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# Value of the Owner's Manual

Suzuki, as all motorcycle manufacturers are prone to, in their infinite wisdom included an owner's manual with every Katana sold. I advise every rider to have read the owner's manual for their bike (whatever the make & model), as there are lots of valuable tips and safety-related issues listed in it. If you don't have one, get one, and read it cover to cover. For the Katana's in specific, you'll find the following items that you may mistakenly overlook or do incorrectly otherwise:

The correct method for checking the motor oil level. If you haven't read the manual, it's probably different than you would expect, and it is not simply a matter of getting the bike upright and peeking in the oil level window (which may give you an artificially high reading).

The two different helmet holders on the late model Katana's -- the helmet lock by the rear wheel (left side) and the helmet catch under the seat.

The proper oil specifications, chain adjustment procedures, and the required maintenance schedule. I'll cover all of these in this book anyway :)

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## Maintenance Schedule

Note that the service schedule on the next two pages is far more comprehensive than the one listed in the Katana owner's manual, and includes recommendations which are taken from the factory service manual, as well as from personal experience. Generally, any rubber lines that touch fluids (gas, brake fluid) or deal with vacuum need to be replaced every fourth year. Any gaskets that touch gasoline should be replaced every 4<sup>th</sup> year as well. Base this fourth year date on the date of manufacture and not on the date of acquisition (check the VIN plate next to the steering pivot for the date of manufacture). Many motorcycles are built in the year prior to the model year. E.G. – most 2002 models were built during 2001. Thus, if you have an 2003 model that you bought still “new” on the dealer's floor in January of 2005, what you probably have is a three year old bike (since most 2003 models would have been built in 2002). That means that many of the replacement items will be coming due at the end of your first year of ownership.

A=Adjust, C=Clean, D=Drain, L=Lube, I=Inspect, O=Optional Replacement, P=Pump, R=Mandatory Replacement, T=Torque Bolts, U=Use

	Every 150 240	Every 600 1000	Every 3750 6000	Every 7500 12000	Every 11000 18000	Every 15000 24000	REPLACEMENT TIME SCHEDULE IF MINIMUM MILEAGE NOT MET — REPLACE AT LEAST EVERY, PLUS NOTES
<b>ENGINE</b>							
Spark Plugs				R	O	R	Replace whenever running rough or missing At mileage
Valve Adjustment, 600 miles, then				I & A		I & A	
Replace Valve Cover Seals				R		R	Factory: every valve adjustment. Me: every 2nd.
Sync Carbs				A		A	Every valve adjustment & carb disassembled.
Adjust Idle			A	A	A	A	3 Months
Rebuild Carbs, Clean Jets						C	4 Years; replace parts, gaskets, O-rings as reqd
<b>CABLES</b>							
Choke Cable		I	I & L	I & L	I & L	R	6 years, plus when cable binding.
Throttle Cables		I	L & A	L & A	L & A	R	6 years, or Slack beyond Adjustment or Binding
Clutch Cable		I	L & A	L & A	L & A	R	6 years, or Slack beyond Adjustment or Binding
<b>SAFETY, SUSPENSION &amp; ELECTRICAL</b>							
Torque Spec Bolts, 600 miles, then			T	T	T	T	Year
Steering				I	I	I	Replace steering head bearings if notchy
Fork Oil, Fork Oil Seals			I	I	I	R	2 Years, use date of manufacture (VIN Plate)
Rear Suspension & Fork Springs				I	I	I	6 Years unless very low mileage
Dielectric Grease In All Connectors						L	When bike first acquired, every 4 years
Battery Voltage & Charging Tests			I	I	I	I	Replace battery every 2 to 3 years for reliability
<b>CALIFORNIA SPECIFIC</b>							
California - Charcoal Canister				I		I	Replace every 4 years
California - Vacuum & Fuel Lines				I		I	Replace every 4 years
California - PCV & Check Valves				I		I	Replace every 4 years
California - PAIR Air Filter							Replace every 4 years

Note: Some of these recommendations are not included in the original owners manual maintenance schedule and come from the factory service manual, or have been modified/added based on real-world experience. These recommendations are specifically designed to give you the highest reliability and longest possible life from your Katana, and at no time do any of the recommendations fall below the minimum factory recommendations for maintenance and replacement schedules.

## 1998 - 2005 Katana 600 & 750 Maintenance Schedule

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Mileage KM	Every 150 240	Every 600 1000	Every 3750 6000	Every 7500 12000	Every 11000 18000	Every 15000 24000	REPLACEMENT TIME SCHEDULE IF MINIMUM MILEAGE NOT MET — REPLACE AT LEAST EVERY, PLUS NOTES
<b>CHAIN &amp; TIRES</b>							
Lube Chain	L	C & L					Monthly
Clean Chain		I					3 Months
Inspect Chain for replacement		I & P					3 Months
Inspect Tires, Check Pressure	I & P	I & P					Weekly
Replace Tires							5 Years, and when dry rotted/cracked/punctured
<b>OIL &amp; OIL FILTER</b>							
Oil Change, 600 miles, then			R				6 Months. See Oil Section for oil info.
Oil Filter — Aftermarket			R				6 Months. I recommend use of OEM Filter.
Oil Filter — OEM			O	O	R		Year
<b>FUEL &amp; FUEL FILTER</b>							
Fuel Filter — Replacement				R		R	Year. Easiest to replace at time of valve adj.
Fuel System Cleaner (Techron)				U		U	Year. Last full tank run thru before oil change.
Fuel Petcock Diaphragm			I	I	I	R	6 Years, plus whenever unreliable. Rebuild Kit.
Fuel Lines							4 Years, and when dry rotted/cracked/leaking
<b>BRAKES</b>							
Brake Fluid (DOT 4)		I	I	I	R		2 Years. 1 Year in Humid/Wet Locations
Brake Pads		I	I	I		I	At Caliper Rebuild and/or When Worn to 2mm
Brake Line Hoses & Crush Washers				I	I		4 Years, use date of manufacture (VIN Plate)
Calipers (rebuild)				C & I		C & I	4 Years, use date of manufacture (VIN Plate)
Brake Caliper Pistons Seals						I	Every new pad install and every caliper rebuild
<b>AIR &amp; VACUUM</b>							
Drain Airbox Drain Tube			D	D	D	D	3 Months
Air Filter				I	R		3 Years
Vacuum Lines				I	I	R	4 Years
Drain Lines				I	I	I	6 Years

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