Class B type fire (flammable liquids) on hand.*



Warning: *Take great care not to burn your hand on the hot engine unit when accessing the*



26.5a Remove the vacuum take-off caps . . .



25.7 Decelerator cable (A) and accelerator cable (B) – carburettor end, K1 models onwards

gauge take-off points on the intake manifold. Do not allow exhaust gases to build up in the work area; either perform the check outside or use an exhaust gas extraction system.

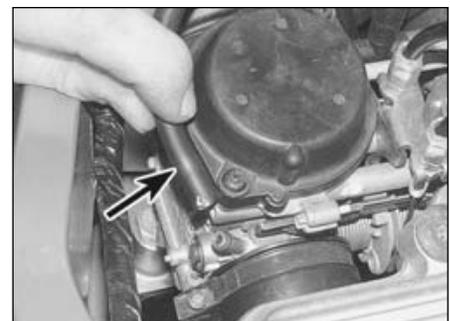
1 Carburettor synchronisation is simply the process of adjusting the carburettors so they pass the same amount of fuel/air mixture to each cylinder. This is done by measuring the vacuum produced in each cylinder. Before synchronising the carburettors, make sure the valve clearances are properly set.

2 To properly synchronise the carburettors, you will need some sort of vacuum gauge set-up with a gauge for each cylinder, or a manometer, which is a calibrated tube arrangement that utilises columns of mercury or steel rods to indicate engine vacuum. If using a mercury manometer, extra precautions must be taken during use and storage of the instrument as mercury is a liquid, and extremely toxic. Because of the nature of the synchronisation procedure and the need for special instruments, most owners leave the task to a Suzuki dealer.

3 Start the engine and let it run until it reaches normal operating temperature, then shut it off.

4 Remove the fuel tank (see Chapter 3).

5 On EK to EY models, remove the vacuum take-off cap from the top of each carburettor (see illustration). On K1 models onward, remove the take-off cap from the left-hand carburettor and the vacuum hose from the right-hand carburettor (see illustration). Connect the gauge hoses to the take-off adapters. Make sure that there are no air leaks as false readings will result.



26.5b . . . and the vacuum hose (K1 models onward)