2001-2002

SUZUKI

GSX-R600

SERVICE MANUAL

99500-35080-01E

FOREWORD

This manual contains an introductory description on the SUZUKI GSX-R600 and procedures for its inspection/service and overhaul of its main components.
Other information considered as generally known is not included.
Read the GENERAL INFORMATION section to familiarize yourself with the motorcycle and its maintenance. Use this section as well as other sections to use as a guide for proper inspection and service.
This manual will help you know the motorcycle better so that you can assure your customers of fast and reliable service.

- *This manual has been prepared on the basis of the latest specifications at the time of publication. If modifications have been made since then, differences may exist between the content of this manual and the actual motorcycle.*
- *Illustrations in this manual are used to show the basic principles of operation and work procedures. They may not represent the actual motorcycle exactly in detail.*
- *This manual is written for persons who have enough knowledge, skills and tools, including special tools, for servicing SUZUKI motorcycles. If you do not have the proper knowledge and tools, ask your authorized SUZUKI motorcycle dealer to help you.*

⚠ WARNING

Inexperienced mechanics or mechanics without the proper tools and equipment may not be able to properly perform the services described in this manual. Improper repair may result in injury to the mechanic and may render the motorcycle unsafe for the rider and passenger.

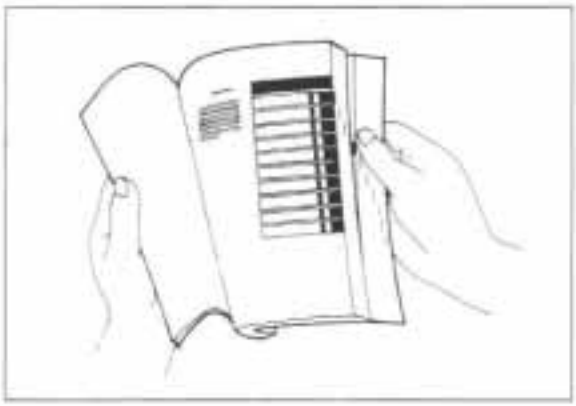
SUZUKI MOTOR CORPORATION
Motorcycle Service Department

GROUP INDEX

HOW TO USE THIS MANUAL

TO LOCATE WHAT YOU ARE LOOKING FOR:

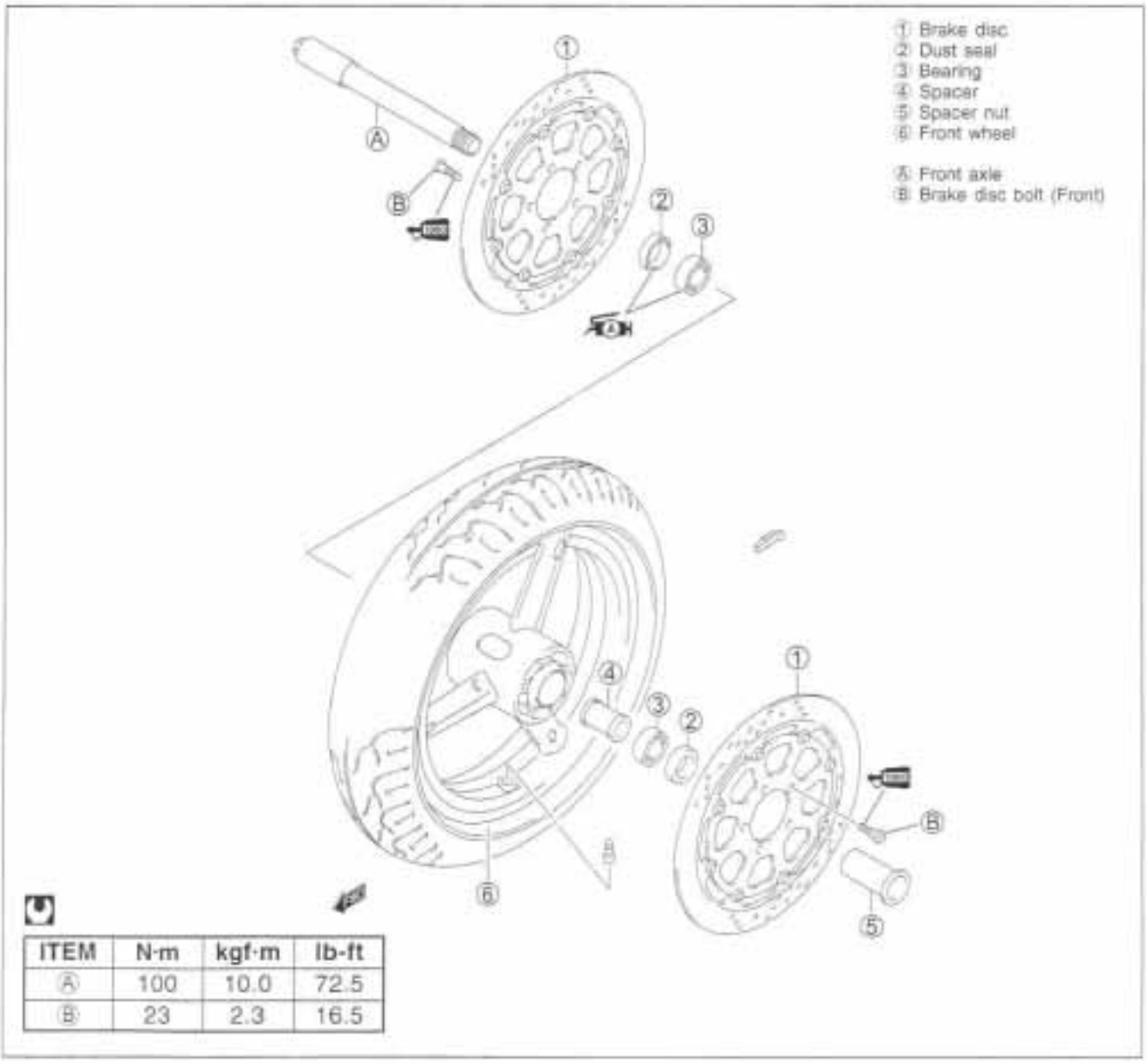
1. The text of this manual is divided into sections.
2. The section titles are listed in the GROUP INDEX.
3. Holding the manual as shown at the right will allow you to find the first page of the section easily.
4. The contents are listed on the first page of each section to help find the item and page you need.



COMPONENT PARTS AND WORK TO BE DONE

Under the name of each system or unit, is its exploded view. Work instructions and other service information such as the tightening torque, lubricating points and locking agent points, are provided.

Example: Front wheel



ITEM	N·m	kgf·m	lb-ft
Ⓐ	100	10.0	72.5
Ⓑ	23	2.3	16.5

SYMBOL

Listed in the table below are the symbols indicating instructions and other information necessary for servicing. The meaning of each symbol is also included in the table.

SYMBOL	DEFINITION	SYMBOL	DEFINITION
	Torque control required. Data beside it indicates specified torque.		Apply THREAD LOCK SUPER "1360". 99000-32130
	Apply oil. Use engine oil unless otherwise specified.		Use engine coolant. 99000-99032-11X
	Apply molybdenum oil solution. (Mixture of engine oil and SUZUKI MOLY PASTE in a ratio of 1:1)		Use fork oil. 99000-99001-SS8 (99000-99044-10G)
	Apply SUZUKI SUPER GREASE "A". 99000-25010		Apply or use brake fluid.
	Apply SUZUKI MOLY PASTE. 99000-25140		Measure in voltage range.
	Apply SUZUKI BOND "1207B". 99000-31140		Measure in current range.
	Apply SUZUKI BOND "1215" 99000-31110		Measure in diode test range.
	Apply THREAD LOCK SUPER "1303". 99000-32030		Measure in continuity test range.
	Apply THREAD LOCK SUPER "1322". 99000-32110		Use special tool.
	Apply THREAD LOCK "1342". 99000-32050		Indication of service data.

ABBREVIATIONS MAY BE USED IN THIS MANUAL

A

ABDC	: After Bottom Dead Center
AC	: Alternating Current
ACL	: Air Cleaner, Air Cleaner Box
API	: American Petroleum Institute
ATDC	: After Top Dead Center
ATM Pressure	: Atmospheric Pressure Atmospheric Pressure Sensor (APS, AP Sensor)
A/F	: Air Fuel Mixture

B

BBDC	: Before Bottom Dead Center
BTDC	: Before Top Dead Center
B+	: Battery Positive Voltage

C

CKP Sensor	: Crankshaft Position Sensor (CKPS)
CKT	: Circuit
CLP Switch	: Clutch Lever Position Switch (Clutch Switch)
CMP Sensor	: Camshaft Position Sensor (CMPS)
CO	: Carbon Monoxide
CPU	: Central Processing Unit

D

DC	: Direct Current
DMC	: Dealer Mode Coupler
DOHC	: Double Over Head Camshaft
DRL	: Daytime Running Light

E

ECM	: Engine Control Module Engine Control Unit (ECU) (FI Control Unit)
ECT Sensor	: Engine Coolant Temperature Sensor (ECTS), Water Temp. Sensor (WTS)
EVAP	: Evaporative Emission
EVAP Canister	: Evaporative Emission Canister (Canister)

F

FI	: Fuel Injection, Fuel Injector
FP	: Fuel Pump
FPR	: Fuel Pressure Regulator
FP Relay	: Fuel Pump Relay

G

GEN	: Generator
GND	: Ground
GP Switch	: Gear Position Switch

H

HC	: Hydrocarbons

I

IAP Sensor	: Intake Air Pressure Sensor (IAPS)
IAT Sensor	: Intake Air Temperature Sensor (IATS)
IG	: Ignition

L

LCD	: Liquid Crystal Display
LED	: Light Emitting Diode (Malfunction Indicator Lamp)
LH	: Left Hand

M

MAL-Code	: Malfunction Code (Diagnostic Code)
Max	: Maximum
MIL	: Malfunction Indicator Lamp (LED)
Min	: Minimum

N

NOx	: Nitrogen Oxides

O

OHC	: Over Head Camshaft
OPS	: Oil Pressure Switch

P

PCV	: Positive Crankcase Ventilation (Crankcase Breather)

R

RH	: Right Hand
ROM	: Read Only Memory

S

SAE	: Society of Automotive Engineers
STC System	: Secondary Throttle Control System (STCS)
STC Unit	: Secondary Throttle Control Unit (STCU)
STP Sensor	: Secondary Throttle Position Sensor (STPS)
ST Valve	: Secondary Throttle Valve (STV)
STV Actuator	: Secondary Throttle Valve Actuator (STVA)

T

TO Sensor	: Tip Over Sensor (TOS)
TP Sensor	: Throttle Position Sensor (TPS)

GENERAL INFORMATION

1

CONTENTS

WARNING/CAUTION/NOTE

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

⚠ WARNING

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

⚠ CAUTION

Indicates a potential hazard that could result in motorcycle damage.

NOTE:

Indicates special information to make maintenance easier or instructions clearer.

Please note, however, that the warnings and cautions contained in this manual cannot possibly cover all potential hazards relating to the servicing, or lack of servicing, of the motorcycle. In addition to the WARNINGS and CAUTIONS stated, you must use good judgement and basic mechanical safety principles. If you are unsure about how to perform a particular service operation, ask a more experienced mechanic for advice.

GENERAL PRECAUTIONS

⚠ WARNING

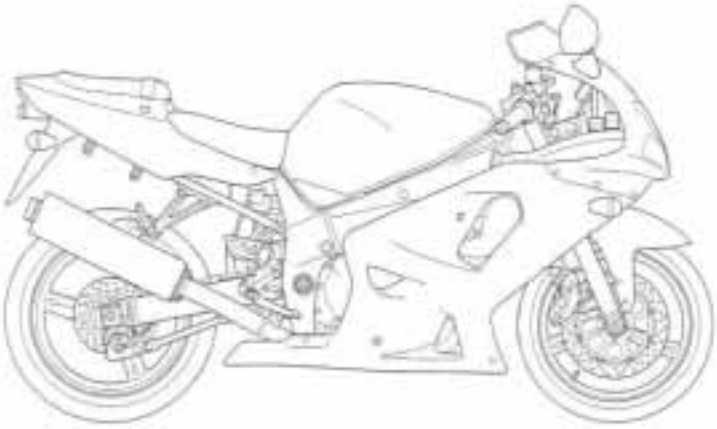
- **Proper service and repair procedures are important for the safety of the service mechanic and the safety and reliability of the motorcycle.**
- **When 2 or more persons work together, pay attention to the safety of each other.**
- **When it is necessary to run the engine indoors, make sure that exhaust gas is forced outdoors.**
- **When working with toxic or flammable materials, make sure that the area you work in is well-ventilated and that you follow all of the material manufacturer's instructions.**
- **Never use gasoline as a cleaning solvent.**
- **To avoid getting burned, do not touch the engine, engine oil, radiator and exhaust system until they have cooled.**
- **After servicing the fuel, oil, engine coolant, exhaust or brake systems, check all lines and fittings related to the system for leaks.**

⚠ CAUTION

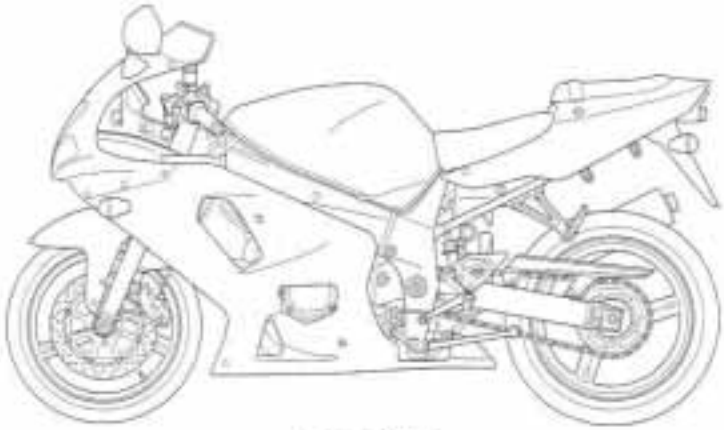
* If parts replacement is necessary, replace the parts with Suzuki Genuine Parts or their equivalent.
* When removing parts that are to be reused, keep them arranged in an orderly manner so that they may be reinstalled in the proper order.
* Be sure to use special tools when instructed.
* Make sure that all parts used in reassembly are clean. Lubricate them when specified.
* Use the specified lubricant, bond, or sealant.
* When removing the battery, disconnect the negative cable first and then the positive cable.
* When reconnecting the battery, connect the positive cable first and then the negative cable, and cover the positive terminal with the terminal cover.
* When performing service to electrical parts, disconnect the battery negative cable unless the service procedure requires the battery power.
* When tightening cylinder head and crankcase bolts and nuts, tighten the larger sizes first. Always tighten the bolts and nuts diagonally from the inside working out and to the specified tightening torque.
* Whenever you remove oil seals, gaskets, packing, O-rings, locking washers, self-locking nuts, cotter pins, circlips, and certain other parts as specified, be sure to replace them with new ones. Also, before installing these new parts, be sure to remove any left over material from the mating surfaces.
* Never reuse a circlip. When installing a new circlip, take care not to expand the end gap larger than required to slip the circlip over the shaft. After installing a circlip, always ensure that it is completely seated in its groove and securely fitted.
* Use a torque wrench to tighten fasteners to the specified torque. Wipe off grease and oil if a thread is smeared with them.
* After reassembling, check parts for tightness and proper operation.

* To protect the environment, do not unlawfully dispose of used motor oil, engine coolant and other fluids: batteries, and tires.
* To protect the earth's natural resources, properly dispose of used motorcycles and parts.

SUZUKI GSX-R600K1 (2001-MODEL)



RIGHT SIDE



LEFT SIDE

* Difference between photograph and actual motorcycle depends on the markets.

SERIAL NUMBER LOCATION

The frame serial number or V.I.N. (Vehicle Identification Number) Ⓐ is stamped on the right side of the steering head pipe. The engine serial number Ⓑ is located on the rear side of the crankcase. These numbers are required especially for registering the machine and ordering spare parts.

FUEL, OIL AND ENGINE COOLANT RECOMMENDATION

FUEL (FOR USA AND CANADA)

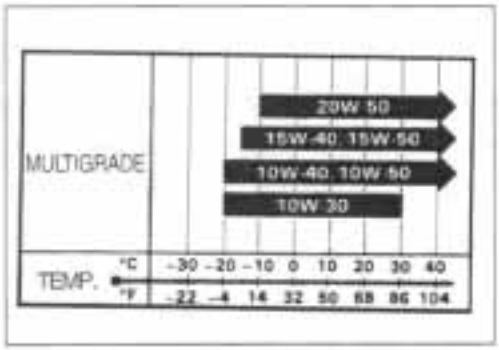
Use only unleaded gasoline of at least 87 pump octane ($\frac{R+M}{2}$) or 91 octane or higher rated by the research method. Gasoline containing MTBE (Methyl Tertiary Butyl Ether), less than 10% ethanol, or less than 5% methanol with appropriate cosolvents and corrosion inhibitor is permissible.

FUEL (FOR THE OTHER COUNTRIES)

Gasoline used should be graded 91 octane (Research Method) or higher. An unleaded gasoline is recommended.

ENGINE OIL (For U.S.A. model)

SUZUKI recommends the use of SUZUKI PERFORMANCE 4 MOTOR OIL or an oil which is rated SF or SG under the API (American Petroleum Institute) service classification. The recommended viscosity is SAE 10W/40. If an SAE 10W/40 oil is not available, select and alternative according to the right chart.



ENGINE OIL (For the other models)

Use a premium quality 4-stroke motor oil to ensure longer service life of your motorcycle. Use only oils which are rated SF or SG under the API service classification.

The recommended viscosity is SAE 10W-40. If an SAE 10W-40 motor oil is not available, select an alternative according to the following chart.

BRAKE FLUID

Use DOT4 brake fluid.

⚠ WARNING

Since the brake system of this motorcycle is filled with a glycol-based brake fluid by the manufacturer, do not use or mix different types of fluid such as silicone-based and petroleum-based fluid for refilling the system, otherwise serious damage will result.

Do not use any brake fluid taken from old or used or unsealed containers.

Never re-use brake fluid left over from a previous servicing, which has been stored for a long period.

FRONT FORK OIL

Use fork oil SS-8 (#10) or an equivalent fork oil.

ENGINE COOLANT

Use an anti-freeze/engine coolant compatible with an aluminum radiator, mixed with distilled water only.

WATER FOR MIXING

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

ANTI-FREEZE/ENGINE COOLANT

The engine coolant perform as a corrosion and rust inhabit as well as anti-freeze. Therefore, the engine coolant should be used at all times even though the atmospheric temperature in your area does not go down to freezing point.

Suzuki recommends the use of SUZUKI COOLANT anti-freeze/engine coolant. If this is not available, use an equivalent which is compatible with an aluminum radiator.

LIQUID AMOUNT OF WATER/ENGINE COOLANT

Solution capacity (total): 2 400 ml (2.5/2.1 US/Imp qt)

For engine coolant mixture information, refer to cooling system section. (☞ 5-2)

⚠ CAUTION

Mixing of anti-freeze/engine coolant should be limited to 60%. Mixing beyond it would reduce its efficiency. If the anti-freeze/engine coolant mixing ratio is below 50%, rust inhabiting performance is greatly reduced. Be sure to mix it above 50% even though the atmospheric temperature does not go down to the freezing point.

BREAK-IN PROCEDURES

During manufacture only the best possible materials are used and all machined parts are finished to a very high standard but it is still necessary to allow the moving parts to "BREAK-IN" before subjecting the engine to maximum stresses. The future performance and reliability of the engine depends on the care and restraint exercised during its early life. The general rules are as follows.

- Keep to these break-in procedures:

Initial 800 km (500 miles): Below 7 000 r/min
Up to 1 600 km (1 000 miles): Below 10 500 r/min
Over to 1 600 km (1 000 miles): Below 14 000 r/min

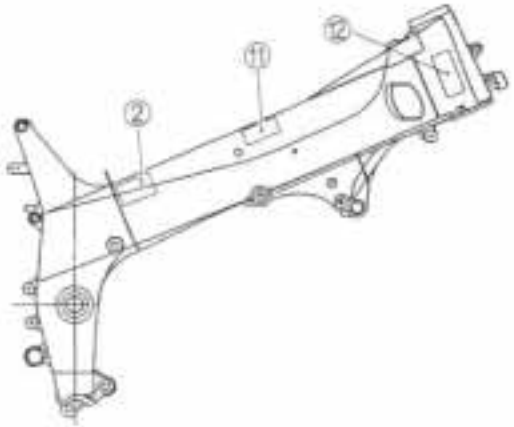
- Upon reaching an odometer reading of 1 600 km (1 000 miles) you can subject the motorcycle to full throttle operation. However, do not exceed 14 000 r/min at any time.

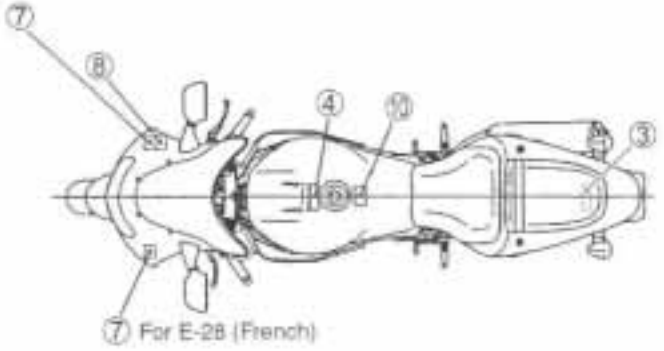
CYLINDER IDENTIFICATION

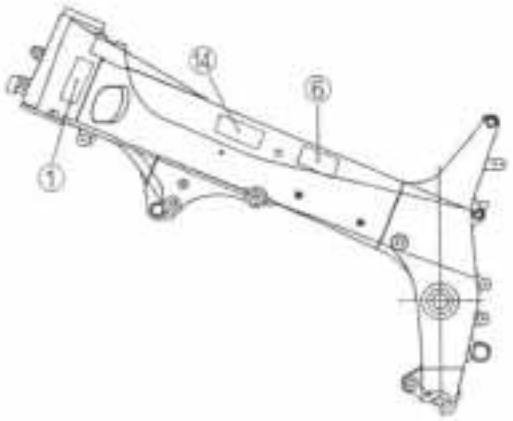
The four cylinders of this engine are identified as No.1, No.2, No.3 and No.4 cylinder, as counted from left to right (as viewed by the rider on the seat).

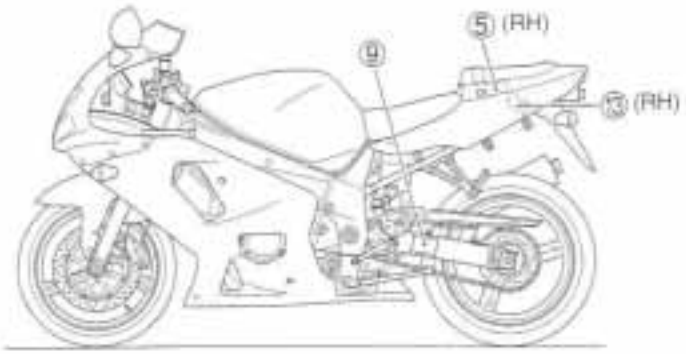
INFORMATION LABELS

	GSX-R600	GSX-R600UD	GSX-R600UF
① Noise label	○ For E-03, 24, 33		
② Information label	○ For E-03, 28, 33		
③ Vacuum hose routing label	○ For E-33		
④ Fuel caution label	○ For E-02, 24		
⑤ Manual notice label	○ For E-03, 33		
⑥ Frame caution label	○	○	○
⑦ Screen warning label	○	○	○
⑧ Steering warning label	○	○	○
⑨ Tire pressure label	○	○	○
⑩ Warning safety label	○	○	○
⑪ ICES Canada label	○ For E-28		
⑫ ID plate	○ For E-02, 19, 24	○	○
⑬ E-19 ID label			○
⑭ Safety plate	○ For E-03, 28, 33		









SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	2 040 mm (80.3 in)
Overall width	715 mm (28.1 in)
Overall height	1 135 mm (44.7 in)
Wheelbase	1 410 mm (55.5 in)
Ground clearnce	130 mm (5.1 in)
Seat height	830 mm (32.7 in)
Dry mass	163 kg (359 lbs) ..... For E-33 164 kg (361 lbs) ..... For the others

ENGINE

Type	Four-stroke, Liquid-cooled, DOHC
Number of cylinders	4
Valve clearance IN	0.10 – 0.20 mm (0.004 – 0.008 in)
EX	0.20 – 0.30 mm (0.008 – 0.012 in)
Bore	67.0 mm (2.638 in)
Stroke	42.5 mm (1.673 in)
Piston displacement	599 cm^3 (36.5 cu. in)
Compression ratio	12.2 : 1
Fuel system	Fuel injection
Air cleaner	Non-woven fabric element
Starter system	Electric
Lubrication system	Wet sump

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	6-speed, constant mesh
Gearshift pattern	1-down, 5-up
Primary reduction ratio	1.926 (79/41)
Gear ratios, Low	2.785 (39/14)
2nd	2.000 (32/16)
3rd	1.600 (32/20)
4th	1.363 (30/20)
5th	1.208 (29/24)
Top	1.086 (25/23)
Final reduction ratio	2.812 (45/16)
Drive system	RK 525SMOZ6, 110 links

CHASSIS

Front suspension	Telescopic, coil spring, oil damped, spring pre-load fully adjustable, rebound and compression damping force fully adjustable.
Rear suspension	Link type,oil damped, coil spring, spring pre-road fully adjustable, rebound damping force and compression damping force fully adjustable.
Caster	24°
Trail	96 mm (3.8 in)
Steering angle	29° (right & left)
Turning radius	3.2 m (10.5 ft)
Front brake	Disc brake, twin
Rear brake	Disc brake
Front tire size	120/70 ZR17 (58 W), tubeless
Rear tire size	180/55 ZR17 (73 W), tubeless

ELECTRICAL

Ignition type	Electronic ignition (Transistorized)
Ignition timing	4° B.T.D.C. at 1 300 r/min
Spark plug	NGK CR9E, DENSO U27ESR-N
Battery	12V 36.0 kC(8 Ah)/10HR
Generator	Three-phase A.C. Generator
Main fuse	30A
Fuse	15/15/15/15/10/10A
Headlight	12V 55+55/55W (H7)
Position light	12V 5W ..... Except for E-03, 24, 28, 33 models
Turn signal light	12V 21W
Brake light/Taillight	12V 21/5W × 2
Neutral indicator light	LED
High beam indicator light	LED
Turn signal indicator light	LED
Fuel injection warnning light	LED
FI/Oil pressure/Engine coolant temp. indicator light	LED

CAPACITIES

Fuel tank, including reserve	18 L (4.8/4.0 US/Imp gal)
Engine oil, oil change	2 800 ml (3.0/2.5 US/Imp qt)
with filter change	3 100 ml (3.3/2.7 US/Imp qt)
overhaul	3 400 ml (3.6/3.0 US/Imp qt)
Coolant	2 400 ml (3.2/2.6 US/Imp qt)
Front fork oil (each leg)	528 ml (17.8/18.6 US/Imp oz)

These specifications are subject to change without notice.

COUNTRY AND AREA CODES

The following codes stand for the applicable country(-ies) and area(-s).

MODEL	CODE	COUNTRY or AREA
GSX-R600	E-02	U.K.
	E-03	USA (Except for california)
	E-19	EU
	E-24	Australia
	E-28	Canada
	E-33	California (USA)
GSX-R600UD	E-19	EU
GSX-R600UF	E-19	EU

PERIODIC MAINTENANCE

2

CONTENTS

PERIODIC MAINTENANCE SCHEDULE

The chart below lists the recommended intervals for all the required periodic service work necessary to keep the motorcycle operating at peak performance and economy. Maintenance intervals are expressed in terms of kilometer, miles and months, and are dependant on whichever comes first.

NOTES:
More frequent servicing may be performed on motorcycles that are used under severe conditions.

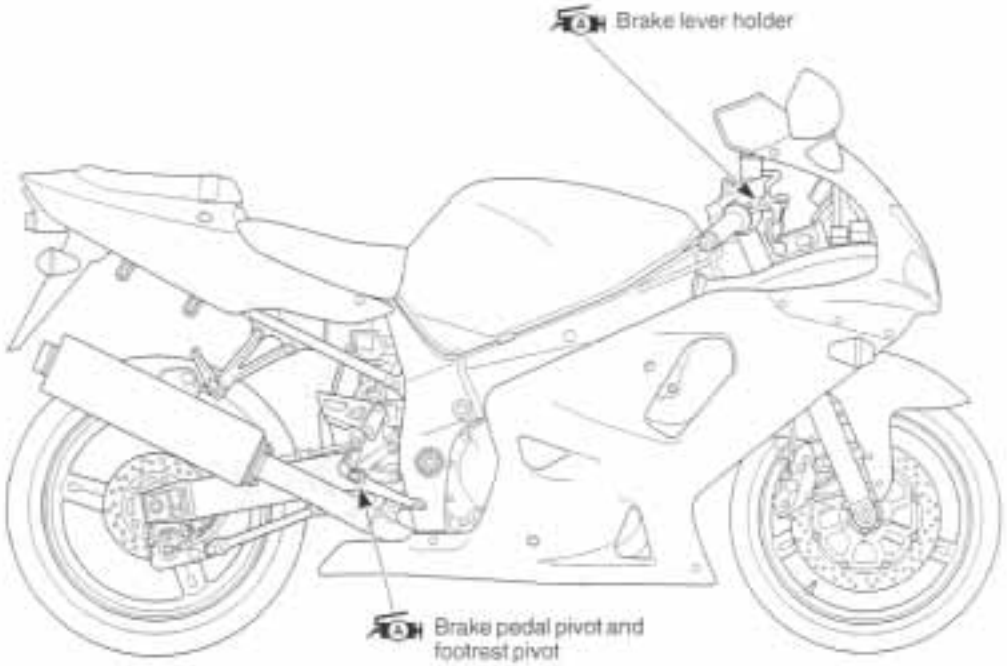
PERIODIC MAINTENANCE CHART

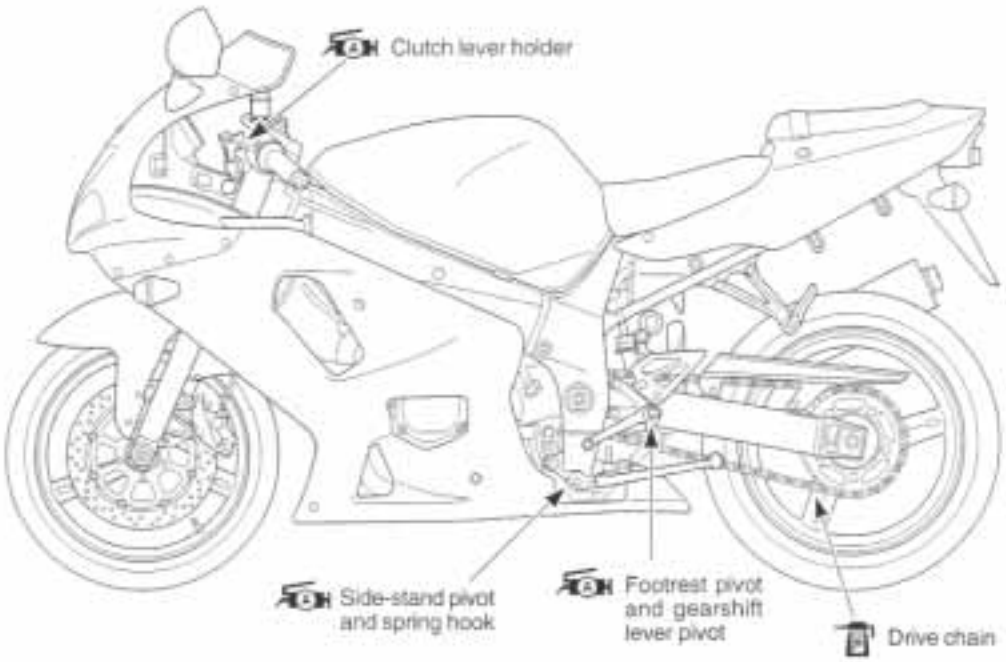
Interval / Item	km	1 000	6 000	12 000	18 000	24 000
	miles	600	4 000	7 500	11 000	15 000
	months	1	6	12	18	24
Air cleaner element		-	I	I	R	I
Spark plugs		-	I	R	I	R
Valve clearance		-	-	-	-	I
Engine oil		R	R	R	R	R
Engine oil filter		R	-	-	R	-
Fuel line		-	I	I	I	I
		Replace fuel hose every 4 years.				
Idle speed		I	I	I	I	I
Throttle valve synchronization		I (E-33 only)	-	I	-	I
Evaporative emission control system (E-33 only)		-	-	I	-	I
		Replace vapor hose every 4 years.				
PAIR (air supply) system		-	-	I	-	I
Throttle cable play		I	I	I	I	I
Clutch		-	I	I	I	I
Radiator hoses		-	I	I	I	I
Engine coolant		Replace every 2 years.				
Drive chain		I	I	I	I	I
		Clean and lubricate every 1 000 km (600 miles).				
Brakes		I	I	I	I	I
Brake hoses		-	I	I	I	I
		Replace every 4 years.				
Brake fluid		-	I	I	I	I
		Replace every 2 years.				
Tires		-	I	I	I	I
Steering		I	-	I	-	I
Front forks		-	-	I	-	I
Rear suspension		-	-	I	-	I
Exhaust pipe bolts and muffler bolt and nut		T	-	T	-	T
Chassis bolts and nuts		T	T	T	T	T

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

LUBRICATION POINTS

Proper lubrication is important for smooth operation and long life of each working part of the motorcycle. Major lubrication points are indicated below.





NOTE:

- *Before lubricating each part, clean off any rusty spots and wipe off any grease, oil, dirt or grime.*
- *Lubricate exposed parts which are subject to rust, with a rust preventative spray, especially whenever the motorcycle has been operated under wet or rainy conditions.*